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



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15 JUN 1987

*Western GEEIA Region Operating Location*

*History, 119 Western GEEIA Region  
Operating Location, Jul 1969 - Mar 1970*

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DEPARTMENT OF THE AIR FORCE  
DETACHMENT 1 SOUTHERN COMMUNICATIONS AREA (AFCS)  
VANDENBERG AIR FORCE BASE, CALIFORNIA 93437



*Det 1 South Com AFCS*

REPLY TO: GEWYH  
ATTN: OFF

27 May 1970

SUBJECT: Historical Data Reports

TO: Det 4, Northern Comm Area (GEWAK)

Reference your letter, 31 March 1970, same subject; attached  
Historical Data Report (5 copies) is forwarded as requested.

FOR THE COMMANDER

*Harry W. Mooney*  
HARRY W. MOONEY, DAFC, GS-12  
Chief of Operations

Director  
Aerospace Studies Inst  
ATTN: Archives Branch  
Maxwell AFB, Alabama

RETURN TO:

15 JUN 1987

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*7-4379-13  
00917073*

## HISTORICAL DATA REPORT

1. Name of Unit: Hq Western GEEIA Region Operating Location
2. Location: Vandenberg AFB, California
3. From 1 July 1969 through 31 March 1970.
4. Name and Location of Next Higher Headquarters: Hq Western GEEIA Region  
McClellan AFB, CA.
5. Personnel Strength (Last Day of Reporting Period):

	<u>AUTHORIZED</u>	<u>ASSIGNED</u>	<u>ATTACHED</u>
Officers	2	1	0
Airmen	8	9	0
Civilians	<u>23</u>	<u>22</u>	<u>0</u>
	33	32	0

6. Statement of Mission (See Page 1, Item I).
7. Organizational Changes, including reasons for changes (See Page 1, Item II).
8. Administrative Progress and Problems (See Page 1, Item III).
9. Mission Progress and Problems (See Page 2, Item IV).
10. Safety (See Page 3, Item V).
11. Summary of Zero Defects and AF Suggestion Program (See Page 4, Item VI).
12. Corrosion Control (See Page 4, Item VII).
13. Supply Section (See Page 4, Item VIII).
14. Vital Statistics (See Page 5, Item IX).

PREPARED BY

*Harry W. Mooney*  
 HARRY W. MOONEY, DAFC, GS-12  
 Chief of Operations

APPROVED BY

*for Harry W. Mooney*  
 EVERETT W. YOUNG, 1st Lt, USAF  
 Chief

I. Statement of Mission:

Functions as a Western GEEIA Region Operating Location at Vandenberg Air Force Base, responsible to the Region Commander for accomplishment of the following activities:

A. Responsible for the accomplishment of limited C-E Field Engineering, Maintenance, and Organic Scheme Installation Requirements.

B. Acts as a single point of contact for Vandenberg C-E requirements pertaining to GEEIA responsibility.

C. Provides quick reaction capability in Outside Plant Engineering and Maintenance to meet emergency C-E requirements on VAFB.

D. Responsible for on-site depot level maintenance and command certified organizational and field maintenance including authorized depot level modifications on CEM systems or equipment.

E. Provides technical assistance to the Contract Administrative Office (ACO).

F. Provides administrative support and on-site management control of GEEIA Maintenance and Organic Installations.

G. Provides technical advice and effects liaison on matters pertaining to the Western Test Range program requirements as directed by the Commander, WGR.

H. Performs such other duties as may be directed by the Commander, WGR.

II. Organizational Changes, Including Reasons for Changes:

None.

III. Administrative Progress and Problems:

The Administrative Section received a new AFM 12-20 and a new AFM 12-50 (Maintenance of Documentation and Disposition of Documentation) during this reporting period. These new publications replaced the old AFM's 181-4 and 181-5. Our administrative files were completely revamped in accordance with these new publications. Filing and disposition are much easier now compared with the old filing system.

In July 1969, this organization was assigned the responsibility of maintaining its own classified material due to the AFLC reorganization here on Base. To date, the Administrative Section has had three (3) Quarterly Inspections from Det 41, Hq OOAMA (AFLC), and one (1) from the Base Security Office (SAC). These inspections revealed only minor discrepancies and were corrected on the spot.

During this period, the Administrative Section completed several emergency and normal scheme packages. These schemes were completed and forwarded without delinquencies or errors. Numerous emergency engineering changes were accomplished by the Administrative Section. These changes have to be completed within a one-day time limit, including the distribution to various agencies.

Various RCS reports and correspondence have been accomplished in an efficient and timely manner. During this period, the Administrative Section had four (4) Staff Visits. These visits revealed only minor discrepancies in the operation of the Administrative Section.

IV. Mission Progress and Problems:

A. Hq Western GEEIA Region O/L's mission for the Engineering, Installation and Maintenance of ECM equipment was accomplished by the use of organic and contract skills. During this period, the following were accomplished:

1. Engineering Functions:

- a. Schemes engineered: 3.
- b. Engineering assignments associated with schemes such as preparing ECR/A's, giving assistance to installation forces, analyzing "as-built" drawings and test results, participating at bidder's briefings, etc.: 50.
- c. Schemes posted to the PIPR: 8
- d. Technical assistance requests completed: 42.
- e. Special studies: 28.
- f. Plant-in-Place Records update assignments completed: 29.

2. Maintenance Division Activity:

a. Maintenance workload for the year included six (6) scheduled IRAN's, two (2) emergency IRAN's, five (5) installation schemes, six (6) in-house work orders, and four (4) modification work orders. In addition, defective GFE was repaired, in-house, to facilitate fifteen contract installed schemes. Maintenance personnel served as GFIR's on twelve (12) schemes.

b. The biggest maintenance job of the year started as a request for emergency organizational maintenance assistance. The 392d Communications Squadron (SAC) requested assistance of their 7000-line, step-by-step Central Office. When inspection revealed that 30,000 manhours would be needed to bring the office up to standards, the job was converted to programmed status. Completion is scheduled in FY 71.

c. The Telephone Inside-Plant crew completed five (5) schemes during the year; three (3) installations, one (1) rehabilitation, and one (1) relocation.

d. Instrumentation work included in-house repair of CTLI Equipment for which we are the SRA, modification of TITAN II Telemetry Systems to S-Band, and repair of a TITAN II Launch Enable Test Set.

e. All radio work was in support of AFWTR (now SAMTEC) and included work on four (4) range ships. We also completed two (2) schemes (started on contract) which provided the capability for remote control of 29 HF Receivers at the North VAFB Receiver Site from the control center on South Vandenberg.

f. Four (4) men from maintenance augmented other GEEIA activities; while eighteen (18) augmentees were required on our jobs, sixteen (16) of these were Telephone Inside-Plant men.

g. To maintain skills, maintenance men attended seven (7) non-technical schools (168 total hours) and ten technical schools (970 total hours).

V. Safety:

Continuous emphasis on the Safety Program has again resulted in "no reportable accidents" for this period. Factors involved in establishing this record are:

- A. Safe Driver's Awards have been submitted for all eligible personnel.
- B. Each Commander's Call is concluded with a safety film.
- C. All TDY personnel are briefed on hazardous areas before they enter the field.
- D. Safety Display Boards are kept up to date.
- E. Periodic inspections are performed on all vehicles by the Vehicle Control NCO.



VI. Summary of Zero Defects and AF Suggestion Program Accomplishments:

A. Zero Defects Program:

1. CARE Forms:

- a. 6 submitted
- b. 1 in process
- c. 4 disapproved
- d. 1 approved

2. Awards:

- a. Bronze - 10 approved - 0 in process
- b. Silver - 12 approved - 0 in process
- c. Gold - 5 approved - 2 in process

B. AF Suggestion Program:

- 1. 2 submitted
- 2. 1 in process
- 3. 0 approved
- 4. 1 disapproved

VII. Corrosion Control:

Only two minor discrepancies (July and Sept. 69) were found in our monthly Corrosion Control Inspections.

All maintenance, installation and supply personnel received refresher corrosion control training on 30 September 1969. Our training sessions stress the importance of proper installation and maintenance practices in minimizing corrosion.

VIII. Supply Section:

A. Relocation: Supply was moved from Building 6443 to Building 6442.

B. All bench stocks were deleted and turned in.

C. All surplus material was turned in.

1. At the peak of transactions and Due-out Releases from the 1050-II Computer, there were approximately 130,000 line items loaded; at this date (31 March 70), there are approximately 35,000.

D. Supply took on the added responsibility of supplying scheme projects with needed materials.

IX. Vital Statistics:

A. Personnel Changes:

1. Losses:

- a. SSgt Melvin L. Anderson, Discharge, July 1969.
- b. Mr. Richard E. Gregory, Transferred, July 1969.
- c. Mr. Louis P.R. LeBlanc, Transferred, July 1969.
- d. TSgt Elvin L. Williams, Retired, August 1969.
- e. MSgt Andrew J. Chellette, PCS, August 1969.
- f. Mr. Delbert E. Daniels, Disability Retirement, October '69.
- g. TSgt Bobby Sockwell, PCS, January 1970.

2. Gains:

- a. Mr. Franz A. Jansen, July 1969, Maintenance.
- b. TSgt Bobby Sockwell, December 1969, Supply.
- c. Sgt John D. Cormack, January 1970, Surveillance.
- d. Sgt Cecil G. Callender, Jr., February 1970, Surveillance.
- e. MSgt Walter VerMeer, February 1970, Surveillance.
- f. SSgt Jack W. Slentz, March 1970, Surveillance.

~~XXXXX(AFCS)~~

Det 1 South Com AFAC

GEWYA

15 June 1970

Annual Historical Report - RCS: AUD 5

GEWAK

Historical Report for Period from 1 July 1969 through 31 March 1970

1. STATEMENT OF MISSION: The mission of Detachment 36 (GEWYA) (now known as Operating Location A (GEWYA), Det. #4, Northern Communications Area, Fairchild AFB, Washington) located at Fairchild Air Force Base, Washington, is to accomplish emergency and scheduled on-site and limited in-house depot level maintenance, installation, modification, technical assistance and systems analysis on ground communications. The detachment has had the specific responsibility of single-point maintenance for radar type height finder equipment and supporting the northern geographical area of GEELA, as directed. The detachment had been assigned the responsibility of performing maintenance on the FPS 6, 8A, 90 and MPS 14 Height Finder Radar equipment in it's geographical area. This responsibility consists of 22 radar sets located in 6 states, with a geographical area ranging from the Canadian to the Mexican border, and a value of over \$200,000 each.

## 2. PERSONNEL STRENGTH:

Authorized civilian strength ----23  
Assigned civilian strength-----21  
Military strength = none

a. AFSC of 30372 are assigned the W12 radar positions and AFSC of 30352 are assigned the W 11 Radar Repairer positions, with one 30251 WG 11 position of Telephone Central Office Maintencenceman assigned. The Ground Radar Repair Foreman positions, W612 and WS11 positions are assigned AFSC's of 30390. The Detachment Commander's position is assigned AFSC 3044, with an administrative staff of AFSC 84770, 84750, 70450 and 70250.

Atch 3 (3)

3. WORK ORDERS ACCOMPLISHED: Nine AN/FPS 90/AN/FPS 6A/AN/MPS 14 Height Finder Radar Work Orders were completed, utilized 7,962 man hours. Three emergency work orders were accomplished, with 1,036 man hours and one OA 2326 was relocated at Fallon Air Force Station, Nevada, using 112 man hours.

4. MANHOURS: 24,960 direct manhours available for the fiscal year 1970, with 41,800 assigned manhours.

5. There were zero reportable accidents.

6. The Annual General Inspection by the Inspector General from Headquarters GEEIA, Griffiss Air Force Base, New York, was performed on schedule.

7. EXPENDITURES:

a.	Telephone toll calls funds allotted	\$75.00
b.	Special Orders for Temporary Duty	\$45,329.00
c.	Services - Form 15	\$4,393.72
d.	Form 15/Mission Funds/6344	\$72.53
e.	Office Supplies/Base Funds/6305	\$578.46
f.	Direct Mission Funds /6344/	\$18,851.88
g.	Vehicles - Form 15	\$94.32
	TOTAL, (c through g)	\$23,988.89

8. Total mileage driven from July 1969 through March 1970, equals 86,863 miles with Government vehicles.

9. Total vehicles assigned and in use equals 10.

61B 10329 International 4WD	67B6476 Dodge 4 x 2
63B7884 Int. 4 x 2	68B1729 Truck, Van/Shop
63B7701 Int. 4 x 2	54L4169 Semi-Trailer
67B6372 Dodge 4 x 2	54L5175 Semi-Trailer
67B6373 Dodge 4 x 2	69E1172 Forklift

10. Roster of Key Personnel:

Mr. Max W. Wright GS 11 Detachment Commander  
Mr. Derwent D. Schaub WS 12 Electronic Foreman  
Mr. George N. Bieber GS 7 Production Controller/Supply Specialist  
Mrs. Frances E. Fabiano GS 5 Supply Clerk  
Mrs. Marilyn F. Lucas GS 5 Secretary

*Max W. Wright*  
MAX W. WRIGHT  
Det. 36 (GEWYA) Commander  
Operating Loc. A, Det. #4, NCA  
Fairchild AFB, Washington 99011



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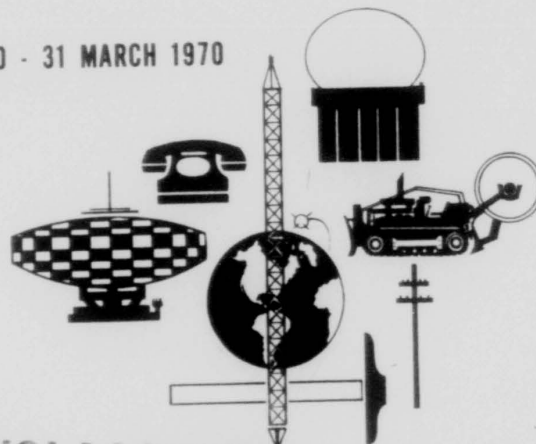
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15 JUN 1987

**HISTORY OF  
HEADQUARTERS  
WESTERN  
GEEIA  
REGION  
AFLC**

PROJECT \_\_\_\_\_  
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1 JANUARY 1970 - 31 MARCH 1970



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AFLC (Com) MCL AFB CA



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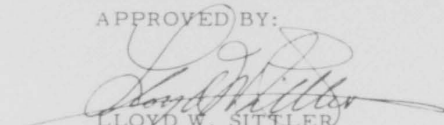
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HISTORY  
OF  
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WESTERN GEEIA REGION (AFLC)

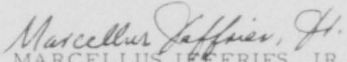
PART II  
1 JANUARY 1970 TO 31 MARCH 1970  
FISCAL YEAR 1970

GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFLC)  
GRIFFISS AIR FORCE BASE, N. Y., 13440

APPROVED BY:

  
LLOYD W. SITTLER  
Lt Colonel, USAF  
Vice Commander

COMPILED BY:

  
MARCELLUS JEFFRIES, JR.  
TSgt, USAF, HQ Western GEEIA  
Region Historian

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Director  
Aerospace Studies Inst  
ATTN: Archives Branch  
Maxwell AFB, Alabama

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15 JUN 1987

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Foreword

As this edition of the HQ Western GEEIA Region historical report was being assembled, word was received that GEEIA would be merged with the Air Force Communications Service (AFCS) effective 1 April 1970. Normally, this report would have covered the period 1 January 1970 to 30 June 1970; however, due to the merger, HQ GEEIA directed that this report be closed out as of 31 March 1970.

The enclosed report represents the final historical report for HQ Western GEEIA Region, a unit which first came into existence on 1 July 1959.

During the period 1 July 1959 to 31 March 1969, this organization grew from "trial and error" to "trial and achieve" status. It is impossible due to space limitations to reflect back on all of Western's achievements; however, it should be noted that GEEIA Commander, Major General Franklin A. Nichols, in an address to the military and civilian personnel of this organization, once said, . . . "Western GEEIA Region is by far, the most outstanding Region in GEEIA."

The GEEIA Management Performance System ended on 31 March 1970 as a result of the GEEIA/AFCS merger; however, it is of significance to note in this final historical report that Western GEEIA Region achieved top honors 24 of the 35 scoring periods during the period of this program which was first introduced in July 1965.

The GEEIA/AFCS merger will bring many changes, some of which were being announced as this report was being closed out. A capsule of advance information received on the merger is included below:

a. Western GEEIA Region (AFLC) will be merged along with all other worldwide GEEIA units into the Air Force Communications Service (AFCS) effective 1 April 1970.

b. Western GEEIA Region will be redesignated Detachment 4, Northern Communications Area (AFCS) effective 1 May 1970 with a reduction in assigned subordinate units and area of responsibility.

c. Detachment 4 will be deactivated effective 30 September 1970 with all military and civilian personnel receiving transfers within AFCS, when possible, or to other Air Force organizations where a requirement exists.

And with these thoughts in mind, HQ Western GEEIA Region at this writing was preparing to join AFCS with basically the same mission as outlined in this final narrative history of this organization as a GEEIA Region Headquarters.

Acknowledgements

I would like to thank the following personnel for their contributions to this history:

Captain Michael I. Bloom, GEWEC  
Mr. Duane H. Wenberg, GEWEE  
Mr. Leslie L. Cobb, GEWER  
Mr. Robert L. Boren, GEWEW

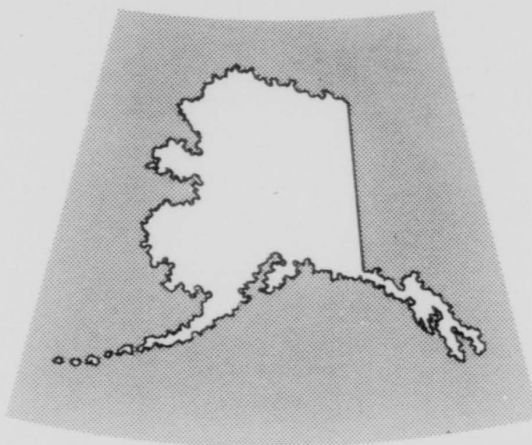


2d Lt James Ingram, GEWES  
Mr. Arthur W. Scheuering, GEWO  
Mr. Raymond J. Zych, GEWQ  
MSgt Ameteo J. Russo, GEWS  
Mr. Richard F. Woods, GEWV  
SSgt David A. Carlson, GEWVPG, Graphics

Without their help, this history would not have been possible.

*Marcellus Jeffries Jr.*  
MARCELLUS JEFFRIES, JR., TSgt, USAF  
HQ Western GEEIA Region Historian

# MISSION



CHAPTER I

1

Mission

In accordance with AFR 23-2 and AFLCR 23-17, Western GEEIA Region accomplishes the engineering, installation and mobile depot level 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, Idaho, Nevada, Utah, Arizona, and Alaska; the Aleutian Chain; Canada (west of the 95th meridian); and Pacific sites associated with the Space and Missile Test Center (formerly Air Force Western Test Range).

# COMMAND



COLONEL GILBERT H. BERTIE  
COMMANDER

COLONEL PHIL H. MEYER  
VICE COMMANDER



CHAPTER II

3

Command (GEW)Organization and Organizational Changes

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 part of the United States, Canada, Alaska, and Pacific sites of Space and Missile Test Center.

Colonel Phil H. Meyer continued as Vice Commander.

During this reporting period, the Vice Commander and the Chief of Plans and Management made staff visits to 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, are listed as of 31 March 1970:

<u>Vice Commander</u>	Colonel Phil H. Meyer
<u>Chief, Administration and HQ Sq Section</u>	Lt Colonel John R. Rogers
<u>Western GEEIA Region Sergeant Major</u>	CMSgt Elmer P. Phillips
<u>Chief, Engineering Division</u>	Major William P. Craig
<u>Deputy Chief, Engineering Division</u>	Mr. Alan O. Rhode

<u>Chief, Operations Division</u>	Lt Colonel Harry D. Harrelson
<u>Deputy Chief, Operations Division</u>	Captain Kenneth E. Neywick
<u>Chief, Plans and Management Office</u>	Lt Colonel Lloyd W. Sittler
<u>Chief, Quality Assurance Office</u>	Captain Barry M. Sushinsky
<u>Deputy Chief, Quality Assurance Office</u>	Mr. George L. O'Hair
<u>Chief, Materiel Division</u>	Captain Gerald H. Lundblad
<u>Squadrons</u>	
<u>Commander, HQ Sq Section</u>	Captain John J. Kershaw
<u>Commander, 2867 GEEIA Sq</u>	Lt Colonel Earl E. Olive
<u>Commander, 2868 GEEIA Sq</u>	Lt Colonel Paul J. Johnston
<u>Commander, 2869 GEEIA Sq</u>	Captain Richard A. Kaiser
<u>Commander, 2870 GEEIA Sq</u>	Lt Colonel Edward S. May
<u>Detachments</u>	
<u>Air Force Advisor, 215 Air National Guard Sq, Det 34, Western GEEIA Region</u>	MSgt Billy W. Painter
<u>Air Force Advisor, 216 Air National Guard Sq, Det 35, Western GEEIA Region</u>	TSgt Robert L. Kellar
<u>Chief, Det 36, Western GEEIA Region</u>	Mr. Max W. Wright
<u>Chief, Det 37, Western GEEIA Region</u>	1st Lt Philip V. VonPhul II

Engineering Liaison Officer  
Det 38, Western GEEIA Region

Major William P. Suiter

Air Force Advisor, 138 Air  
National Guard Sq, Det 39,  
Western GEEIA Region

Captain Francis L. Hainley

Air Force Advisor, 130 Air  
National Guard Sq, Det 40,  
Western GEEIA Region

Captain Ronald L. Carbery

Operating Location, HQ WGR

1st Lt Everett W. Young

During this reporting period, Western GEEIA Region continued as one of four 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, Idaho, Nevada, Utah, Arizona and Alaska; the Aleutian Chain, Canada (west of the 95th meridian), and Pacific sites associated with the Space and Missile Test Center (formerly Air Force Western Test Range).

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>	Elmendorf AFB, Alaska
<u>2869 GEEIA Squadron</u>	Norton AFB, California 92409
<u>2870 GEEIA Squadron</u>	Hill AFB, Utah 84401
<u>Det 34</u>	Paine Field ANG Base, 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>	Elmendorf AFB, Alaska
<u>Det 39</u>	Greeley, Colorado 80631
<u>Det 40</u>	Salt Lake City, Utah 84116
<u>HQ WGR Operating Location</u>	Vandenberg AFB, California 93437

Colonel Bertie directed no major changes in the basic structure of the organization during the period, however; minor changes were instituted throughout the Region as deemed necessary in order to accomplish the job in a manner best suited to the available resources.

Manpower

As of 31 March 1970, there was a total of 424 personnel assigned to HQ Western GEEIA Region against 378 authorizations. The above figure includes 310 civilians, against 276 authorizations and 114 military personnel, against 102 authorizations.

Support - Mission

During this reporting period, it was announced that Western GEEIA Region finished in second place in the GEEIA Management Performance System competition for the second quarter rating period of Fiscal Year 1970. This achievement marked the first time in six consecutive quarters that Western GEEIA Region did not place first for this award. Four main categories were considered in the Management Performance System during this competition. They were: mission subjects, manhour accounting, safety, and other, which included the First Term Airman Re-enlistment Program, Cost Reduction, and the Worldwide Information Program. The surprise topic for this rating period was the Non Standard Item Rate. For the second quarter of Fiscal Year 1970, Western Region snared a total of 626.7 points out of a possible 670 points for a percentage mark of 93.5.

Miscellaneous

The Region Commander and the Chief of Plans and Management departed the organization on 31 March 1970 for Griffiss AFB, New York to attend a three day planning conference with representatives of HQ GEEIA, HQ Eastern Communications Area, and HQ Eastern GEEIA Region. The conference concerned the establishment of the DCS/ Engineering and Installations, HQ Northern Communications Area, in accordance with AFCS Programming Plan 1-70, and the move of HQ Northern Communications Area from Westover AFB, Massachusetts to Griffiss AFB, New York.

Preliminary plans were made for establishing the DCS/E & I, HQ NCA at Griffiss AFB. Western GEEIA Region representatives were briefed on the Steering Committees established at HQ GEEIA, and were tasked to prepare certain data for the DCS/E & I, HQ NCA, such as position descriptions for all civilian positions, lists of required office and technical equipment and services, proposed key personnel, proposed dates for personnel to be in place, etc.

During this reporting period, Western GEEIA Region was awarded the GEEIA Command Project Mission "Safety 70" plaque and certificate for maintaining all safety rates below goals established by USAF during the year 1969.

In addition, HQ Western GEEIA Region received the Project Mission "Safety 70" plaque and citation for the best safety record of any HQ Squadron (GEEIA Worldwide) during the year 1969.

A group of seven AFROTC cadets from San Jose State College arrived at HQ Western GEEIA Region on 31 March 1970 for a WGR mission briefing by the Vice Commander, Colonel Phil H. Meyer. The cadets also visited the HQ WGR Engineering facility and were provided an explanation of its work and mission.

Sergeant Major

CMSgt Elmer P. Phillips continued as Western GEEIA Region's Sergeant Major during this reporting period. In addition, CMSgt Phillips also served as First Sergeant, HQ Squadron Section, Western GEEIA Region, in an additional duty capacity. He was relieved of this additional duty on 2 February 1970 and was assigned full-time duties as Western GEEIA Region Sergeant Major.

During this reporting period, the Sergeant Major performed several TDY trips to GEEIA installation and maintenance teams in Alaska to assist with problem areas and evaluate adequacy of morale and welfare facilities and base support to our GEEIA teams.

Locations visited during this reporting period included Elmendorf AFB, Eielson AFB, Wildwood AFS, and Pedro Dome Site, Alaska.

Sports Program

During this reporting period, the personnel of HQ Western GEEIA Region were involved in various intramural sporting events conducted at McClellan Air Force Base.

Participation was recorded during this period in bowling and basketball. Second best performance was recorded in only one sport during this period - basketball. The Headquarters basketball team finished second place in the American League Division in base intramural league competition, and was awarded a trophy.

Awards Program

During this reporting period, personnel of HQ Western GEEIA Region received various awards in recognition of outstanding achievement. Awards received are listed below:

Awards and Decorations (Medals)

Airman Recognition Awards

Length of Service Awards

Zero Defects Awards

Cost Reduction Awards

Suggestion Program Awards

GEEIA Certificate of Merit

Certificates of Appreciation

Special Achievement Awards

Letters of Appreciation

Educational Awards

Superior Performance Awards

Outstanding Performance Rating Awards

In addition, HQ Western GEEIA Region received the following unit award: 1969 GEEIA Command Project Mission "Safety 70" Plaque and Citation.

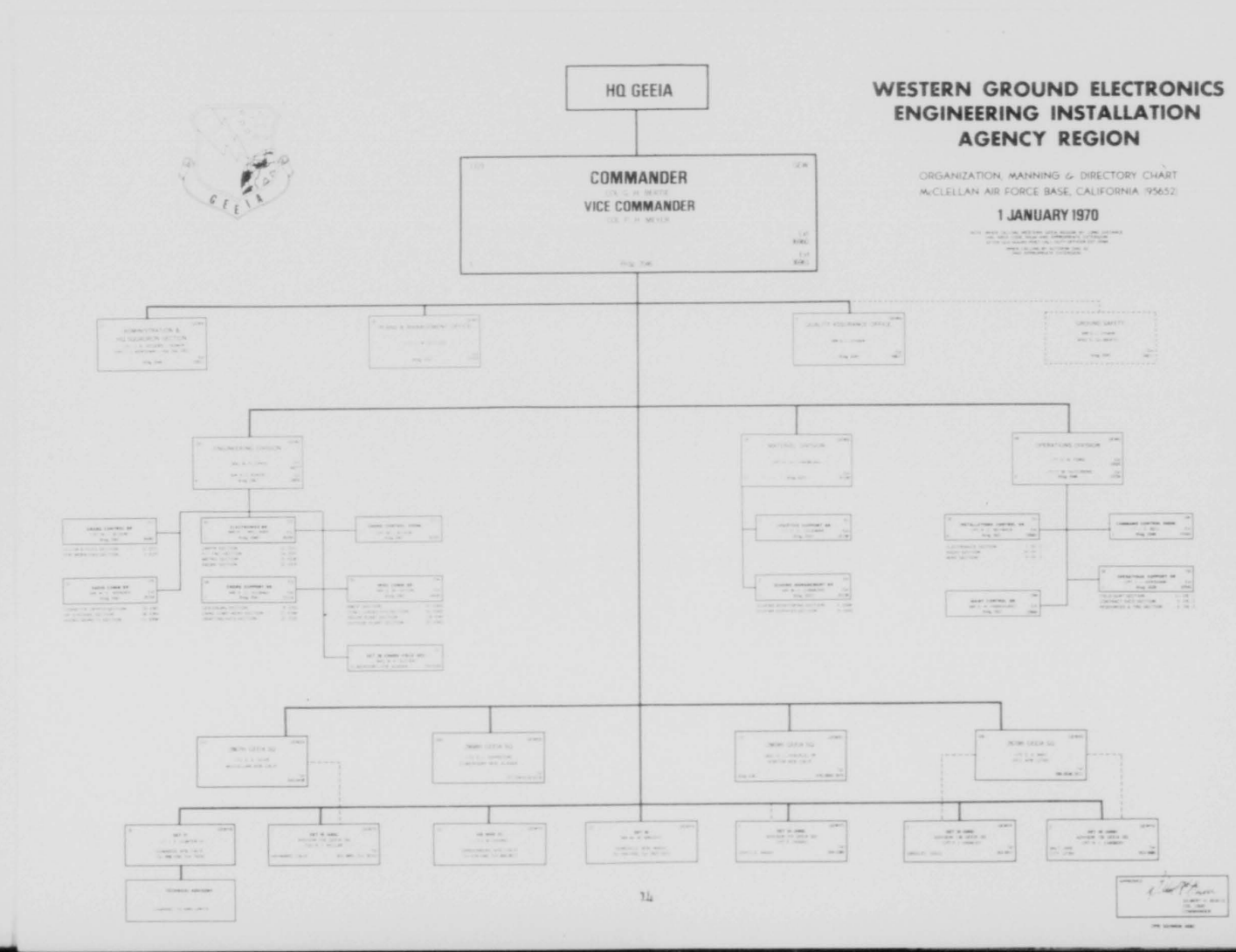
As a Region, Western GEEIA Region received the following award during this reporting period: 1969 GEEIA Command Project Mission "Safety 70" Plaque and Certificate.



SAFETY PERFORMANCE—During this reporting period, Western GEEIA Region received the GEEIA Command Project Mission "Safety 70" plaque and certificate for maintaining all safety rates below goals established by USAF during the year 1969. Colonel Phil W. Meyer, Vice Commander, is shown with the awards above.



SAFETY PERFORMANCE--In addition, HQ Western GEETA Region received the Project Mission "Safety 70" plaque and citation for the best safety record of any HQ Squadron (GEETA Worldwide) during the year 1969. Col. Phil H. Meyer, Vice Commander, left, and Capt. John J. Kershaw, HQ Squadron Commander, are shown with the awards above.







LT COL J. R. ROGERS

# ADMINISTRATION AND HEADQUARTERS SQUADRON SECTION



CHAPTER III

Administration and Headquarters Squadron Section (GEWA)

Mission

Administers and monitors administrative policies, practices, and procedures used within the Region. Plans and insures accomplishment of personnel programs for the Region. Responsible for the health, welfare, non-technical training, discipline, and morale of assigned personnel.

Organization and Organizational Changes

No major changes were experienced in the organizational makeup of the Administration and Headquarters Squadron Section and the major responsibilities continued as follows: Mail and Message Distribution, Forms and Publications, Orders and TCO, Special Actions, Security and Records Management, Training, Civilian Personnel, and Office of Information.

Captain John J. Kershaw continued as Commander of the HQ Squadron Section and Lt Colonel John R. Rogers continued as Chief of Administration. Colonel Rogers was also assigned additional duties as Top Secret Control Officer, Security Officer, Records Officer, and Information Officer.

CMSgt Elmer P. Phillips continued as Western GEEIA Region Sergeant Major and was assigned the additional duty of First Sergeant in the Headquarters Squadron Section. On 2 February 1970, he was reassigned from the Administration and Headquarters Squadron Section to the Command Section with full-time duty as Western GEEIA Region Sergeant Major.

MSgt Walter Maguire continued as Chief of Administrative Services and on 2 February 1970 he was assigned the additional duty of First Sergeant in the Headquarters Squadron Section.

The following personnel were assigned to key positions within the Administration and Headquarters Squadron Section as of 31 March 1970:

Commander, HQ Squadron Section	Captain John J. Kershaw
Chief, Administration	Lt Colonel John R. Rogers

Chief, Administrative Services/ First Sergeant	MSgt Walter Maguire
NCOIC, Mail and Message Distribution Center	SSgt William H. Ludewig
NCOIC, Forms and Publications Section	SSgt Cleo T. Guest
NCOIC, Orders and Travel Coordinating Office (TCO)	MSgt Richard J. Keeler
NCOIC, Special Actions	MSgt Levi R. Stalker
NCOIC, Security and Records Management	TSgt Thomas R. Dahill
NCOIC, Training	MSgt Doyle H. Hamlett
Civilian Personnel	Mrs. Bonnie E. MacAllister
NCOIC, Office of Information	TSgt Marcellus Jeffries, Jr.

Manpower

The Administration and Headquarters Squadron Section was authorized a total of 15 military spaces and three civilian spaces during this period and all were filled. On 25 January 1970, one civilian space was deleted leaving only two authorized spaces.

One student aid was authorized and assigned during this period.

As of 31 March 1970, one person had been discharged, one reassigned, and two newly assigned to the Administration and Headquarters Squadron Section.

Support-Mission

The support-mission accomplishments of the Administration and Headquarters Squadron Section for the period were as follows:

Administrative Services: Approximately 250 pieces of correspondence processed in/out.

<u>Mail and Message Distribution Center:</u>	<u>IN</u>	<u>OUT</u>
Unclassified Messages	800	175
Classified Messages	40	10
Correspondence	2200	2600
Registered Mail	25	15
Certified and Insured Items	25	10

Forms and Publications Section:

Total Number of Regulations Published:	7
Total Number of Changes Published:	8
Total Number of HOIs Published:	6
Total Number of Publications Rescinded:	0

Orders and Travel Coordinating Office (TCO):

Total Number of A Series Orders Published:	5
Total Number of G Series Orders Published:	0
Total Number of M Series Orders Published:	0
Total Number of T Series Orders Published:	370

Special Actions:

Total Pieces of Correspondence Processed:	1500
Total Number of OERs Processed:	46
Total Number of APRs Processed:	50
Total Number of Officer Promotions:	8
Total Number of Airman Promotions:	8
Total Number of Re-enlistment Actions:	0
Total Number of Reassignment Actions:	2
Total Number of Incoming Personnel:	13
Total Number of Outgoing Personnel:	17
Total Number of Humanitarian Reassignments:	0
Total Number of Hardship Discharges:	1
Total Number of Punitive Discharges:	0
Total Number of Medical Discharges:	0
Total Number of Honorable Discharges:	10
Total Number of Retirements:	4

Air Force Commendation Medals were awarded to the following HQ

Western GEEIA Region personnel during this period:

Major Ralph O. Wells

Captain Stephen M. Horvath

Captain Frank M. Holtz

Captain Thomas M. Tompkins

Captain John V. Magliano

Captain Robert L. Ferrell

Captain Herbert E. Mathay

Captain Gerald H. Lundblad

MSgt Harold H. Eavenson

Security and Records Management

During this reporting period, one suspected security violation was reported by the 2867th GEEIA Squadron, McClellan AFB, California. After investigation, the final determination was made that no security violations existed. The Security Program for this period has been administered effectively. Security inspections have been conducted and no security violations were found.

Security training continues with the utmost in zeal and effort being put forth by those in charge of their Division/Section and/or Branch programs. Records Management continues to gain in efficiency and those custodians and files personnel responsible have approached this area with a positive attitude making the conversion complete and successful in every aspect. All records areas have divested themselves of all "old" records either through local destruction or by retirement to the respective Federal Records Center.

In addition to the above, Security Slide Presentations have been shown throughout the Western GEEIA Region and its subordinate units. This program has met with a great deal of success.

Staff Assistance Visits during this period for Security and Records Maintenance were made to the 2870th GEEIA Squadron, Hill AFB, Utah and the 2868th GEEIA Squadron, Elmendorf AFB, Alaska. Both visits were very beneficial to the inspectors and the inspected, and both parties were able to teach and learn from each other.

Training:

Total number of personnel now undergoing OJT training:	16
Total number of personnel in training for upgrade to the 3-level:	1
Total number of personnel in training for upgrade to the 5-level:	13
Total number of personnel in training for upgrade to the 7-level:	2
Total number of personnel in training for upgrade to the 9-level:	0

Note: SKT testing for skill upgrading was discontinued on 1 April 1969 as a result of the implementation Air Force wide of the new WAPS promotion system. As a result, no testing statistics are available for this reporting period.

Total number of personnel upgraded at the 3-level:	0
Total number of personnel upgraded at the 5-level:	1
Total number of personnel upgraded at the 7-level:	1
Total number of personnel upgraded at the 9-level:	0

The following is a listing of AFSCs in which HQ WGR personnel are presently undergoing training:



<u>AFSC</u>	<u>TOTAL IN TRAINING</u>	<u>SKILL LEVEL</u>		
		<u>3</u>	<u>5</u>	<u>7</u>
222X0	1	0	1	0
223X0	3	0	2	1
223X1	1	0	0	1
645X0	0	0	0	0
68130	1	1	0	0
702X0	9	0	9	0
69130	1	0	1	0

Total number of CDC courses completed by personnel in training:	6
Total number of personnel meeting the classification board:	0
Total number of airmen attending technical school other than those arriving from basic training:	0
Total number of officers attending technical school:	2
Total number of civilians attending technical school:	0
Total number of military and civilian technical school washouts:	0
Total number of bootstrap students during this reporting period:	0
Total number of OTS inductees:	0
Total number of NCO Academy graduates during this reporting period:	0
Total number of NCO Leadership School graduates:	0
Total number of personnel tested under the new WAPS promotion system:	3
Total number of personnel completing physical fitness training:	0
Total number of personnel completing small arms training:	78
Total number of personnel completing disaster preparedness training:	102

Civilian Personnel:

The Civilian Personnel Section continued to serve as the WGR focal point for civilian personnel administrative matters, maintaining liaison and coordination between the Region and higher headquarters, manpower, various servicing CPOs and other activities concerned with the civilian personnel function in accomplishing associated administrative and clerical duties.

As of 31 March 1970 there were 310 civilians assigned to HQ Western GEEIA Region against 276 authorized positions. All 310 positions are filled by personnel in the GS grades. There were no Wageboard employees assigned during this reporting period.

Forty-nine civilian authorizations are to be abolished on 19 April 1970 under Project 703 which will cause a reduction of 33 personnel by reduction-in-force.

A total of 11 student aids were assigned during this reporting period. The Region can no longer hire student aids and cannot replace the ones who terminate. Student aids perform a variety of routine clerical tasks; i. e., typing, filing, posting, distributing mail, folding blue prints, and other tasks as assigned in support of the organization to which assigned.

Student aids have been assigned to HQ Western GEEIA Region since July 1966. They are employed 40 hours per week during the summer months and 16 hours per week during the school year.

Office of Information:

The Office of Information, HQ Western GEEIA Region, continued to provide advice to staff agencies and assigned units on all matters pertaining to the Information Program.

The following Information programs were operated and supervised by the Office of Information during this reporting period:

Internal

Public

Community Relations

Team Chief News Release Program

Hometown News Release Program

During this reporting period, the GEEIA NEWS, local base newspapers, the AIR FORCE TIMES, and local civilian operated newspapers, radio and television stations continued as the major outlets for Western GEEIA Region oriented news stories and photographs.

Responsibility for the Commander's Call program on a region-wide basis continued, as did the publication of the monthly Western GEEIA Region Information Newsletter.

The Office of Information also continued as the OPR for the preparation and submission of historical data reports originating within Western GEEIA Region.

The following statistics are reported for HQ Western GEEIA Region and its assigned units for the period 1 January 1970 through 31 March 1970:

<u>Month</u>	<u>Total Number of Points Received for News Releases submitted to the GEEIA NEWS (Category 1)</u>	<u>Total Number of Category II Points - Base Newspaper, Clippings, Community Re- lations, Hometown News Releases, Civilian Operated Newspapers, Radio and TV Stations</u>
January 1970	83	71
February 1970	66	130
March 1970	90	94



MAJ W. P. CRAIG

# ENGINEERING DIVISION



CHAPTER IV

Engineering Division (GEWE)

Mission

The Engineering Division is responsible for:

- a. Overall direction, operation and management of all engineering and engineering support functions that are required to install and test CEM facilities in the Region area of responsibility.
- b. Assuring accomplishment of AFR 100-6, AFR 100-2, AFR 375 series, AFR 190-15, AFM 100-18, AFM 100-19, and GEELAR 100-22 engineering responsibilities as defined and limited by TO 31-1-8 and applicable GEEIA program directives.
- c. Assuring that required engineering assistance is rendered the Air National Guard and Military Assistance Advisory Groups as directed.

Engineering Control Branch

The Engineering Control Branch provides 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. The Branch also evaluates and assures utilization of standards, recommending changes to HQ GEEIA. They also assure all engineering elements are alerted to new publications as they are received.

Electronics Branch

The Electronics Branch is responsible for engineering and engineering assistance for ground CEM 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.

Engineering Field Office

Detachment 38 provides 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 visiting Engineering Division personnel, provides TDY office space and coordinates all travel requests within the Alaskan area for the Division.

Radio Communications Branch

The Radio Communications Branch is responsible for the engineering of radio, television and communications center/cryptographic facilities.

Engineering Support Branch

The Engineering Support Branch is responsible for engineering services in the field of architectural, structural, mechanical and civil engineering. The Branch is responsible for performing surveys, tests

and measurements and for the establishment, management and maintenance of GEEIA drawing records by providing drafting and related reproduction service to support the Division.

Wire Communications Branch

The Wire Communications Branch is responsible for engineering on government owned and commercial leased inside and outside telephone plant facilities and prepared and distributed the Base Wire Communications Program.



Organization and Organizational Changes

During this reporting period there were no changes in the Engineering Division organization structure.

The Engineering Control Branch (GEWEC) contains three sections: Production and Workload (GEWECPP), Standards and Review (GEWECRS) and Documents and Files (GEWECDF).

The Electronics Branch (GEWEE) contains four sections: Radar (GEWEEER), Computer (GEWEEEC), Meteorological (GEWEEEM) and Flight Facilities (GEWEEEF).

The Radio Communications Branch (GEWER) contains three sections: Comm Center/Crypto Section (GEWERC), HF Systems Section (GEWERH), and Microwave/Tropo/TV Section (GEWERM).

The Engineering Support Branch (GEWES) contains three sections: Civil Engineering Section (GEWESG), MEC/Measurements (GEWESM), and Drafting Services Section (GEWESS).

The Wire Communications Branch (GEWEW) contains four sections: Government Inside Plant (GEWEWI), Government Outside Plant (GEWEWO), Base Wire (GEWEWB), and Commercial Leased Systems (GEWEWS).

Manpower

The manpower authorizations and total strength as of 31 March 1970 for the Engineering Division are summarized in Chart 1.

During this period 14 military and 28 civilian positions were identified for deletion under Project 703 (Reduction in Force).

Mr. Sherrod W. Upton was temporarily promoted to the position of Deputy Chief, Engineering Division (GS-15); Mr. Robert L. Boren was temporarily promoted to GS-14 as Chief, Wire Communications Branch; and Mr. Ernest Wood was temporarily promoted as Chief, Outside Plant Section (GS-13). This occurred during the latter part of March 1970.

Support Accomplishments

GEWEC:

A new computer program was completed which will allow the printing of GEEIA Form 100 on the terminal. The previous program was limited in what it could accomplish in its operation.

A Xerox Telecopier II was installed on a rental basis during January. This machine permits transfer of graphical or typed data over standard telephone lines, to or from other organizations with Xerox Telecopiers. With this machine we can send or receive a letter sized document in six minutes. The telecopier is being used to transfer engineering reports between HQ GEEIA and other GEEIA Regions.

The Documents and Files Section assisted other Sections and Branches of the Division by folding approximately 2,000 scheme drawings.

A Model IV Magnetic Tape Selectric Typewriter was received on 6 Feb 1970. The second typewriter has the capacity for a data modem but it was not installed due to the impending move of HQ Western GEEIA Region. This prevented the use of this MTST to transfer typed engineering data between other Regions, but is being used for typing of engineering products. The

third MTST was installed 2 March 1970. This machine is a Model II and is used to rough draft and playback engineering products. Six of our clerical personnel have been trained by IBM to operate the three installed MTSTs. The number of pages produced by these operators has greatly increased as the operators become more experienced.

A Standard Site Concurrence Letter (SCL) was created by GEWEC and representatives from each Branch of the Engineering Division during February. This standard permits each engineer to select standard paragraphs which are applicable for their scheme for each section of the standard SCL format. The standard paragraphs are recorded on magnetic tape used with the MTST. A SCL can be assembled by stating the reference numbers of the standard paragraphs and by giving any unique information needed to fill in these paragraphs. The SCL is typed at a rate of 150 wpm on the MTST.

GEWEE:

During this period, Lt Mathews returned from TDY augmentation to Pacific GEEIA. He prepared a report for recommendations on relocation/upgrade of West DATS Microwave System at Edwards and Vandenberg AFBs. This report will be studied along with other materials to determine the status of the microwave data system between the two bases. Final decision will be made by AFFTC.

Nine job orders were completed providing pre-engineering assistance to various commands for CEIP preparation; five job orders were completed

providing engineering assistance to Operations for restoration of in-operative nav-aids.

An engineer traveled to Hamilton AFB to provide on site engineering support to Air National Guard personnel implementing a GEEIA scheme.

An engineering study is in process at Hill AFB to determine feasibility of installation of a remote plotter on the AN/MSQ-1A radar. A meeting was held to examine an excess control van and to discuss mission requirements. A more economical and practical proposal is under preparation to remote the X-Y display for range test conductor and safety officer during live news.

On site engineering guidance at Mt Hebo AFS was provided for erection of antenna contour measurement apparatus and antenna contour measurement on FPS-27.

Engineering assistance was given to the 57th Fighter Weapons Wing, Nellis AFB, Nevada, in evaluation and rewrite of a contract bid document covering a weapons test range instrumentation system.

The procurement exhibit for video amplifiers for Alaskan sites was completed and forwarded.

GEWES:

The General Engineering Branch was tasked with projects which included: inspections; civil and structural design; topographic surveys; property surveys; cable survey; establishment of control points; determination of support structure requirements; and review of the MCP program. This section performed additional support as follows:

- a. Consulting engineering services in the field of civil, structural, architectural, engineering (mechanical and construction).
- b. Preparation of maps, design drawings and feasibility studies for various projects and support structures.
- c. Surveillance, monitoring and inspection of construction and installation contracts.
- d. Coordination of engineering review of preliminary and final construction plans.
- e. Planning and siting studies for geographical positioning and coverage of communications-electronics installations.

The Measurements Section performed the following support jobs:

- a. A study of grounding problems with the Univac 105011 system at McChord AFB.
- b. MIL-STD 461 testing of equipment for the 1155 Technical Operations Sq, McClellan AFB.
- c. Provided measurement support and technical advice to Hill AFB on wire transmission problems peculiar to the 360-40, 360-65 and B-3500 computer systems.

The Drafting Services Section performed the following TDY and also completed 621 record drawing updates and engineering scheme drafting:

- a. Three persons made on site survey and measured all electronic equipment at Cold Bay, Alaska.
- b. One Sgt assisted an engineer in updating plant in place drawings and site surveyed a cable plant at March AFB.

Mission Accomplishments

See Chart 2 for Engineering Division Mission Accomplishments for period January-March 1970.

GEWEC:

The Production Workload Section scheduled and controlled an average of 1,200 active jobs per month. Scheduling and controlling were completed on 116 schemes, 106 job orders, 24 pre-CEIP engineering, 134 engineering change requests/authorizations, 103 plant-in-place, and 110 reprogramming actions.

The Documents and Files Section distributed 3,000 blank forms; ran off 90,000 sheets of duplicating machine paper. The Library received and filed 1,500 nomenclature cards and 750 Western Electric cards; also received and distributed 250 technical orders, 250 stock lists, and over 100 miscellaneous publications.

The Standards and Review Section reviewed 78 documents with a total of 780 errors noted during the review cycle. The Data Management Officer processed 25 data request items of commercial data for special equipments, 200 commercial drawings, 200 Bell System practices, and 100 GEEIA standard drawings.

The Classified Unit received 83 classified documents and destroyed 261. The quarterly inspection revealed no discrepancies.

GEWEE:

469L (CORTS) Program - The activity on this program during January consisted of giving engineering assistance to the installation at Ely and Shoshone, Nevada; at Buildings 5790 and 3940 at Edwards AFB and the Parachute Test Range at El Centro, California. A total of twenty Contractor Engineering Orders (changes) were reviewed and distributed. The installation of CORTS equipment at El Centro Parachute Test Range began 19 January, while the AFTO 88 for the installation at Bldg 3940, Edwards AFB was signed on 21 January. The CORTS installation at Ely and Shoshone were completed in February.

In January, our engineer visited the contractor's plant in Dallas, Texas for purpose of obtaining engineering data on the construction of the mobile vans. SCLs for the two schemes at Edwards for vans were distributed along with an abbreviated scheme for the El Centro vans during January. In February, a visit was made to Edwards AFB for coordinating and consulting with the using agency regarding the first two CORTS van installations. During March, engineering continued on schemes for installation of GFE in Edwards CORTS vans 1 and 2.

AN/FYQ-47 Common Digitizer Program - In January, dates for the next six sitings were submitted to ADC. Two Tab As were submitted for two schemes. Engineer assignments and a siting schedule were distributed. In February, seven schemes were published and distributed for ZI and Canadian sites. Also, two sitings were held and SCLs distributed in early

March. Sitings for the common digitizer completed in March are: Alsask CFS; Kamloops CFS (both SCLs mailed); Almaden AFS, Point Arena; Mill Valley; Othello AFS and Cambria AFS. Our engineer has prepared a draft SCL and drawings for Gypsumville and Yorkton CFS sitings.

AN/FYQ-9, Alaska - An amendment to the SCL was prepared for Cape Lisburne AFS, Alaska operations building radar and AN/FYQ-9 relocation to the new composite building. Two engineering change requests/amendments were published on the installation of the AN/FYQ-9 data transmission and display system at Cold Bay AFS, Alaska.

ADC Remote Input Message Processor (IMP/RIMP) - Review comments were submitted for the Category II Test Plan/Procedures to HQ GEEIA on 29 January 1970.

Program Activation Directive (PAD) 19 and Cold Bay Buildup - All engineering work for this project has been completed.

AN/GSS-15 - The AN/GSS-15 alarm set assembly manual and the performance of test and assembly operations were reviewed at Kelly AFB, Texas. At March AFB the site survey, SCL and Tab A for the AN/GSS-15 anti-intrusion system were completed and distributed. The Tab B Statement of Work is under preparation. A coordination meeting was attended to firm up the interface between GEEIA, support construction requirements and RADC.



AN/GPA-124 IFF Encoder-Decoder - The site surveys and SCLs were completed and distributed for six ZI and Canadian sites. Schemes were completed and distributed for four sites.

AN/FPA-125 IFF Encoder-Decoder - The SCLs for all thirteen sites were completed in the previous quarter, but the schemes have been delayed a year.

Alaskan Projects - VHF G/A modernization project is in process at 12 AC&W squadrons in Alaska. Two site surveys were completed and the SCLs are in process. The schemes for twelve sites are in process. The R-1250 transmitters and AN/GRR-25 receivers as originally proposed will be installed. At Indian Mountain AFS, Alaska engineering for relocation of operations has been completed and publication of the CEIP is underway. Proper channel assignments were coordinated for TR-1510 A/G voice recorder with White Alice personnel at Elmendorf AFB and Campion AFS, Alaska. On site engineering was provided at Campion AFS for proper TR-1510 recorder two wire channel termination on certain four wire A/G voice circuits and operations room positions. Installation included design of special circuit network to connect recorder with 112A telephone key system.

Boron AFS, California - The installation of the AN/FPS-67B is in process. The support requirements letter for removal of AN/FPS-67B and phase out of remaining equipment at Mt Lemmon has been prepared and distributed. A visit to Boron and Edwards was made to coordinate on requirements.

Almaden AFS, California - Site survey was completed and the pre-CEIP engineering started for OA-2325A radar omni antenna tower.

Mica Peak AFS, Washington - Emergency pre-CEIP survey for new operations building and equipment layout was completed.

Luke Range AFS, Arizona - On site engineering for removal of AC&W station is in process. Removal consists of FPS-26 height finder, FPS-7 search radar, AN/FST-2 computer, and ancillary equipment which must be identified and prepared for possible future utilization.

Meteorological - Four site surveys were made - two for pre-CEIP engineering assistance to Air Weather Service and two for preparation of CE schemes. Fifteen completed schemes, twelve site concurrence letters and eight engineering implementation plans were mailed out which had been prepared for meteorological facilities.

Flight Facilities - Fourteen schemes were completed during this period.

GEWER:

Comm Center/Crypto:

416L - ADC secure teletype network engineering completed at 16 ADC sites. The system will be completed in May 1970.

Vela Data, Sunnyvale, California - A secure comm system voice/data was completed in March 1970.

Strawhat - Conference held at Western GEEIA in February to solve all remaining problems on Strawhat and associated schemes. Attendees were

from Western GEEIA, USAFSS and 6981 Security Gp. On site engineering of major Strawhat installation at Shemya AFS was started in April 1970. Completion expected in May.

SAC Satellite CEIP - CEIP approved. Site surveys started in April 1970. Engineering completions scheduled through June 1971.

AUTOSEVOCOM - Phase I of this program is approximately 80% complete.

CONUS DSTE - At this time all CEIPs with exception of the MAC and OSI CEIPs remain unapproved. The ATC CEIP has been disapproved.

Alaskan AUTODIN - One Mode I DSTE installed. All engineering complete except for two schemes. ECD expected to be 30 June 1970. CEIPs pending approval at HQ will add two new schemes to the program.

Space and Missile Test Center (formerly Air Force Western Test Range) - During the first quarter of CY 1970 the engineering phase of the following projects were completed:

- a. Expansion of the semi-automatic voice and teletype switching and display systems at Vandenberg AFB and Wheeler AFB Range Communication Control Centers.
- b. Expansion of a multiplex and microwave system between Lompoc AFS and Vandenberg AFB.
- c. Phase I of the consolidation and relocation of the SAMSO/AFWTR COMSEC/Crypto Message Center at Vandenberg AFB.

Presently in the engineering phase are:

- a. Expansion of COMSEC/Crypto facilities in the Hawaiian Islands.
- b. Semi-automatic remote control matrix system for the Receiver Site at Vandenberg AFB.
- c. Establishment of a microwave and multiplex system between the Range Communication Control Center, Receiver Site and Transmitter Site.
- d. Conversion of the teletype system to low level transmission in the Range network.
- e. The second phase of the consolidation of AFWTR/SAMSO COMSEC/Crypto Message Center at Vandenberg AFB.

Television - Engineering on CCTV systems for hazardous test facility at Hill AFB has been completed. AAVS Color TV Production Studio at Norton installation, with on site engineering, was started in February. Procurement action on all major items has been completed. Installation assistance for the AAVS Sound Facility at Norton AFB continued with FY 70 requirements 60% complete. Operational test of the RF and Video Distribution Cable System at Vandenberg was completed and facility turned over to AFWTR.

Radio - Engineering assistance was provided in preparing CEIPs for the following:

- a. 487L relocations at Travis, Mather, Beale, Davis-Monthan, and Fairchild AFBs.
- b. UHF radio facility for Elmendorf AFB.
- c. HF antenna and radio at Chico Municipal Airport, AF Reserve.

Scheme completions were as follows:

- a. Emergency Navy AUTODIN line conditioning, Adak to Wildwood AFS.
- b. Emergency Army AUTODIN line conditioning, Ft Richardson to Wildwood AFS; Ft Greely to Pedro Dome; and Ft Wainwright to Pedro Dome.
- c. Material scheme to support Army emergency AUTODIN requirements.
- d. Material scheme for test equipment to support tech control facility at Wildwood AFS.
- e. Removal of teletype equipment at Hawes Transmitter Site.
- f. Installation of teletype equipment at Hawes Transmitter Site in support of 487L.

Microwave - On site assistance was provided to installation team during installation of the Pedro Dome-Eielson multiplex and microwave system. Engineering proceeded on the Tin City-Port Clarence and Shemya-Attu multiplex and microwave systems. Assistance was provided to OCAMA for procurement of the AFWTR (SAMTEC) microwave and multiplex system.

GEWES:

The General Engineering Section performed 144 mandays of TDY as follows:

- a. Performed inspection and surveillance of the CORTS 469L Program at Edwards AFB.

- b. Performed inspection of the AN/FPS Weather Radar and Delta Platform at Vandenberg and Norton AFBs.
- c. Performed inspection of the AN/FPS-77 Weather Radar at Vandenberg and established test points for ILS localizer at March AFB.
- d. Performed a path study for microwave equipment at Vandenberg AFB and conducted a property and topographic survey at Almaden AFS.
- e. Established control points with geodetic position and established targets relative to locations at Nellis AFB Bombing Range #3.
- f. Determined support structure requirements for FY 70 MCP at Cold Bay AFS.

The EMC Measurements Section performed the following:

- a. RF radiation hazard measurements on the AN/FPS-27 and AN/FSS-7 radars at Mt Hebo AFS and on the 487L transmitter site at Hawes, California.
- b. EMC surveys at eight radar sites in support of the proposed AN/FYQ-47 and AN/GPA-124 facilities.
- c. EMC measurements at Hamilton AFB to determine the RF shielding requirements of their proposed B-3500 computer.
- d. RSS surveys at March AFB and Castle AFB, California.
- e. Performance testing of the Eielson/Pedro Dome microwave system and the Edwards CORTS system.
- f. Three INTORAD IIs received and investigated: HF/Microwave interference at Davis Transmitter Site; EMI to VHF Radio at Norton AFB; and EMI to telemetry frequencies at Range 3, Nellis AFB.

g. Extensive measurements to resolve the interference problem to the McClellan AFB TACAN.

h. An investigation of AC voltage reported on telephone cables at Shemya AFB, Alaska.

i. Conditioning of AUTODIN circuits in Alaska.

j. Measured telephone cables at Vandenberg AFB and Elmendorf AFB to demonstrate performance characteristics.

k. Closed Circuit Television system evaluation at Castle AFB.

In compliance with a message from HQ GEEIA, the Drafting Services Section resumed the organic in house effort to convert existing base plant-in-place records to the GEEIA drawing record system. Resource capability and workload priorities have naturally governed the degree of effort expended on this program. To date, 19 bases have been gridded and 149 drawings have been converted IAW GEEIAM 100-2.

GEWEW:

The Inside Plant Section completed twenty schemes and seven job orders during this time. Two on site engineering jobs were completed. One involved the AUTOVON System in Alaska and the other involved the replacement of the Cold Bay PABX. Three pre-CEIP assists have been completed. These include a JASAN System in Alaska and line conditioning at Hill AFB. Engineering for Phase IV of the AUTOVON Program was started this period.

The Leased Systems Section had a total of 155 active schemes, 113 active job orders and 868 active CSAs in the Section. A total of \$41,706.05 was paid to Commercial Telephone Companies, and \$4,082.24 was obligated.

In the Base Communications Program Section, a special TDY trip to Anchorage, Alaska was accomplished in March for purpose of coordinating with the State of Alaska Department of Highways on the relocation of a portion of the Wildwood-White Alice trunk cable. Relocation of this cable is necessary due to construction of the new Kenai-Soldotna Highway. No traffic studies or BWCP brochures were distributed; however, work continued on both these items for final distribution in June 1970.

In the Outside Plant Section, thirty schemes and eleven engineering change notices were completed.

#### Special Problems and Lessons Learned

##### GEWEC:

A special technique was developed by GEWECS to permit a review for a series of emergency type schemes which were scheduled for commercial installation. The abnormal time phasing of the emergency type scheme does not allow time phasing of the scheme production over the normal five months. The problem of providing time for review and correction was solved by having the contractual format expert in GEWECS work with the scheme writer prior to drafting of the SOW. Corrections were determined and made during this period so when the scheme was in draft form it had been through a review cycle.

##### GEWEE:

Many manhours and considerable coordination was required to secure a vehicle for conducting site surveys required to determine a location for



a future permanent Riometer installation in support of a pre-CEIP engineering request from Air Weather Service. The test set, as received, required some repair and provisioning prior to the site survey team departure. Three personnel were borrowed from the EMC/Measurements Section of the Engineering Support Branch to assist in the round-the-clock tests of the sites and to conduct the necessary radio frequency interference studies. Five personnel were involved in accomplishing the site surveys; however, at least two additional personnel would have made the job much simpler and less trying since the tests of the sites were continuous for periods of 72 hours.

Miscellaneous

GEWEE:

In January, Individual Development Plans were completed for each engineer assigned and forwarded to the Training Monitor. During February, an engineer enrolled in Sacramento State College for a three unit extension course on Data Processing. Tuition was paid from GEEIA training funds. Several engineers participated in a course given by IBM in computer programming during March. An engineer completed an on base training course in theory and practice of management. During this period, all personnel have attended meetings relative to the AFCS/GEEIA merger.

GEWES:

In February, contractual services were made available to the Drafting Services Section. Subsequently, two hundred units (25 D Size drafting sheets) were sent to AAA Engineering and Drafting, INC., Salt Lake City, Utah, in accordance with the terms of the contract. These sheets were all satisfactorily converted into record drawings.

Charts

Chart 1, Manpower, attached.

Chart 2, Mission Accomplishments, attached.

Authorized: BAR as of 31 January 1970  
Assigned: As of 31 March 1970

Manpower

	Civilian		Military	
	Authorized	Assigned	Authorized	Assigned
GEWE	3	3	1	1
GEWEC	2	2	1	1
GEWECD	1	1	4	4
GEWECF	3	5		
GEWECS	0	5		
GEWEE	2	2		
GEWEEC	11	11	1	1
GEWEEF	13	12	1	0
GEWEEM	5	6		
GEWEER	9	10	1	1
GEWER	2	2		
GEWERC	15	18	4	4
GEWERH	16	18	2	2
GEWERM	9	9	2	3
GEWES	1	1	1	1
GEWESG	5	5	3	4
GEWESM	19	23	2	3
GEWESS	13	15	20	18
GEWEW	2	2		
GEWEWB	15	15	0	1
GEWEWI	15	18	2	2
GEWEWO	22	24	3	1
GEWEWS	10	11	0	1
GEWEL (Det 38, Alaska)	2	2	3	3

Chart 1

Engineering DivisionWork Completions

1 January 70 - 31 March 70

<u>SECTION</u>	<u>SCHEMES</u>	<u>JOB ORDERS</u>	<u>PRE-CEIP</u>	<u>P-I-P DRAFTING</u>
GEWEEC	27	5	1	
GEWEEF	30	16	15	
GEWEEM	21	0	7	
GEWEER	41	8	3	
<u>TOTAL GEWEE</u>	<u>119</u>	<u>29</u>	<u>26</u>	
GEWERC	70	2	12	
GEWERH	18	1	5	
GEWERM	2	6	5	
GEWERH (WTR)	10	0	1	
<u>TOTAL GEWER</u>	<u>100</u>	<u>9</u>	<u>23</u>	
GEWESG	0	7	0	
GEWESM	1	84	0	
GEWESS	0	1	0	366
<u>TOTAL GEWES</u>	<u>1</u>	<u>92</u>	<u>0</u>	<u>366</u>
GEWEWB	0	15	0	
GEWEWS	33	72	2	
GEWEWI	38	3	2	
GEWEWO	93	3	0	
<u>TOTAL GEWEW</u>	<u>164</u>	<u>93</u>	<u>4</u>	
<u>GRAND TOTAL</u>	<u>384</u>	<u>223</u>	<u>53</u>	<u>366</u>

Information compiled from GEEIA Management System Product #C003K2D1A,  
Western Region Engineering Schedule.

Chart 2



LT COL H. D. HARRELSON

## OPERATIONS DIVISION



CHAPTER V

51

Operations Division (GEWO)

Mission

Western GEEIA Region accomplishes, within its designated geographical area of responsibility, the engineering, installation, emergency, and mobile depot maintenance of all ground Communications-Electronics-Meteorological (CEM) equipment for which GEEIA has responsibility.

The basic Operations Division mission of providing control and coordination of Region installations and maintenance efforts is accomplished by Installations, Maintenance, and Support Branches. These specialized Branches establish and maintain direct contact with Major Air Commands requiring GEEIA services. They arrange future and present installation and maintenance schedules, using up-to-date estimates of skills and material availability.

Organization and Organizational Changes

The Operations Division consists of the Division's administrative staff and three Branches - the Installations Control Branch, Maintenance Control Branch, and Operations Support Branch.

The Installations Control Branch consists of the Wire, Radio, and Electronics Sections. In July 1969 the positions of 18 civilian workload controllers and program analysts in the Installations Control sections were evaluated and upgraded on the UDL from GS-9 to GS-11 level. The three supervisory positions were also evaluated and upgraded from GS-11 to GS-12 positions.

The Maintenance Control Branch underwent a reorganization which consolidated two positions into one. The Branch Chief position was redesignated a civilian position when the military space was deleted. The supervisory position was upgraded to GS-12 and five civilian positions were evaluated and upgraded.

The Operations Support Branch consists of Resources/Technical Training, Field Support, and Contract Services Sections. The Resources/Technical Training Section is the Region focal point for coordination of the Training Program of the four GEEIA/Air National Guard Squadrons assigned to the Region. During this period, the Resources/Technical Training Section controlled and directed response to 52 emergency maintenance requests.

In summary, the Operations Division manages the Region CEM 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 translated into coordinated, efficient quality installations and maintenance of CEM facilities.

Manpower

As of 31 March 1970, the Operations Division manning was as follows:

	<u>AUTHORIZED</u>	<u>ASSIGNED</u>
Officers	9	12
Airmen	6	8
Civilians	54	60
	<u>69</u>	<u>80</u>

Key positions within the Division were staffed as listed below:

Chief	Lt Colonel Harry D. Harrelson
Deputy Chief	Captain Kenneth E. Neywick
Chief, Installations Control Br	Captain Paul M. Piombino
Chief, Electronics Section	Mr. Allon F. Carter
Chief, Radio Section	Mr. Robert L. Chase
Chief, Wire Section	Mrs. Marion D. Daniels
Chief, Operations Support Br	Captain John J. Kershaw
Chief, Resources/Technical Training Section	Mr. William T. Reardon
Chief, Fld Support Section	CWO (W4) James A. Smith
Chief, Contract Svcs Sec	CWO (W4) James A. Smith
Chief, Maintenance Cont Br	Mr. Ernest N. Parkhurst

During the recording period, the Division experienced major changes. Lt Colonel Harry D. Harrelson became Chief of Operations and Captain Kenneth E. Neywick became Deputy Chief of Operations, with the retirement of Lt Colonel Sherman W. Ford, 31 January 1970 and Major Ralph O. Wells, 31 March 1970. In addition to this, the Chief of Contract Services Section, Mr. Harvey J. Edens, retired in January 1970.

Support/Mission Accomplishments

Augmentation

In 1969/1970 Western GEEIA Region provided personnel augmentation to other Regions in the 303XX, 304XX, 305XX, 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 during the July 1969/March 1970 period was:

JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR
31	26	26	23	23	22	23	8	14

Air National Guard Activity

There are four GEEIA units in the Western GEEIA Region area of responsibility:

- 130th at Salt Lake City, Utah
- 138th at Greeley, Colorado
- 215th at Paine Field, Washington
- 216th at Hayward, California

The advisory detachments are, respectively:

Det 40 - manned by Captain Carbery and SMSgt Hilgert

Det 39 - manned by Captain Hainley and MSgt Pollard

Det 34 - manned by Captain Heard and MSgt Painter

Det 35 - manned by TSgt Kellar

As of 1 November 1969 the 215th and Det 34 were relocated from 6736 Ellis Avenue, Seattle, Washington, to Paine Field, Everett, Washington. The new facility encompasses a much larger area permitting ample space for outside plant training. Paine Field was closed 1 July 1969 by USAF and turned over to GSA.

In mid-August 1969 the 215th completed a Pre-IRAN on HF, UHF, and VHF antennae for the Hawaiian Air National Guard at Oahu and Kauai. This is the first time a GEEIA ANG unit has implemented a scheme for the H-ANG. Late in March or early in April 1970 they plan to return to Hawaii to complete the IRAN.

In mid-November 1969 the 216th and Det 35 were relocated to new quarters at the Hayward ANG Base. The building cost the State of California \$250,000 and is completely modern in design and concept.

The 130th at Greeley is also a new unit being approximately one year old. In this relatively short period of time, they have assisted Central GEEIA Region at Lowry AFB, Colorado, and at O'Hare International Airport in Chicago, Illinois. Over 100 personnel have been cross-trained and upgraded.

Technical Training Activity

On 1 Oct 1969 the Resources/Technical Training Section was made OPR for all courses conducted under AFM 50-5 and AFR 50-9. Sgt Jerald L. Robertson initiated the annual projected training requirements for FY71 and FY72 in September 1969 and completed the project on 20 October 1969, submitting the AF Forms 403 and 315 to HQ GEEIA (GEOAS/GEAMT).

Radar Facility - Boron AFS, California

This project involved the removal of the existing FPS-35 radar at Boron AFS and replacement with a 60-series search radar from Mt Lemmon AFS, Arizona. The schedule for completion of this project included removal of the FPS-35; installation of an interim radar (FPS-8) at Edwards AFB; tower modification by ADC, plus IRAN; removal and reinstallation of an FPS-67B. The removal of the FPS-35 was completed on 23 December 1969, two weeks ahead of schedule.

AN/FPS-27 Installation at Mt Hebo AFS, Oregon

This installation was a major operation since it involved the reinstallation of equipment that had been removed from Miles City, Montana in an unserviceable condition. Besides being in poor condition, it was installed in an AN/FPS-24 tower, which made the installation non-standard. These factors were overcome and the job was completed 31 October 1969 with a total of 13,402 manhours expended. The Operations Division of Western GEEIA Region provided on-site team management, coordination, and supervision of the GEEIA squadron personnel installing the AN/FPS-27.

465L System EMS Modification

Western GEEIA Region was tasked to modify 12 communications centers for SAC. The following equipment was involved: 14 each AN/FYQ-4, 3 each AN/FYQ-3, and 2 each AN/FYQ-6. A total of 12,528 manhours was expended in completing these jobs at bases in Guam, Alaska, two sites in Central GEEIA Region, and the seven Western States. The assignment was completed 23 October 1969.

AN/FPN-16 Overhaul Program

This was a continuing program. During the reporting period, this Region completed five AN/FPN-16 Navaid Relay Systems with an expenditure of approximately 10,000 manhours.

Air Force Western Test Range (AFWTR)

The installation and checkout of a Communications Control Switching and Display System for Air Force Western Test Range at Vandenberg AFB were completed during this period. This effort was accomplished under an EF&I contract with Federal Electric Corp and consisted of teletype and voice duplex communication switching, radio remote control, and provided local switching for range, user, and radio stations at consoles in the new RC3, located in Bldg 475.

N-2 Carrier Expansion - Vandenberg AFB

This installation was to provide communications for the Side Launch Control Complex at Vandenberg AFB; however, because of cancellation of

the Manned Orbiting Laboratory program, only the terminal at Bldg 475 was installed. This installation was accomplished under an EF&I contract with Western Electric Co. AFTO Forms 88 were signed on 13 November 1969. The remaining equipment was turned over to AFWTR for installation at a later date.

SC-900 IRAN

IRAN of SC-900 series HF/SSB radio equipment for 803 Comm Squadron, Davis-Monthan AFB, Arizona, was completed, without exception, by a 2867 GEEIA Squadron team within a six-month period. This is quite an accomplishment for it involves a complete overhaul of all modules and components for the future Davis-Monthan TITAN II Missile Complex. It was necessary to first overhaul the backup equipment and test fixtures. Equipment was then changed out at each individual missile site; electrical run-up, check out, and QC were accomplished; and equipment was then turned back to the complex commander. The removed equipment was then taken back to Davis-Monthan for IRAN, mechanical adjustment, and hot check of all modules and assemblies. This cycle of events continued until all missile sites were completed.



CAPT B. M. SUSHINSKY

# QUALITY ASSURANCE OFFICE



CHAPTER VI

60

Quality Assurance Office (GEWQ)

Mission

The responsibilities of the Quality Assurance Office are to provide the Region Commander with a capability of measuring the engineering, installation, and maintenance activities to GEEIA standards, and maintain and promote the Ground Safety Program for the Region.

Organization and Organizational Changes

The office is an established function responsible directly to the Commander, Western GEEIA Region, and no functional change has been implemented during this reporting period.

Key personnel within the office are as listed:

Chief	Captain Barry M. Sushinsky (Assigned 26 March 1970)
Deputy Chief	Mr. George L. O'Hair (Detailed as Chief 1 Jan 70 to 25 Mar 70)
Region Safety Officer	Captain Barry M. Sushinsky (See notes above)
Region Safety NCO	MSgt Salvatore Giliberto



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	0	1
MSgt	24170	1	1
GS-12	3034	1	1
GS-11	3034	0	2
GS-11	3044	1	1
GS-4	70250	1	1
GS-4	70450	<u>1</u>	<u>1</u>
		6	8

Personnel Losses:

None (1 Captain, 3034 and 2 GS-11, 3034 were deleted from the QA Office function as of 31 Dec 69)

Personnel Gains:

Captain Barry M. Sushinsky

Support Accomplishments

2867th, 2869th, 2870th, Det 37, and Quality Assurance Offices were inspected during this period as required by GEEIAM 74-1. Technical assistance and support were provided to above Squadrons concerning Safety program during this period.

MSgt Giliberto (Region Safety NCO) accompanied Mr. J. T. Franklin, HQ GEEIA Safety Chief, during an Accident Prevention Survey to the above units and the 130 GEEIA ANG Squadron from 10 to 20 March 1970.

Mission Accomplishments

244 AFLC Forms 512 were processed for corrective action in accordance with the new GEEIAM 74-1. These forms contained Quality defects which were beyond Squadron/Detachment capability to resolve and to provide a feedback of corrective action by the Region OPR. 141 jobs were inspected at various sites within all Squadron geographical areas.

During March 1970, two awards were presented to Western GEEIA, as follows:

(1) 1969 GEEIA Plaque and Certificate of Recognition for maintaining all safety rates below standards established by GEEIA.

Category and rates are as follows:

	<u>GEEIA</u> <u>Permissible Rate</u>	<u>Cumulative</u> <u>Rate</u>
<u>Military disabling injury</u>	28.9	14.2
<u>Civilian disabling injury</u>	1.5	.9
<u>Government motor vehicle</u>	3.4	1.1
<u>Private motor vehicle</u>	7.8	3.6

(2) 1969 GEEIA Squadron Commander's Safety Plaque and Citation for achieving the best Safety record among all GEEIA Headquarters Squadrons. No reportable experiences (accidents) during 1969.

All reports were submitted on a timely basis concerning Ground Accident statistics. Report analysis studies were performed to identify what accident potentials need attention and appropriate action.

Mission Safety "70" standards were not exceeded in any of the Ground Accident (rated) areas. WGEEIARGN Safety Council Meeting was conducted 31 March 1970. Safety training was accomplished as required by AFR 50-24.

Safety awards were presented to deserving individuals for their contribution to the program and also for safe operation of motor vehicles.

Improvements

Establishment of an effective Safety monitoring program within each HQ Western Region Division to further administer and control the overall accident prevention program.

No reportable ground accidents occurred during the reporting period - a significant achievement.



CAPT G. H. LUNDBLAD

# MATERIEL DIVISION



CHAPTER VII

65

Materiel Division (GEWS)

Mission

In accordance with AFLCR 23-17, Appendix 2, the Materiel Division directs and supervises the Region Materiel management elements and exercises staff surveillance over supply activities affecting the Region mission. Processes equipment-vehicle authorization inventory data, provides guidance, assistance and coordination with GEEIA HQ, Squadrons and Detachments in obtaining special tools and equipment required. Maintains necessary authorization and allowance documents. Arranges special airlift service, maintains liaison with host base activities. Responsible for scheme supply liaison, maintains surveillance of scheme materiel accountability, reviews materiel forecasts to support base wire and telephone scheduled requirements. Reviews the engineered BOM. Responds to IRAN, and emergency materiel requirements.

Organization and Organizational Changes

Captain Gerald H. Lundblad was released from active duty 31 March 1970. 1st Lt Donald S. Coleman assumed duties as Chief, Materiel Division, and continues as supervisor of the Logistics Support Branch (GEWSL). The Scheme Management Branch (GEWSS) continues under the supervision of Mr. William E. Simmons.

Mrs. Dorothy Celoni was transferred to SMAMA on 9 February 1970. Mrs. Joyce Roberts assumed duties as secretary to Captain Lundblad vice Mrs. Carolyn Hansen.

At present the Division is vacant one military and two civil service positions.

Manpower

The authorized strength remains at:

Officers	2
Enlisted	5
Civil Service	<u>10</u>
	17

Support Accomplishments

Logistic Support: Approximately \$115,000.00 in mission funds were expended by HQ Western GEEIA Region, Squadrons, and Detachments during this reporting period.

Mission Support: Purchase Requests were processed through GEEIA Liaison Representative, Operating Location for support of various schemes, and test equipment in the amount of \$1,270.00.

Equipment Support: Western GEEIA Region Equipment Support Section monitors EAID equipment for subordinate organizations totaling \$4,370,840.00. This figure includes GEEIA vehicles, special tools and equipment. Western GEEIA Region was tasked with furnishing two sets of scaffolding for the 2868 GEEIA Squadron. One set was shipped from Kelly AFB and one set was borrowed from Eastern GEEIA Region. Both sets were incomplete. Final arrangements were made with a local vendor in Anchorage, Alaska, to furnish whatever parts were required to place two sets into a useable condition.

Mobile Depot Maintenance Support: During the period 1 January 1970 through 31 March 1970, a total of 40 IRANs were completed without an exception charged to GEEIA. During this same period, 30 emergency jobs were completed. The Materiel Division responded to the support of all emergencies.

Emergency Jobs 8147X0G0 and 8141X0G0 required considerable coordination between HQ GEEIA, Item Managers, and the Region Headquarters. Job 8147X0G0 GPA/70 required over 42 line items, most of these items were coded Disposal in Federal Stock Lists. With the assistance of HQ GEEIA and the Item Managers a complete GPA/70 was located, but since it was an insurance type item and under the new concept, a BEMO controlled item, it presented many problems in acquiring all the items needed.

Job 8141X0G0 had over 20 items coded disposal, and a major portion of these items were local manufactured through the Base Shops.

Job 5218J0G0 required 20 line items, coded both disposal and local manufacture. Twelve of these items were acquired through the Base Shops. The remainder of the items had no drawings available, but in coordination with the Item Manager, located an MT-1173 Set at O'Hare Field, Chicago, and with approval of the IM this set was cannibalized to satisfy all requirements.

#### Mission Accomplishments

##### Scheme Support:

During the first three months of 1970, Western GEEIA Region was actively engaged in installation of Microwave and Tech Control Facility schemes in Alaska and VHF Modernization in the ZI. Microwave schemes provided a terminal for 144 channel diversity system between Pedro Dome and Eielson AFB. This was supplied in September 1969. HQ GEEIA furnished minor items and the major items of equipment were supplied through OCAMA contracts. Installation started in November 1969. In the early months of 1970, eight amendments were assigned to supply additional items. Many line item requisitions were also submitted direct to the IMs. GEWSS took action to check the availability of required items and expedited delivery wherever possible.

The Tech Control Installation at Wildwood, part of a World Wide Facility, has been in progress since May 1969. This is an on-site



engineering job. As each segment of the installation is engineered, a scheme amendment is forwarded for supply action. It was felt this type action would make it easier to keep track of materials, rather than a separate scheme for each phase. Amendment number six was supplied and on site in February 1970. All BOMs were supplied with extremely short supply lead time. Some DMRs were not met because of non-availability of NSL items; however, all materials were on site in time to avert a work stoppage.

Problems are still being encountered on VHF equipment. The new configuration of the RT723 Radio, GRC-175 Transceiver and GRA-115 Control was not any more successful than the old RT723 configuration. In requesting re-supply action for some GRC-175 sites in WGR, items were also found defective. Problems were encountered in aligning the equipment on all frequencies. Tech Data was distributed by OCAMA and some assistance was obtained from Central Region to aid in aligning the sets on site. WGR took action to reprogram the balance of the VHF schemes due to non-availability of any modified units from the IM. In addition, WGR was also advised these units would not be available for shipment until May 1970.

Fast response was required for two outside plant cable schemes at Vandenberg AFB. Scheme 0211A0G0-XUMU-B had to be installed by 31 March 1970 or the government would be liable for a daily fine of \$2,000.00. The Bill of Material requirements were called into HQ GEEIA

on 26 February 1970. Personal pick-up and the delivery of material to site was completed by 5 March 1970. This provided timely completion and on schedule. Scheme 0212A0G0-XUMU-B requirements were made known to GEWSS on 12 February 1970. This scheme supported a certified emergency relocation of cable. Material was on site 17 February 1970.

Special Problems and Lessons Learned

Problem: In the past all items required by the Pre-IRAN inspection were drawn by Squadron Supply Support against the GEEIA Form 79. With the implementation of amendment 12, Part 1, Vol IV, AFM 67-1 dated 29 December 1969, all PCSP-CEM equipment is now AFEMS controlled and items must be drawn utilizing AF Form 6016.

Lesson Learned: Solution to acquiring the required items will be the responsibility of the site to draw item through their host BEMO/EMO.



LT COL L. W. SITTLER

# PLANS & MANAGEMENT OFFICE



CHAPTER VIII

72

Plans and Management Office (GEWV)

Mission

The mission of the Plans and Management Office, Western GEEIA Region, is to provide planning and management in support of the overall Region CEM effort. This includes acquisition and submission of budget data; operational and contingency planning; surveillance of host-tenant support agreements; office of record for all reports of inspection, audit, GAO, OSI, and Congressional Inquiries. Acts as Region focal point for manpower actions, GEEIA Management System (GEMS), Cost Reduction, and other AFLC directed programs.

Organization and Organizational Changes

The Plans and Management Office (GEWV) is reflected on Organizational Charts as a one-block organization; i. e., without branches or sections. The office is comprised of three major working groups, or functional areas. These are: (1) the Industrial Engineering Group, (2) the Financial Management Group, and (3) the Plans/Analysis Group. There were no organizational changes during the reporting period.

Manpower

Total manpower authorizations for the Plans and Management Office were increased from 20 to 21 on 1 January 1970. This increase was caused by the transfer of 1 GS-4 70250 Clerk/Typist space from GEWE to GEWV to provide clerical support for the office.

Support/Mission Accomplishments

The Plans/Analysis Group continued as focal point for Manpower, IG Reports, and Tenant Support Agreements. A substantial increase in workload has been experienced within Plans/Analysis during the reporting period because of the pending AFCS/GEEIA consolidation. The Plans and Management Office is OPR for the Western GEEIA Region actions, with a large portion of the actual functions assigned to the Plans/Analysis Group. The Industrial Engineering Group has continued to monitor all facets of the GEEIA Management System (GEMS) and manage the Zero Defects, Suggestion Awards, and Cost Reduction Programs. Assistance and construction guidance was furnished to the 2867 GEEIA Squadron in obtaining material, heaters, evaporative coolers, and ceiling for a new office in Building 650D. World-wide monitoring of crypto work standards continued. The Region Cost Reduction goal for FY70 was increased from \$60,500 to \$105,500 in February 1970. By the end of March, the Region submitted approved Cost Reductions totaling \$115,400, which is 109% of assigned goal.

On 21 January 1970, we were advised by the HQ GEEIA Comptroller that AFLC was shorted by a significant amount of their request to HQ USAF for Third Quarter Obligational Authority. This deficit was passed on to HQ GEEIA pending submission of impact statements by AFLC to USAF for additional third quarter authority. The immediate impact on Western GEEIA Region was the receipt of only approximately 50 percent of our

third quarter requirement. All Western GEEIA Region activities were immediately advised by the Region Commander of the urgency to implement stronger management and more positive control over approval and expenditure of funds in all areas, and particularly in areas of travel and per diem. Specific guidelines were provided to assist in tightening controls. On 9 February 1970, additional quarterly expense authority for FY 370 was received, representing the balance of funds originally requested in December 1969, and totaling 100% of our projected 3rd Quarter requirements. Funding controls in certain limited areas of TDY were relaxed slightly; however, continued good management techniques in utilization of available funds were re-emphasized in view of the possibility of reduced funding for Fourth Quarter FY 70.

Miscellaneous

Personnel changes during the reporting period consisted of one loss and five gains for the Plans and Management Office.

Mrs. Amy E. Spiva, GS-4, 70250 Clerk, departed on 6 February 1970, to accept a position with SMAMA, McClellan AFB.

Major Duncan C. Lyle, 3016, reported 19 January 1970, and assumed the duties as Assistant Chief, Plans and Management Office.

2d Lt Geoffrey K. M. MacDermott, 7461, reported 16 February 1970, and assumed duties as an Industrial Engineer within the Industrial Engineering Group.

TSgt Harold L. Stives, 69170, reported 9 March 1970, and assumed the duties of a Management Analysis Technician within the Management Analysis Section.

A1C Thomas A. Proffitt, 69130, reported 15 January 1970, and assumed the duties of a Management Analysis Specialist with the Management Analysis Section.

Mrs. Bonita S. Porter, GS4, 70250, reported 5 January 1970, and assumed the duties of a Clerk/Typist within the Industrial Engineering Group.

Glossary of Abbreviations

A

AAVS	Aerospace Audio Visual Service
AC	Alternate Current
AC&W	Aircraft Control and Warning
ADC	Air Defense Command
AFB	Air Force Base
AFEMS	Air Force Equipment Management System
AFFTC	Air Force Flight Test Center
AFROTC	Air Force Reserve Officer Training Corps
AFS	Air Force Station
ANG	Air National Guard
ATC	Air Training Command
AUTODIN	Automatic Digital Network Communications
AUTOSEVOCOM	Automatic Secure Voice Communications

B

BOM	Bill of Material
BEMO/EMO	Base Equipment Management Office/ Equipment Management Office
BWCP	Base Wire Communications Plan

C

CCTV	Closed Circuit Television
CDC	Career Development Course



CEIP	Communications Electronics Implementation Plan
CFS	Canadian Forces Station
CONUS DSTE	Continental United States Digital Subscriber Terminal Equipment
CPO	Civilian Personnel Office
CORTS	Conversion of Range Telemetry System
CSA	Communications Service Authorization
CY	Current Year
<u>D</u>	
DCS/E&I	Deputy Chief of Staff/Engineering and Installations
DMR	Dates Material Required
<u>E</u>	
EAID	Equipment Authorization Inventory Document
ECD	Engineering Completion Date
EF&I	Engineer, Furnish, and Install
EMC	Electro Magnetic Compatibility
EMI	Electro Magnetic Interference
<u>G</u>	
GAO	General Accounting Office
GFE	Government Furnished Equipment
GSA	General Services Administration

H

HF	High Frequency
HF/SSB	High Frequency/Single Side Band
HOI	Headquarters Operating Instruction

I

IBM	International Business Machine
IG	Inspector General
ILS	Instrument Landing System
INTORAD	Interference to Radio or Radar

J

JASAN	Joint Chief of Staff Alerting Network
-------	---------------------------------------

M

MAC	Military Airlift Command
MCP	Military Construction Program

N

NCA	Northern Communications Area
NSL	Not Stock-Listed

O

OCAMA	Oklahoma City Air Materiel Area
OPR	Office Primary Responsibility
OSI	Office of Special Investigations
OTS	Officer Training School

P

PABX	Private Automatic Exchange
PCSP-CEM	Program Communications Support Program Communications-Electronics-Meteorological
Pre-IRAN	Pre-Inspection Repair As Necessary

Q

QC	Quality Control
----	-----------------

R

RADC	Rome Air Development Center
RF	Radio Frequency
RSS	Rehabilitation Support Schedule

S

SAC	Strategic Air Command
SAMSO/AFWTR COMSEC	Space and Missile Systems Organization/ Air Force Western Test Range Communica- tions Security
SAMTEC	Space and Missile Test Center
SMAMA	Sacramento Air Materiel Area
SOW	Statement of Work
<u>T</u>	
TACAN	Tactical Air Navigation
TCO	Travel Coordinating Office
TDY	Temporary Duty

U

UDL

Unit Document List

V

VHF/G/A

Very High Frequency/Ground/Air

VHF/UFH

Very High Frequency/Untra High Frequency

W

WAPS

Weighted Airman Promotion System

West DATS

West Data Acquisition and Transmission System

Z

ZI

Zone Interior

Glossary of Terms

FPS-27	Radar Set
AN/FPS-67B	Radar Set
AN/GPA-124	Mark XII Selective Identification Feature
AN/FYQ-3	Digital Data Transfer System
AN/FYQ-4	Electro-Graphic Teleprinter
AN/FYQ-6	Alert-Transmit Console
AN/FYQ-47	Coordinating Data Transmit Set
GPA/70	Universal Multiple Video Map Equipment
MT-1173 Set	Turntable for FPN-16 Radar Set



**UNCLASSIFIED**  
WESTERN GEEIA REGION

7-4379-6  
00917075

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# COMMANDERS

## DATA SUMMARY

PROJECT USE ONLY  
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No



PREPARED BY:

PLANS & ANALYSIS GROUP

31 MARCH 1970

**UNCLASSIFIED** PLANS & MANAGEMENT OFFICE

IRIS WORKSHEET		006 OLD REEL NUMBER
016 CALL NUMBER (10AN)	005 IRIS NUMBER (10AN)	
K215.53-5 V.2	00917075	
026 OLD ACCESSION NUMBER (12AN)	014 MICROFILM REEL/FRAME NUMBER	
	000023964-000114	
SECURITY WARNING/ADMIN MARKINGS		
RD FR CN SA WI WF PV FO FS	ORAL HISTORY CAVEAT	
	01 02 03 04	
NO CONTRACT	PROPRIETARY INFO	THIS DOCUMENT CONTAINS NATO _____ INFO
501 DOCUMENT SECURITY		
501	DOWNGRADING INSTRUCTIONS	
U	DECLASSIFY ON	REVIEW ON
CLASSIFICATION AND DOWNGRADING INSTRUCTIONS FOR		
502	TITLE ABSTRACT LISTINGS	
028 REF _____	DEST OUP OF _____	027 NUMBER IN AUDIO REEL SERIES
INSERT TO _____	OUP OF _____	
CATALOGING RECORD		
MAIN ENTRY (Use one) (150AN)		
100 - PERSONAL NAME	109 - ISSUING AGENCY	119 - TITLE AS MAIN ENTRY
Ground Electronics Engineering Installation Agency		
TITLE (Use one) (DO NOT USE IF TITLE IS MAIN ENTRY) (180AN)		
220 Western GEMA Region Commanders Data Summary		
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"/> 228Z PAPERS
<input type="checkbox"/> 227P CALENDAR		
250 TITLE EXTENSION: ENTER VOLUME NUMBER, PARTS, ETC. (20AN)		
Val 2		
DATES: ONLY 264 OR 265 MUST BE COMPLETED. SUPPLY BOTH IF KNOWN		
264 INCLUSIVE DATE	70 01 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	



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Aerospace Studies Inst  
ATTN: Archives Branch  
Maxwell AFB, Alabama

15 JUN 1987

FOREWORD

PURPOSE: The purpose of this publication is to provide Commanders and key staff personnel with data which can be used as a management tool.

DATA SOURCES: The source for all management data is either from the Staff Agencies or from PCS reports generated within the Region. Each segment of data has the source listed at the bottom of the page.

DISTRIBUTION: It is intended to publish and distribute this publication by the 10th calendar day following the reportable month. Distribution will be made to Commanders, Staff Offices, and other concerned activities.

CHANGES: Recommendations for additions, deletions and changes should be forwarded to the Management Analysis Section (CEWPA).

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SUPPORT

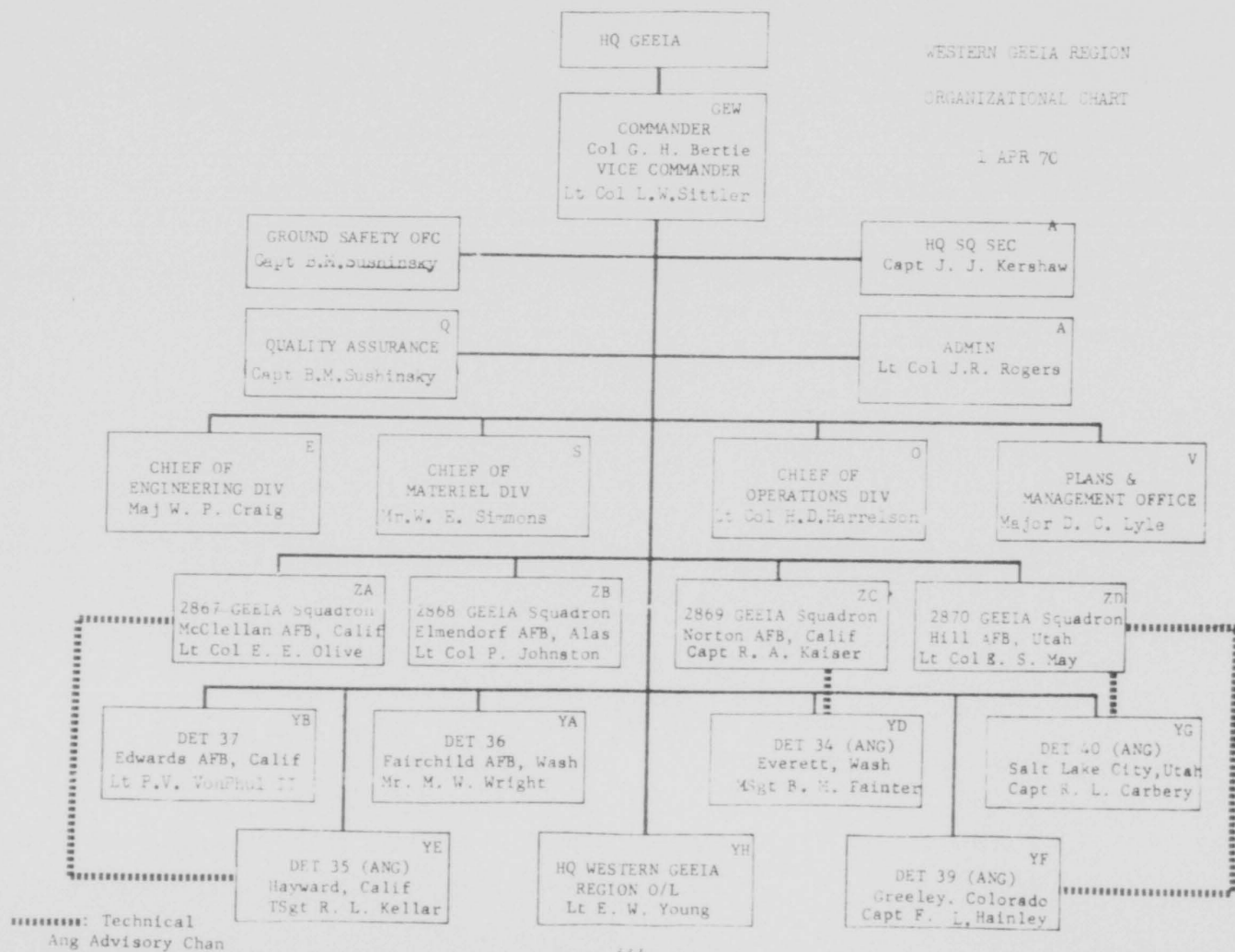
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GEWPA

WESTERN GEEIA REGION  
STAFF VISITS SCHEDULE

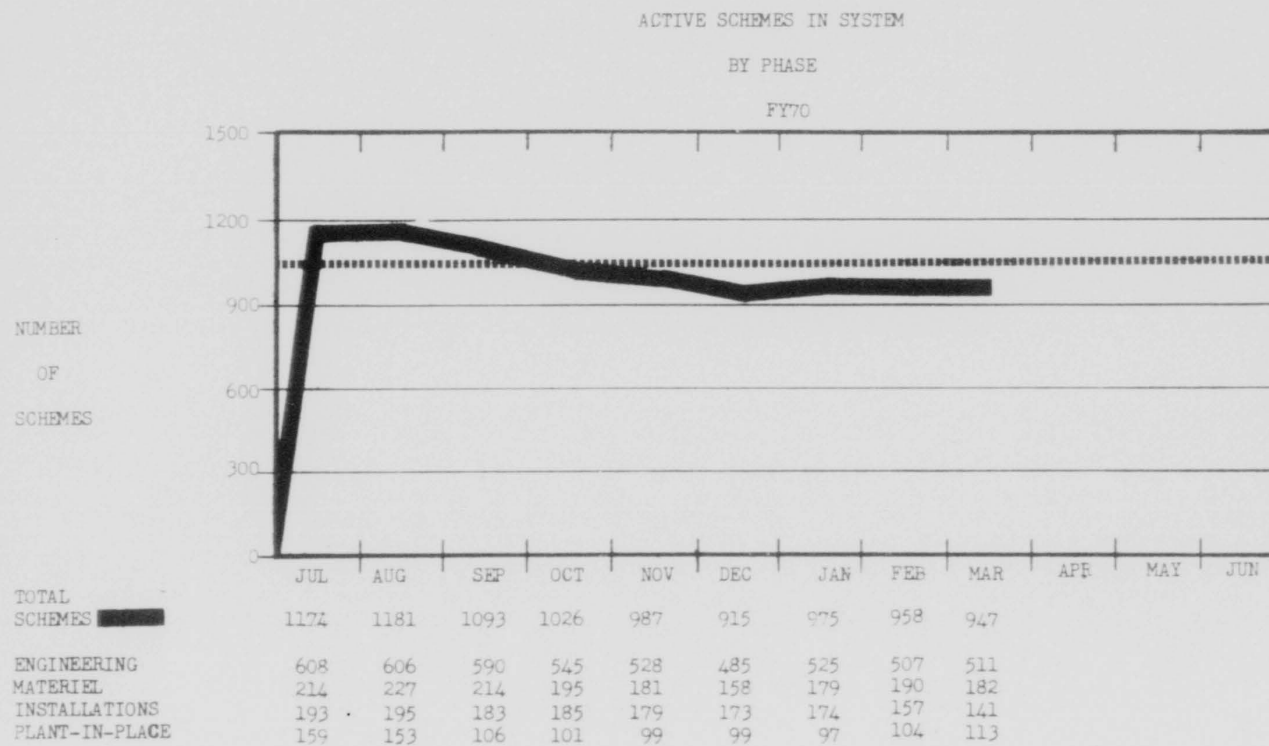
	1969			1970											
	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2867 McClellan				1/8				6/7				2/3			
2868 Elmendorf		17/18					13/14			20/21				16/17	
2869 Norton	14/17			9/13					8/11				5/8		
2870 Hill						23/25					17/19				14/16
O/L Vandenberg	14			9					8				5		
Det 34 Everett			6/7				18/20				1/2			7/8	
Det 35 Hayward		22/23						16/17				19/20			12/13
Det 36 Fairchild		19/20					15/16			22/23				18/19	
Det 37 Edwards	15			2					9				6		
Det 39 Greeley				10/11					20/21				10/11		
Det 40 Salt Lake City	11/12				14/15			2/3						14/15	

VISITS COMPLETED  
 VISITS (PARTIAL)

(SUBJECT TO REVISION)

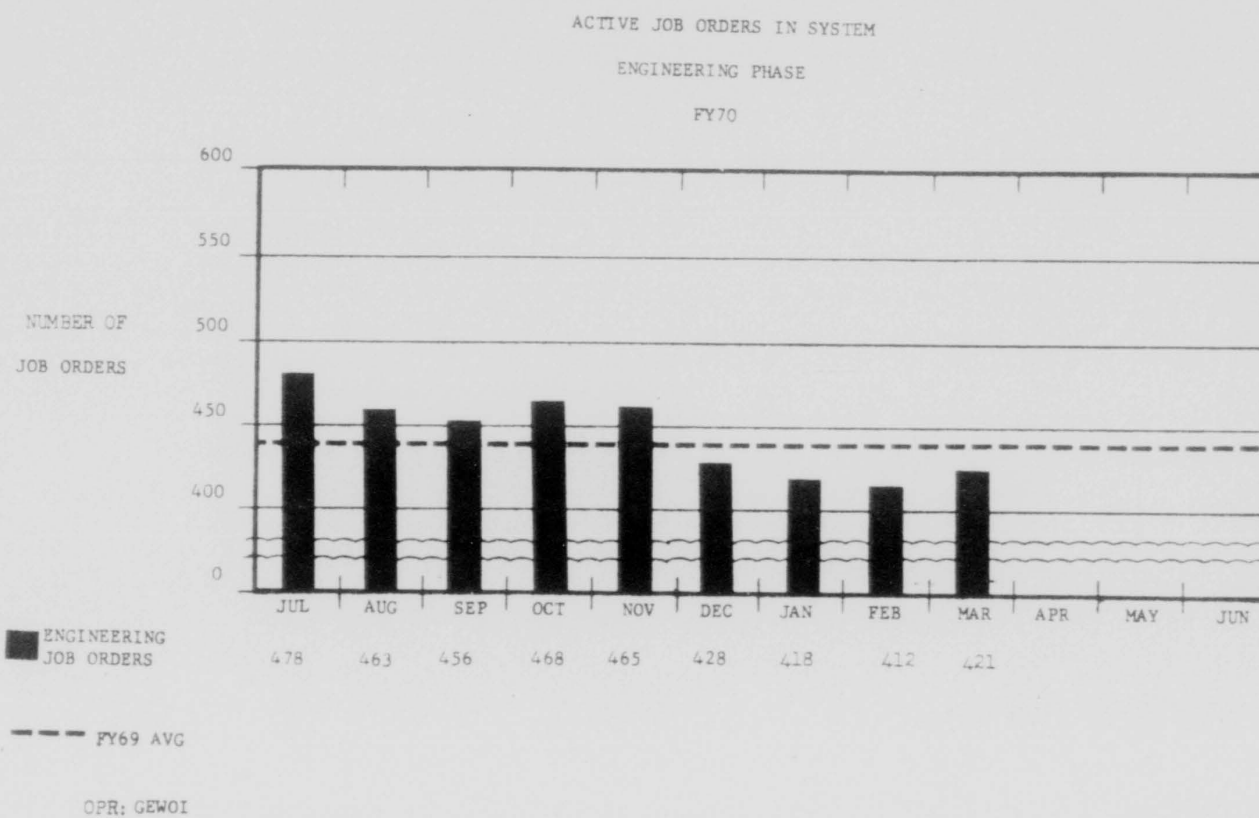


**PRODUCTION**



..... FY69 AVG

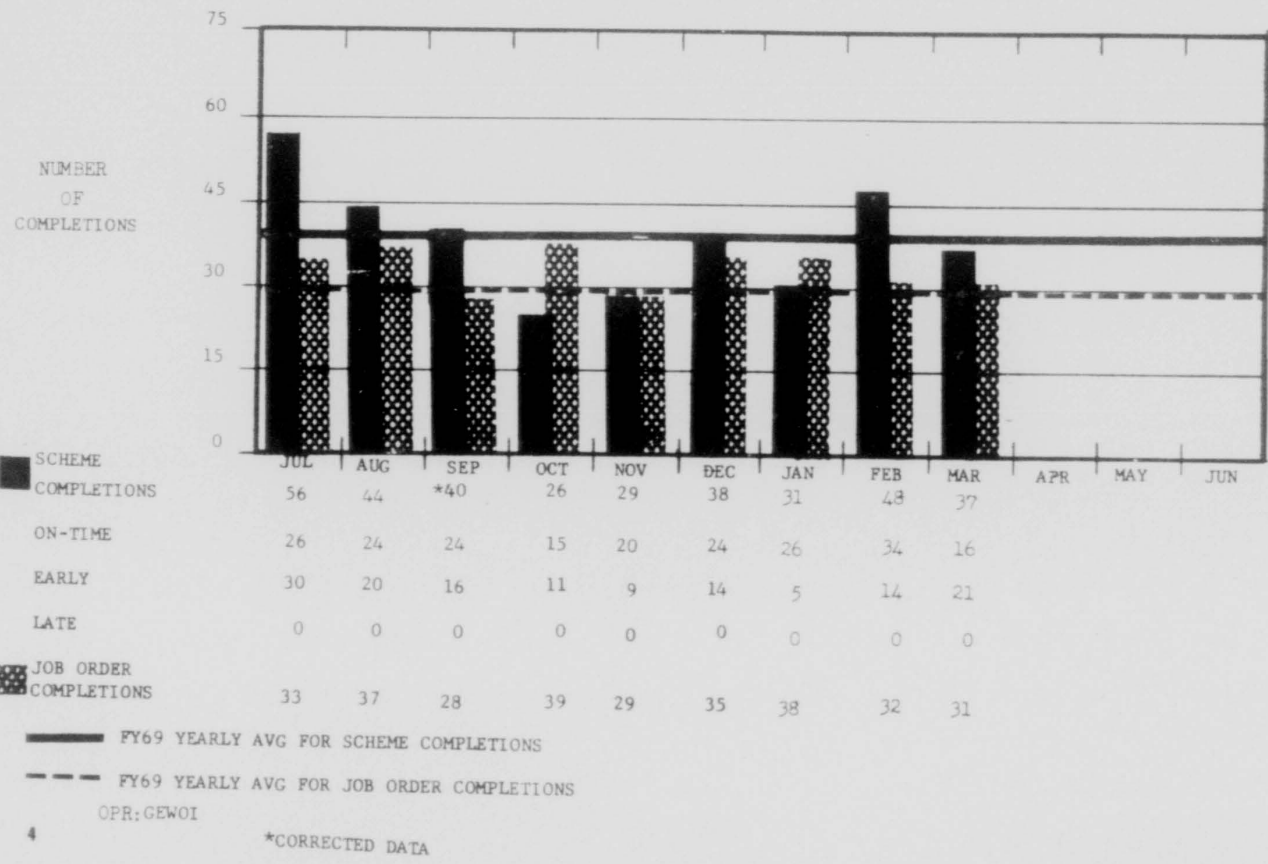
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ENGINEERING WORKLOAD COMPLETIONS

SCHEMES AND JOB ORDERS

FY70

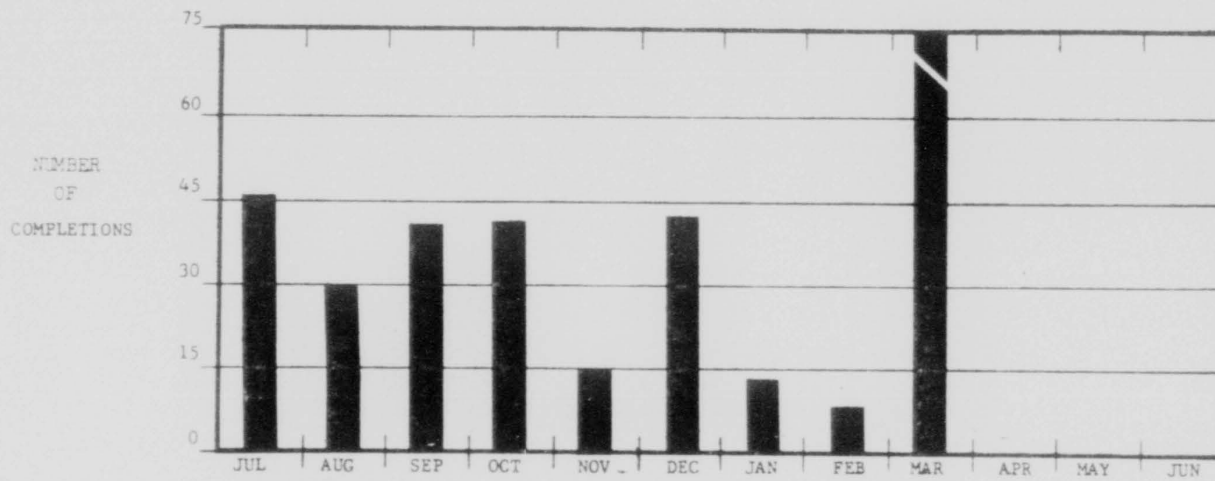




INSTALLATION WORKLOAD COMPLETIONS

BASIC SCHEMES ONLY

FY70

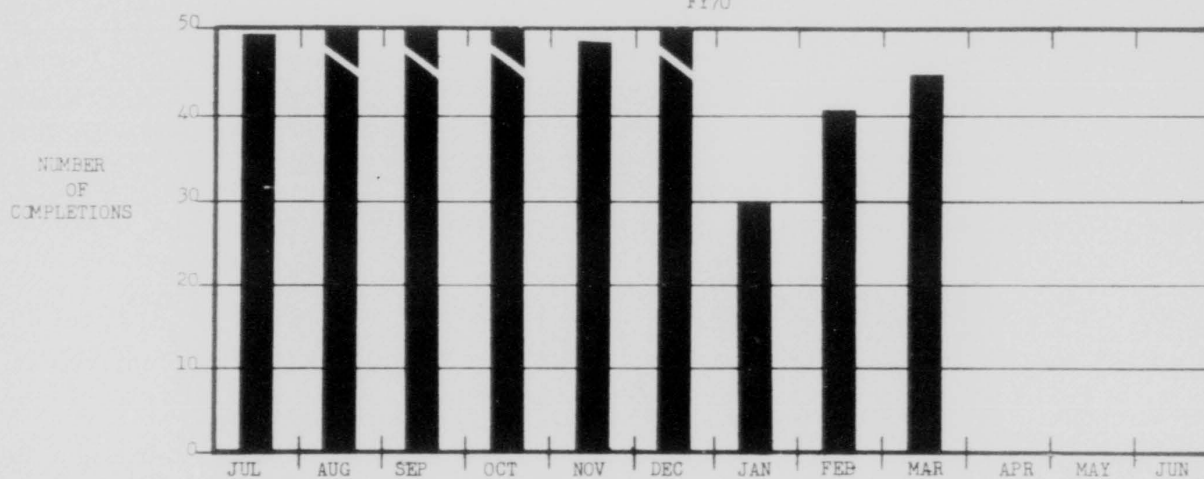


SCHEMES	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR
ON-TIME	9	2	16	5	2	17	2	4	37
EARLY	36	28	23	35	13	24	10	3	78
LATE	1	0	1	0	0	5	0	0	0
2867th	8	4	9	9	4	14	4	2	21
2868th	19	13	13	8	5	8	1	0	36
2869th	6	3	4	1	2	10	3	0	10
2870th	4	3	3	7	1	6	2	2	9
OTHER	9	7	11	15	3	8	2	3	39

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MATERIEL COMPLETIONS

FY70

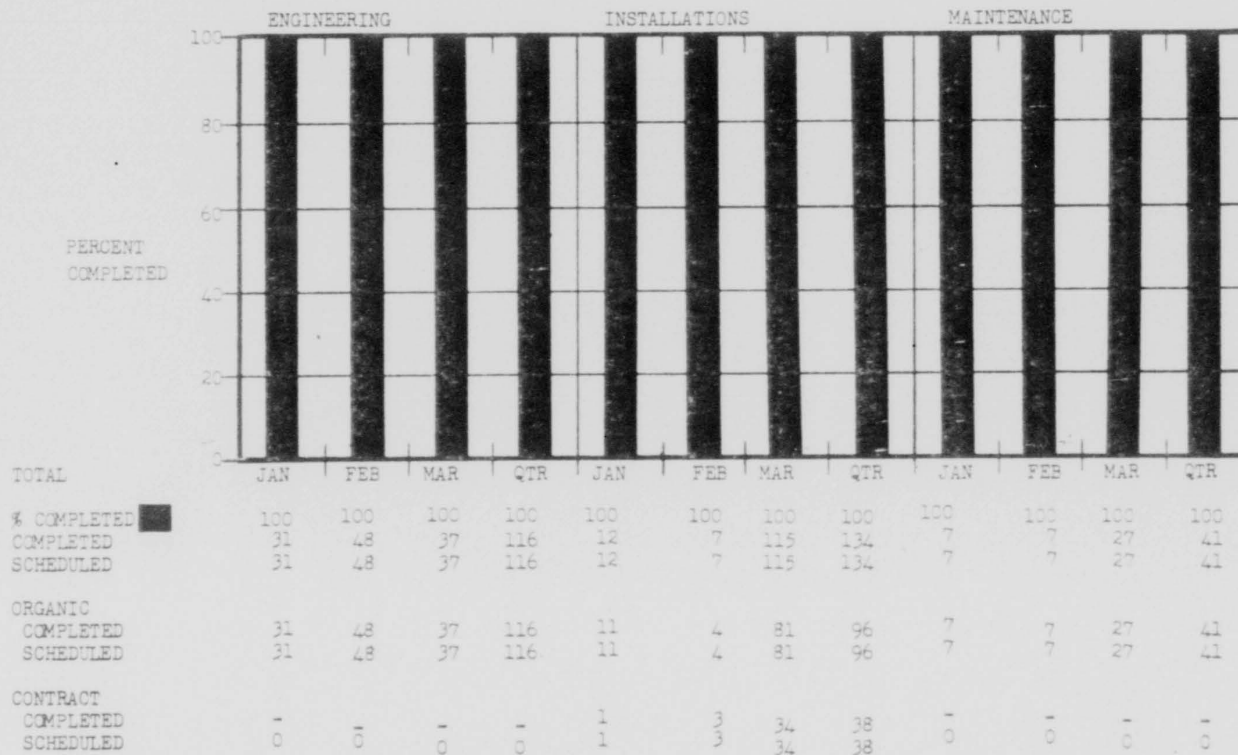


	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR
MATERIEL COMPLETIONS	49	55	55	53	48	57	30	41	45
ON-TIME	34	41	48	33	33	51	24	33	30
EARLY	4	5	3	4	6	1	5	3	7
LATE	11	9	4	16	9	5	1	5	8
AMENDMENT	16	28	20	23	20	29	12	23	11

OPR: GEWSS

PHASE COMPLETIONS - COMPLETED AS % OF SCHEDULED

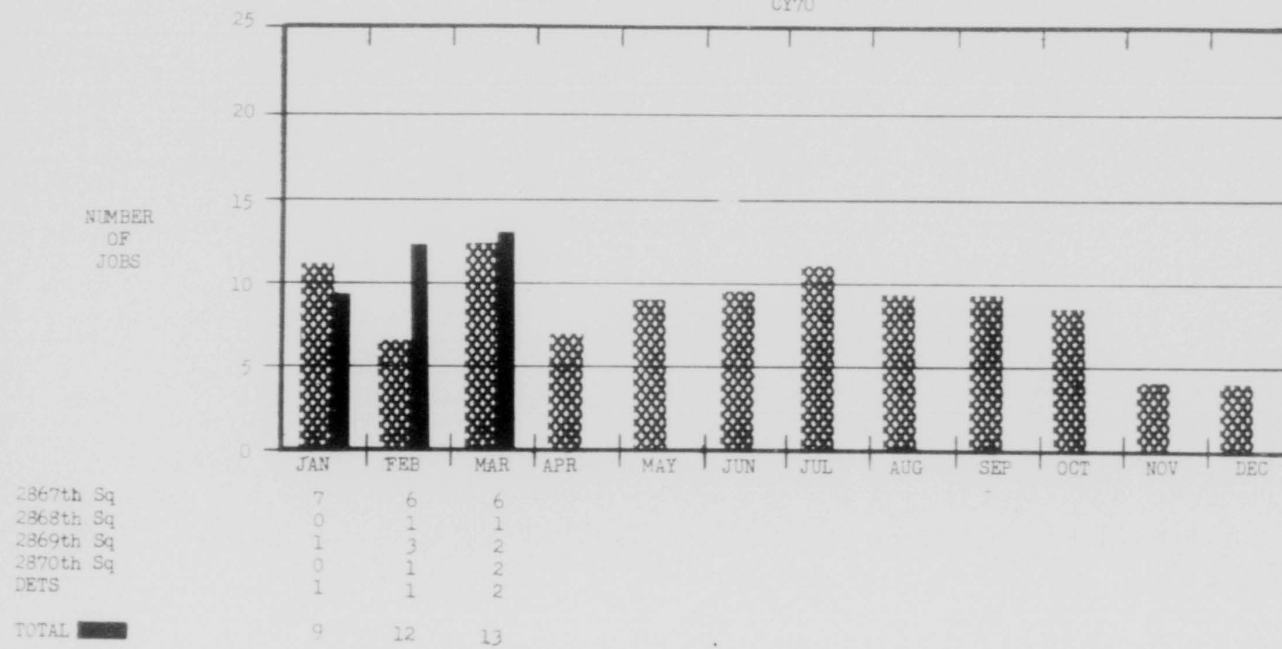
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O/R: GEWOI

7

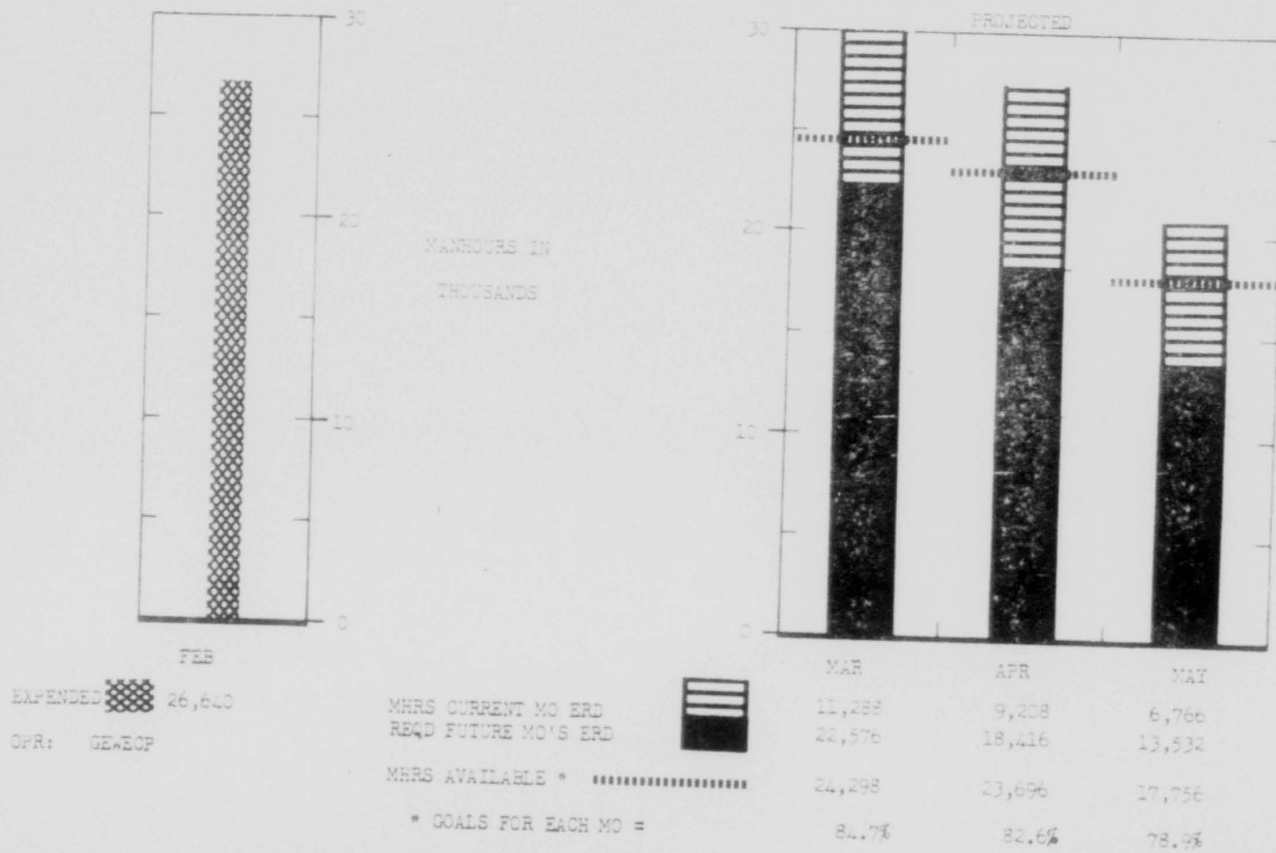
EMERGENCY MAINTENANCE WORK ORDER COMPLETIONS  
BY ORGANIZATION  
CY70

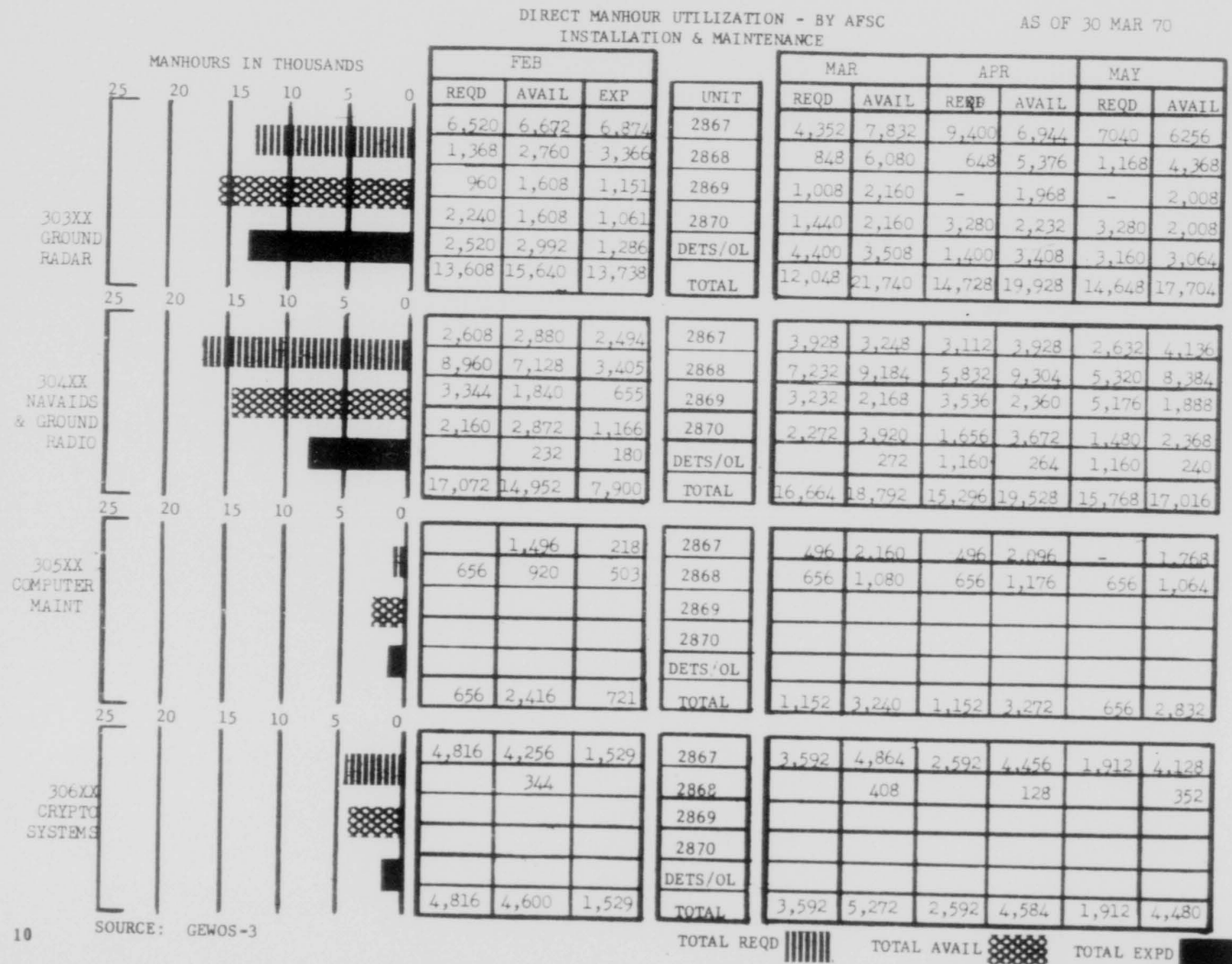


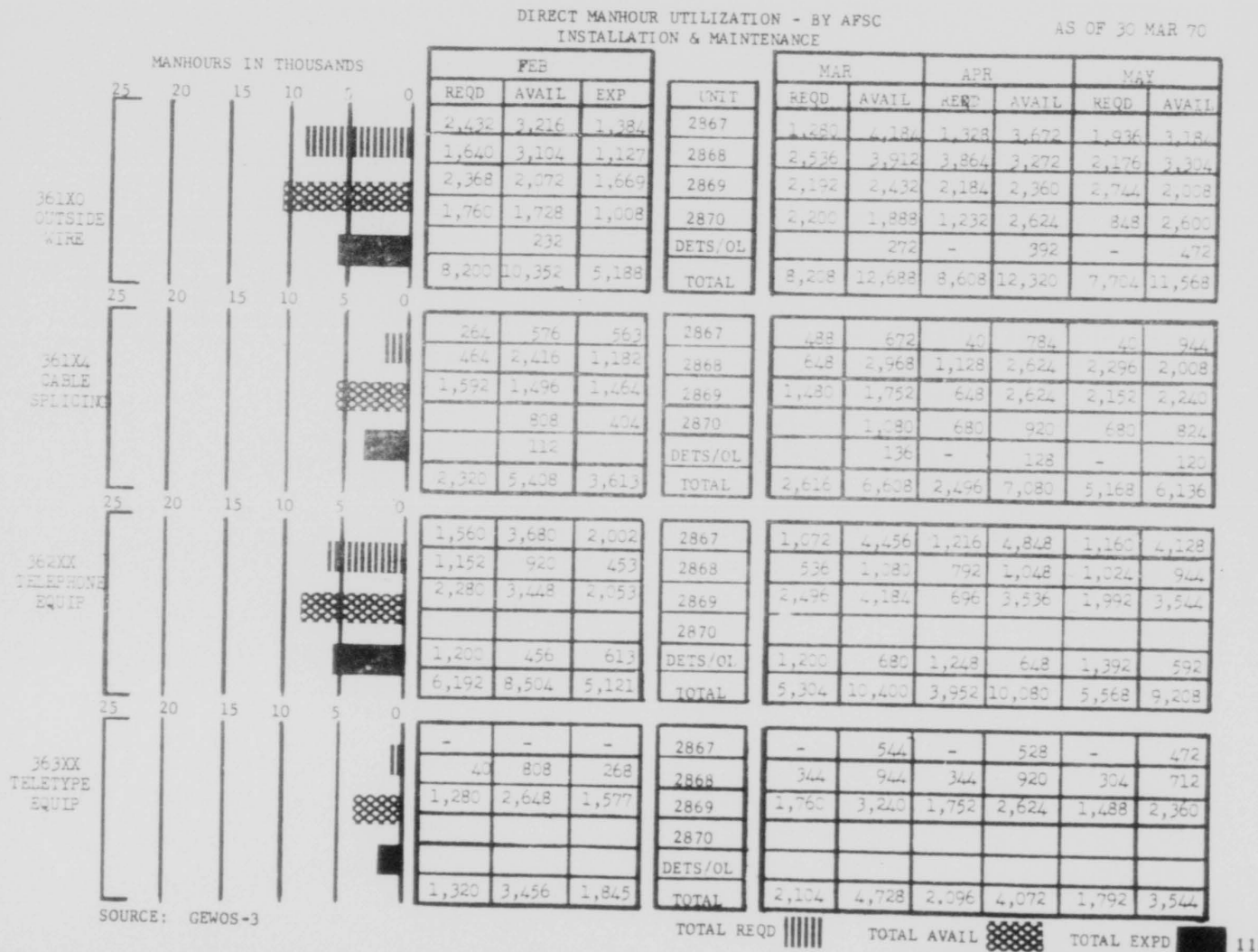
■ CY 69

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WGR  
ENGINEERING DIRECT MANHOURS AS OF: 1 MAR 71



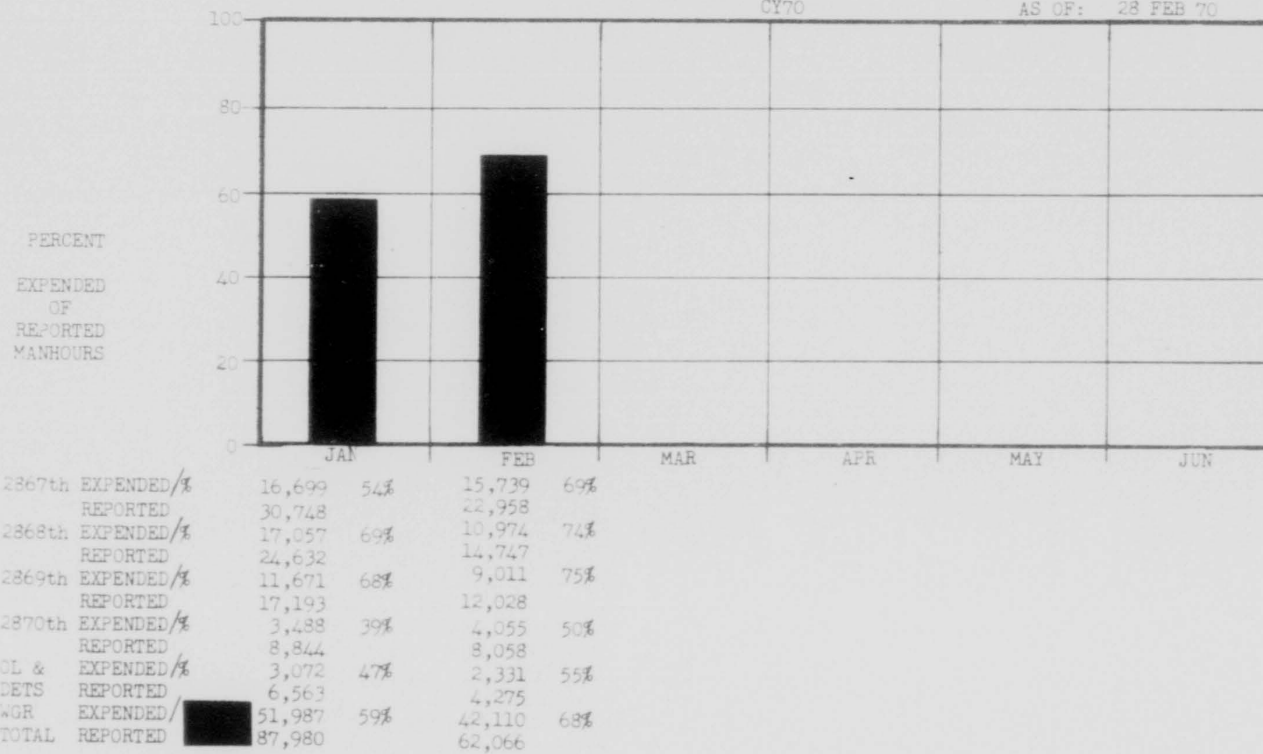




DIRECT MANHOOR UTILIZATION % EXPENDED OF REPORTED  
INSTALLATIONS & MAINTENANCE

CY70

AS OF: 28 FEB 70



2867th	EXPENDED/%	16,699	54%	15,739	69%
	REPORTED	30,748		22,958	
2868th	EXPENDED/%	17,057	69%	10,974	74%
	REPORTED	24,632		14,747	
2869th	EXPENDED/%	11,671	68%	9,011	75%
	REPORTED	17,193		12,028	
2870th	EXPENDED/%	3,488	39%	4,055	50%
	REPORTED	8,844		8,058	
OL &	EXPENDED/%	3,072	47%	2,331	55%
DETS	REPORTED	6,563		4,275	
WGR	EXPENDED/	51,987	59%	42,110	68%
TOTAL	REPORTED	87,980		62,066	

OPR: GEWOS-3

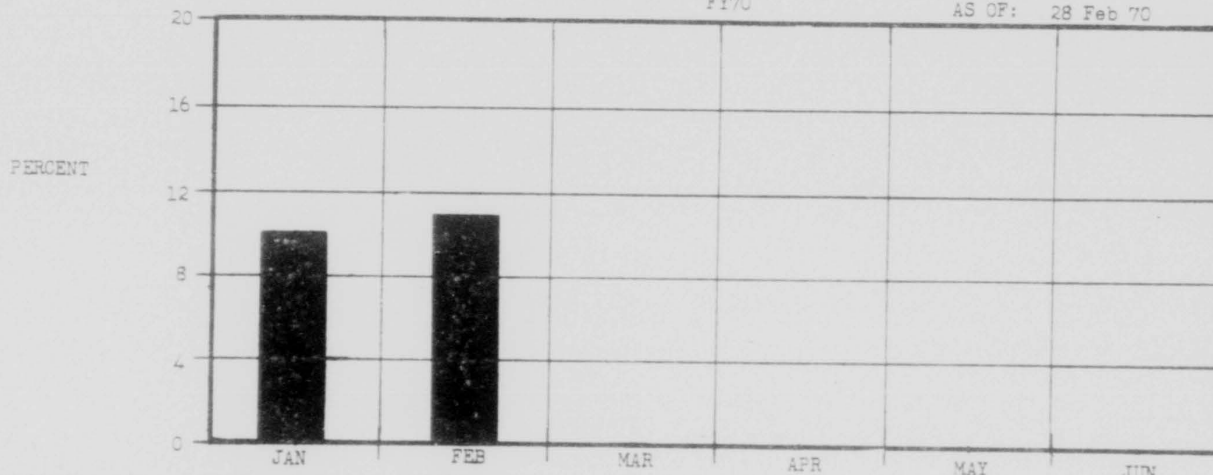


DIRECT MANHOOR UTILIZATION-INSTL & MAINT

OVERTIME M/HRS AS % OF TOTAL EXPENDED

FY70

AS OF: 28 Feb 70



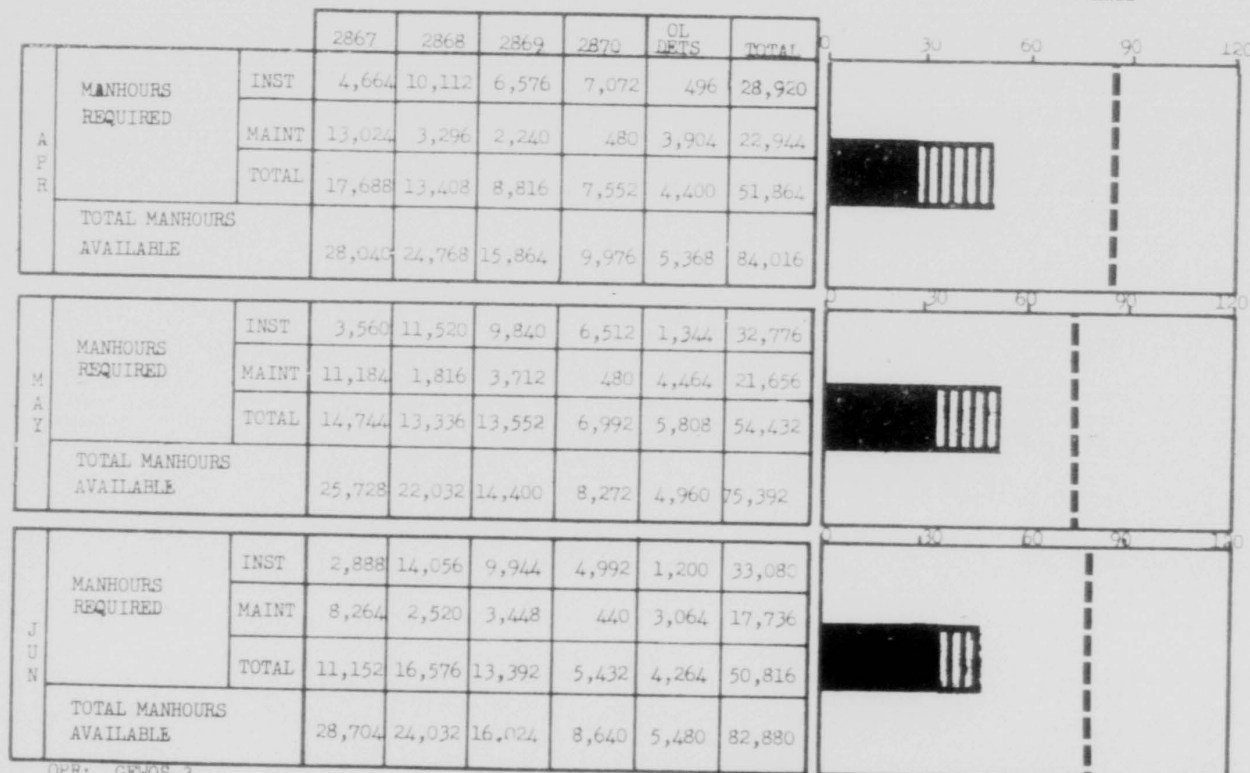
		JAN	FEB
2867th SQ	Reg Time	16,699	15,739
	Overtime	1,278	939
2868th SQ	Reg Time	17,057	10,974
	Overtime	2,522	2,150
2869th SQ	Reg Time	11,671	9,011
	Overtime	1,931	1,299
2870th SQ	Reg Time	3,488	4,055
	Overtime	242	874
OL DETS	Reg Time	3,072	2,331
& MISC	Overtime	50	37
WGR	Reg Time	51,987	42,110
	Overtime	6,023/10.4%	5,299/11.2%
TOTAL		58,010	47,409

GEWOS-3

90-DAY WORKLOAD PROJECTION  
 INSTALLATION - MAINTENANCE  
 CY 70

PROJECTION DATE  
 30 MAR 70

MANHOURS IN THOUSANDS



OPR: GEWOS-3

AVAIL APR 74.6% of ASGD  
 AVAIL MAY 70.4% of ASGD INSTALLATION  
 AVAIL APR 74.6% of ASGD MHRS REQD

MAINTENANCE  
 MHRS REQD

AVAIL  
 MANHOURS

RESCHEDULE REPROGRAM ACTIONS  
ENGINEERING

CODE	REASONS FOR RESCHEDULE ACTIONS	PRIOR MO	WEEK				CUR MO
			1st	2nd	3rd	4th	
01	Dly in rel prog				1		1
07	Dly awtg cont tech stds					2	2
15	Ch in comd requirements	5	4	1	19		24
19	Dly requires re-eng			4			4
02	Prog didn't allow suff lead time	17					
06	Dly, awtg siting criteria	13					
33	Procurement dlys	1					
08	Dly, awtg HQ SBEIA tech stds	1					
TOTALS		37	4	5	20	2	31

SOURCE: GEWOI

## RESCHEDULE REPROGRAM ACTIONS

## OPERATIONS

CODE	REASONS FOR RESCHEDULE ACTIONS	PRIOR MO	WEEK				CUR MO
			1st	2nd	3rd	4th	
01	Dly in related program	1		1			1
37	Non-avail items fr FB 2222	4					
49	Dly, Awtg amend sch not 100% sup		1				1
69	Mat'l req mod or rpr					1	1
32	Cond mat'l causing dly in mat'l avail	4					
72	Dely in awarding contract	1				1	1
60	Bldg supt struct/svcs not avail	17	2	1	5	6	20
74	Equip inst/rprd, sys/equip main'ng				1		1
67	Dly, awtg compl of suprtg schene	1	1		1		2
17	Resources alloc to hi-priority w/l		11				11
46	Non-avail of items from i/s	6					
33	Procurement delays	1	1				1
79	Time dlyd due to incl weather	1					
15	Change in cmd requirements	62		2	5		7
70	Contractors delay	5	1		2		3
02	Prog didn't allow suff lead time			1			1
TOTALS		113	43	5	11	8	50

SOURCE: GEWOI

RESCHEDULE REPROGRAM ACTIONS  
MAINTENANCE

CODE	REASONS FOR RESCHEDULE ACTIONS	PRIOR MO	WEEK				CUR MO
			1st	2nd	3rd	4th	
15	Change in Comd Requirements				1		1
17	Dly, Resources Alloc to Hi-priority w/1	5	1				1
39	Dly, AWTS Receipt of Matl				1		1
46	Non-avail of items from 4/M	1		2			2
79	Im dlyd due to inclu wea				1		1
33	Procurement Delays	1					
TOTALS		-	1	2	3	0	6

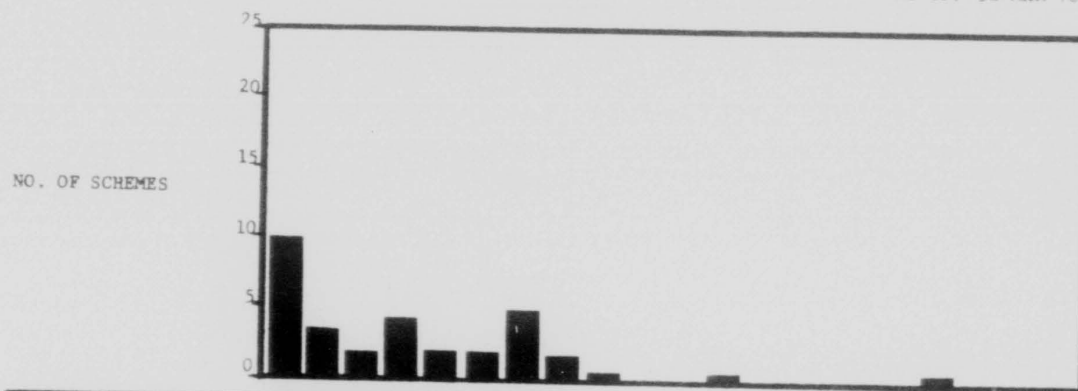
SOURCE: GEWOI



SCHEMES ON SITE WITH NO INSTALLATION START

100% SUPPLIED

AS OF: 31 MAR 70



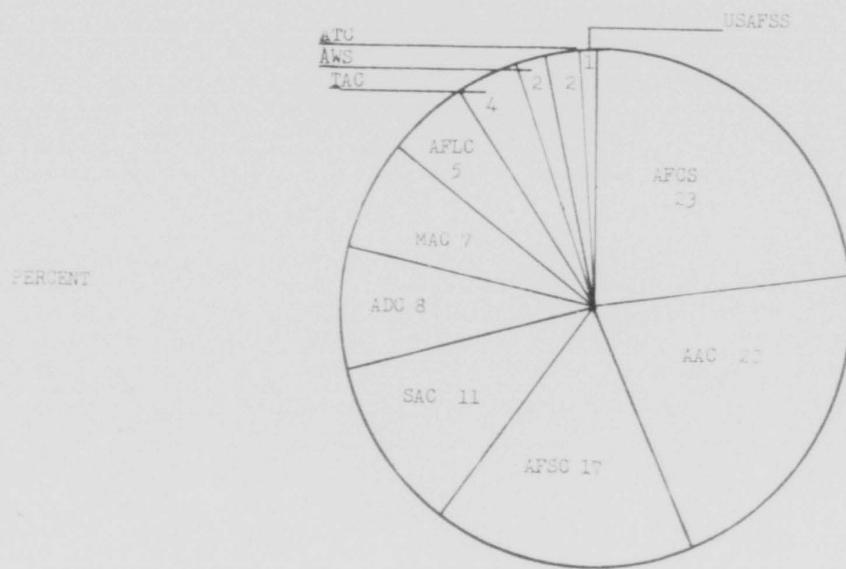
MONTHS	1	2	3	4	5	6	7	8	9	10	11	12	13-18	19-24	25-36	37+	
TOTAL SCHEMES	33	10	3	2	4	2	2	5	2	1			1			1	
INSIDE PLANT	1																
OUTSIDE PLANT	4		1	1			3	1	1								
TELETYPE																	
CRYPTO		1	1	2	1		2	1				1				1	
METEROLOGICAL	1																
NAV AIDS	1					1											
RADIO	2	1		1		1											
OUTSIDE ANTENNA	1	1															
RADAR				1													
PRIOR MO TOT.	47	7	9	9	4	4	4	2	1	1	0	1	0	3	0	2	0

SOURCE: GEWOI

ACTIVE WORKLOAD BY SUBMITTING COMMAND

PERCENT OF TOTAL REQUIRED

\* AS OF 31 MAR 70



TOTAL REQUIRED M/HRS 1,178,873

SOURCE: GEMS OUTPUT NO. C003K1M24 (GEAVFA)

\* FEBRUARY DATA NOT AVAILABLE

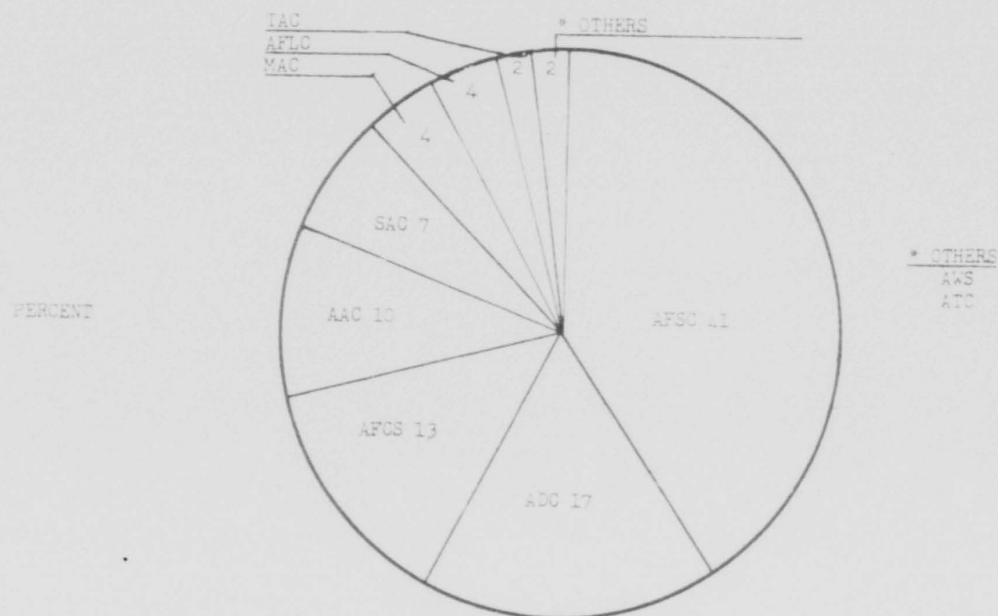
OPR: GEAVFA



MANHOURS LOST DUE TO CANCELLED SCHEMES & JOB ORDERS

FY 70

AS OF 28 FEB 70



NO OF SCHEMES AND JOB ORDERS	NUMBER CANCELLED	%	TOTAL MANHOURS LOST	
			SNR	INSL
694	365	53	31,171	4,577

OPR: GEAVPA

## DIRECT LABOR

## MANHOOR REPORTING ACCURACY - FEBRUARY 1970

	<u>HOURS REPORTED</u>	<u>REPORTED CORRECTLY</u>	<u>ACCURACY (%)</u>	<u>POINTS EARNED (MAX 25)</u>
<u>LOG TIME</u>	27,663.6	25,989.2	93.9	23.5
WGR OL	563.0	535.0	95.0	23.8
RGN TOTAL	28,236.6	26,534.2	94.0	23.5
<u>BOO TIME</u>				
2867th	18,599.4	18,634.9	95.1	23.8
2868th	11,813.8	11,748.8	99.4	24.8
2869th	10,675.5	10,647.5	99.7	24.9
2870th	4,665.0	4,506.5	96.6	24.2
WGR OL	1,378.5	1,378.5	100.0	25.0
Det 36	1,033.0	1,031.0	99.8	24.9
Det 37	448.0	448.0	100.0	25.0
OTHER	435.0	435.0	100.0	25.0
RGN TOTAL	50,048.2	48,830.2	97.6	24.4

CPR: GEWPA  
Data: Monthly

## MANHOOR REPORTING ACCURACY

## BY WORK CENTER

REPORTING PERIOD: 1-28 FEB 70

ORGANIZATION	ASSIGNED HOURS	BASIC WORK CENTER	LOAN HOURS	TOTAL EXPENDED	% VARIANCE ASGD VS EXPND
GEW	800.0	814.0	10.0	824.0	3.0
WGR OL	1,120.0	3,688.0	559.0	4,247.0	4100.0
DET 34	320.0	320.0	-	320.0	0.0
DET 35	160.0	88.0	-	88.0	45.0
DET 36	3,360.0	3,027.6	159.0	3,186.6	5.2
DET 37	3,840.0	1,376.0	504.0	1,280.0	51.0
DET 39	320.0	336.0	-	336.0	5.0
DET 40	320.0	272.0	-	272.0	15.0
2867 SQ	44,248.0	33,989.4	4,449.6	38,439.0	13.1
2868 SQ	35,478.0	16,072.5	4,689.2	20,761.7	41.5
2869 SQ	22,296.0	17,542.0	7,108.0	24,650.0	10.6
2870 SQ	15,976.0	13,415.0	3,370.5	16,785.5	5.1
GEWA	0	3,222.0	18.0	3,240.0	4100.0
GEWE	33,712.0	44,715.0	713.0	45,428.0	34.8
GEWC	12,866.0	12,532.6	390.5	12,923.1	0.4
GEWQ	-	1,104.0	-	1,104.0	4100.0
GEWV	3,304.0	4,065.9	135.0	4,200.9	27.1
GENS	2,816.0	2,966.0	42.0	3,008.0	6.8
RON TOTAL OPR: GEVPA	180,936.0	159,546.0	22,147.8	181,693.8	0.4

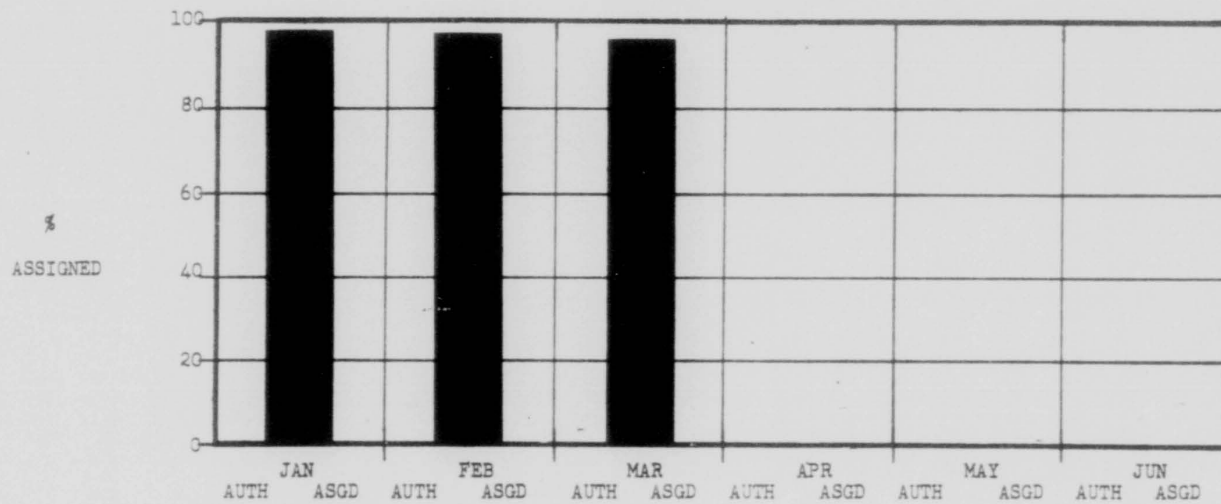
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23



**SUPPORT**

PERSONNEL MANNING  
AUTHORIZED VS ASSIGNED



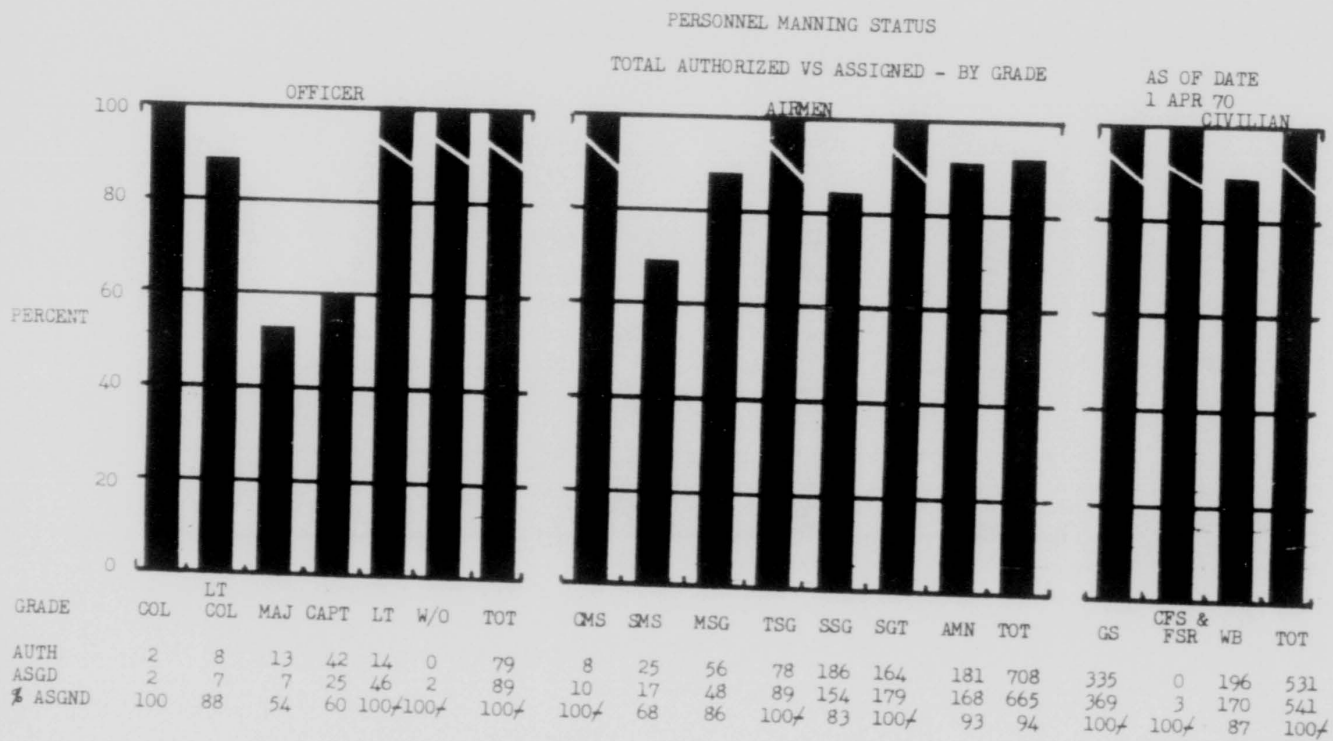
HQ WGR  
2867th  
2868th  
2869th  
2870th  
OL  
Det 34  
Det 35  
Det 36  
Det 37  
TOTAL

380 437 380 \* 434 \* 380 \* 427  
312 276 312 \* 281 \* 311 \* 286  
259 \* 250 259 \* 247 \* 259 \* 249  
172 165 172 159 172 156  
106 99 106 101 106 97  
33 26 33 26 33 28  
2 2 2 2 2 2  
2 1 2 1 2 1  
23 21 23 21 21 21  
26 25 26 25 25 25  
\*\* 1319 \*\*1306\*\*1319 \*\*1301 \*\*1318 \*\*1296

\* CFS & FSR Personnel: 3

OPR: GEWA and GzWz

\*\* Includes Det 39 & 40 Personnel: 4



OPR: GEWA

WGR  
CRITICAL AFSC MANNING STATUS

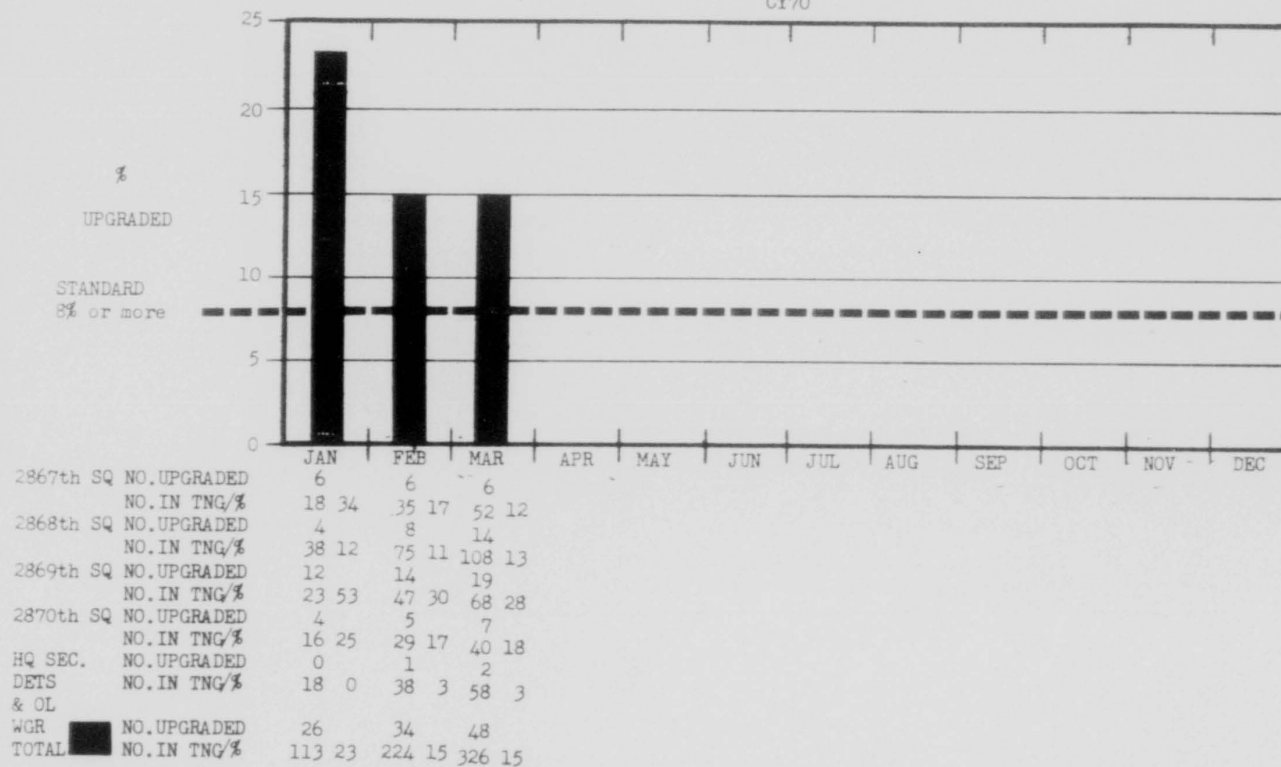
AS OF DATE: 1 APR 70

AFSC & TITLE	LEVEL	AUTH	ASGND	% ASGND	PROJECTED ASGND
	9 / 7	30	24	80	27
	5	42	62	148	55
303XX	3	19	1	5	5
GROUND RADAR	TOTAL	91	87	96	87
	9 / 7	35	34	97	30
	5	61	81	133	79
304XX	3	36	16	44	22
NAVAIDS & RADIO	TOTAL	132	131	99	131
	9 / 7	6	7	117	7
305XX	5	13	15	115	15
ELECTRONIC COMMUNICATIONS	3	4	0	0	2
& CRYPTO EQUIP	TOTAL	23	22	96	24
	9 / 7	7	9	129	9
306XX	5	13	21	162	18
ELECTRONIC COMMUNICATIONS	3	7	3	43	7
& CRYPTO EQUIP	TOTAL	27	33	122	34
	9 / 7	46	37	80	39
361XX	5	75	91	121	85
OUTSIDE WIRE INST	3	58	12	21	12
AND MAINTENANCE	TOTAL	179	140	78	136
	9 / 7	11	9	82	8
362XX	5	32	32	100	34
INSIDE PLANT MAINT	3	20	8	40	9
	TOTAL	63	49	78	51
	9 / 7	3	5	167	4
363XX	5	15	18	120	22
OUTSIDE WIRE INST	3	9	7	78	8
EQUIPMENT MAINTENANCE	TOTAL	27	30	111	34
GRAND TOTAL		542	492	91	497

OPR: GEWA

PERSONNEL UPGRADED  
CUMULATIVE RATE - QUARTERLY

CY70

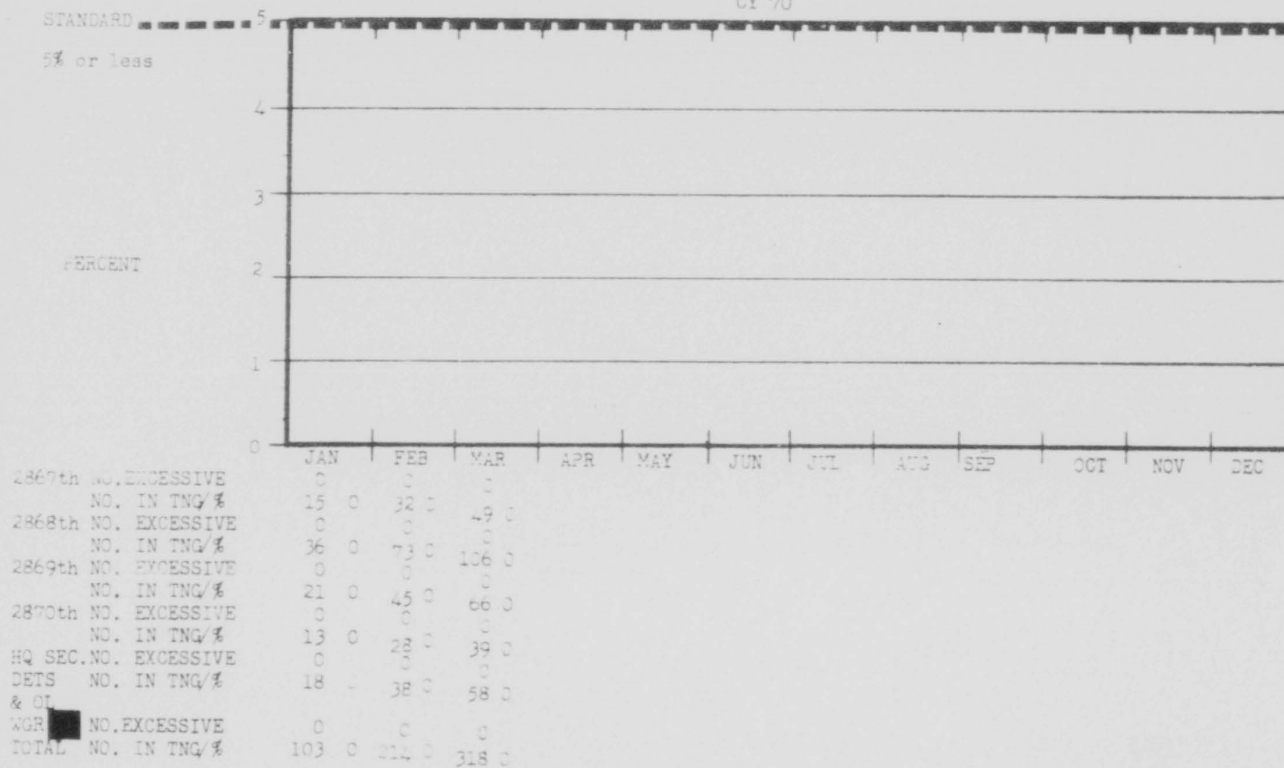




PERSONNEL IN EXCESSIVE TRAINING

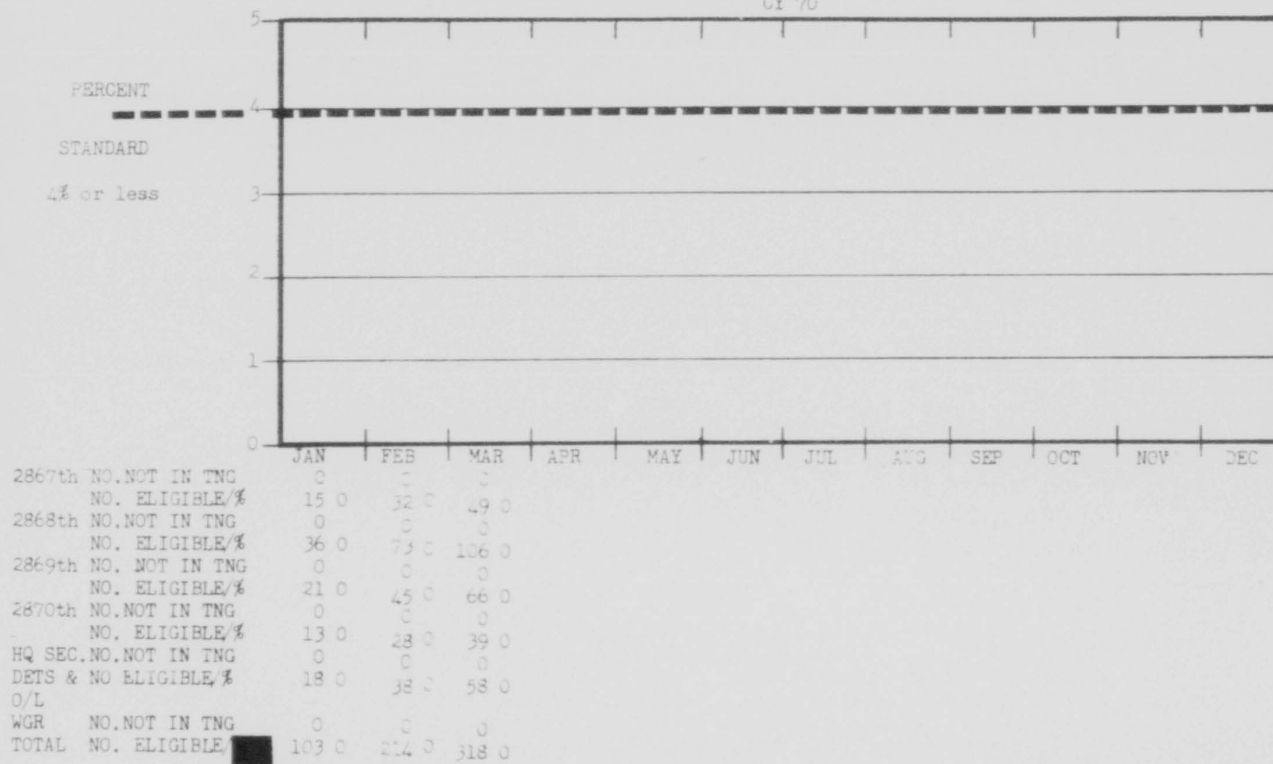
CUMULATIVE RATE - QUARTERLY

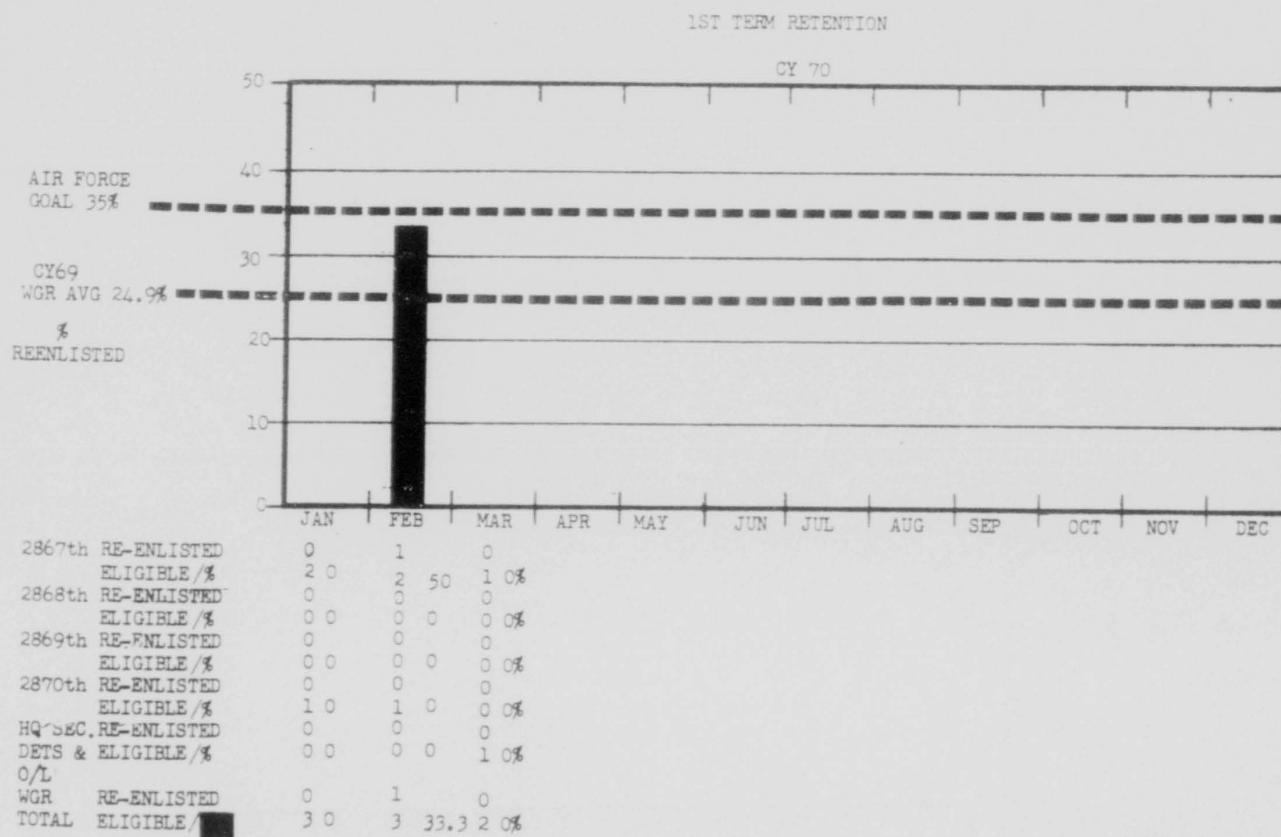
CY 70



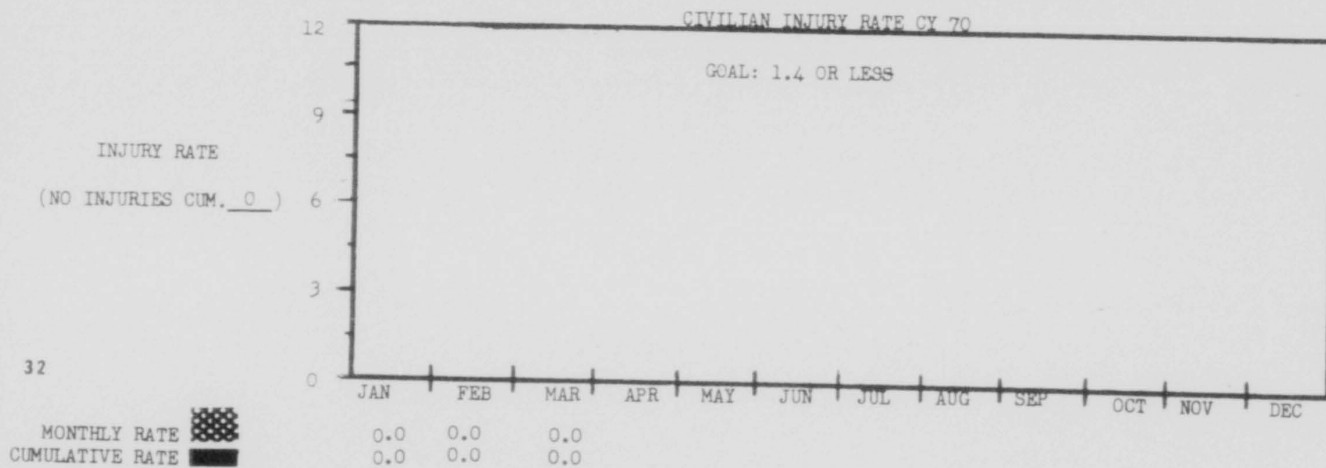
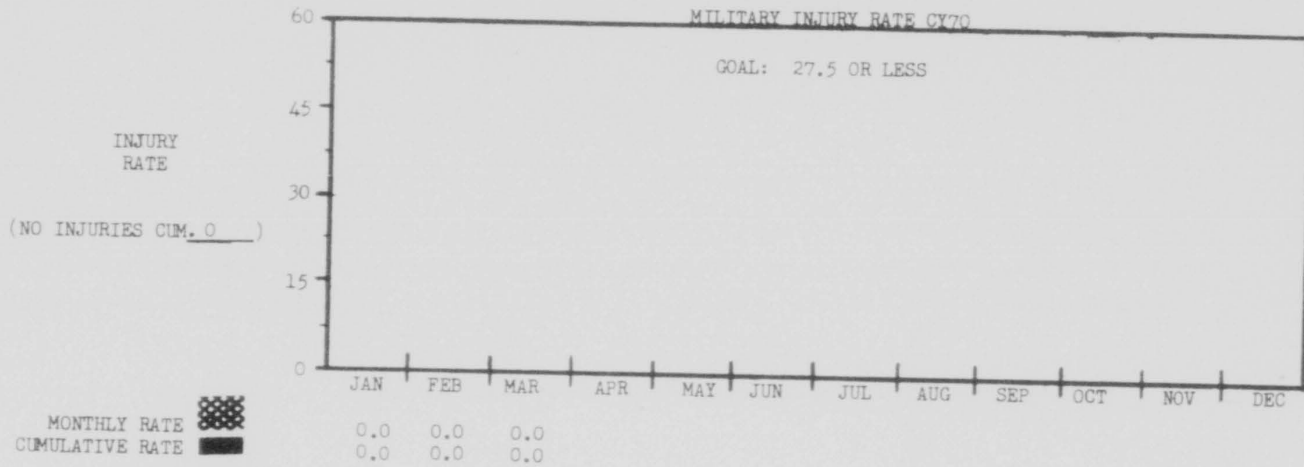
OPR: SEWAMT

PERSONNEL ELIGIBLE BUT NOT IN TRAINING  
 CUMULATIVE RATE - QUARTERLY  
 CY 70



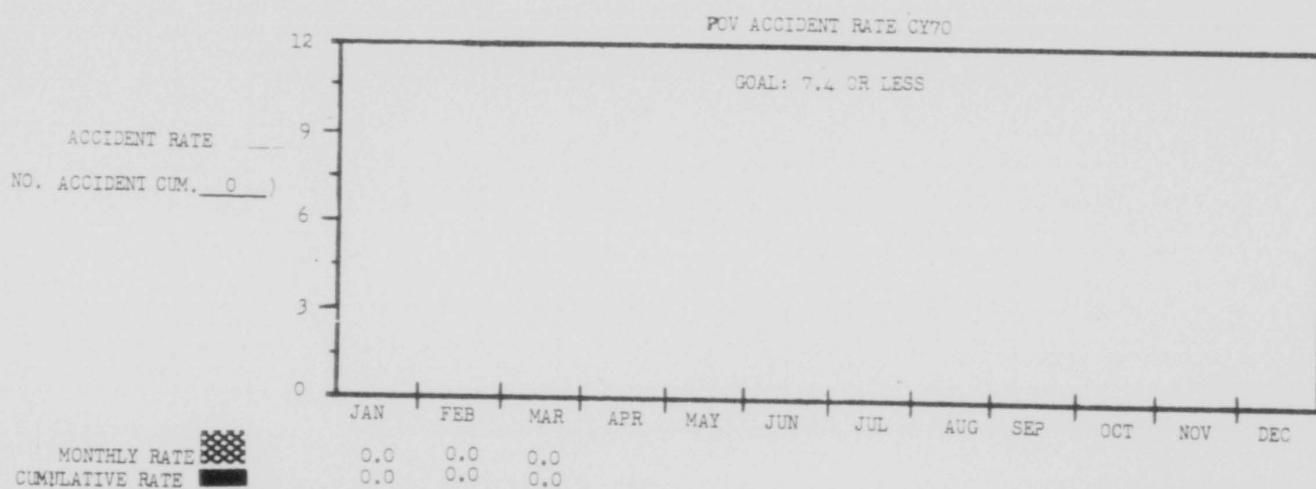
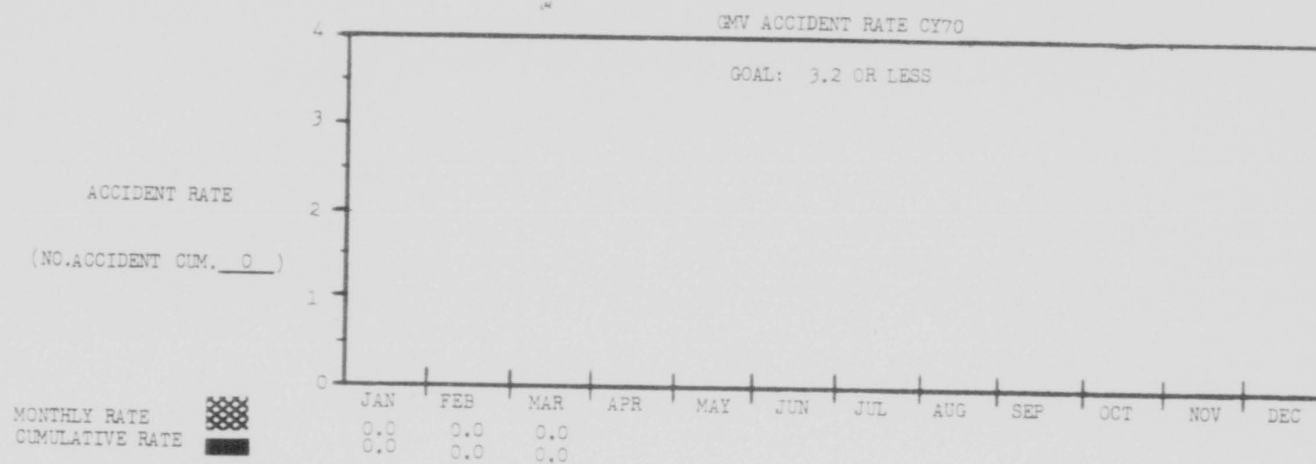


OPR: GEWA



32

OPR: GEWQ



OPR: GEWQ

33

GROUND ACCIDENT SUMMARY (NON-Accountable Experiences)  
CY70

ACCIDENT CLASSIFICATION	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
USAF VEHICLE ACCIDENTS												
Backing Movement	1		1									
Forward Movement		1	1									
Standing												
Loading/Unloading												
Other												
PRIVATE VEHICLE ACCIDENTS												
Moving	1	3										
Standing												
Unloading/Unloading (passen												
Other												
SPORTS INJURIES (OFF DUTY)												
Softball												
Basketball	1	1	2									
Football												
Water												
Snow		3	1									
Other	1		1									
ON DUTY INJURIES												
Hand Tools		1	1									
Material Handling												
Slips-Trips-Falls	1											
Other	2		1									
OFF DUTY INJURIES												
Slips-Trips-Falls	1	1										
Hand Tools	1	1	1									
Auto Accident(passenger,etc)	1	3										
Other		3										
NUMBER OF ACCIDENTS	9	14	9									

OPR: GEWQ

GROUND ACCIDENT SUMMARY MAR 70

1. GNV Accidents:

a. Reportable accountable: None

b. Non-accountable: Two (2)

- (1) Airman backing a GNV failed to observe warning from his spotter and struck a parked POV in the right fender. Cost \$75.00.
- (2) Airman was proceeding south on Route 99 (right lane). He swerved his GNV left to avoid a POV entering the roadway. In doing so he scraped another POV in the left lane. Cost \$80.00.

2. Military Disabling Injuries:

a. Reportable accountable: None

b. Non-accountable (first aid injuries): Seven (7)

- (1) Lt bruised his right shoulder while playing basketball (off duty).
- (2) Lt broke his right thumb when he put his hand down to prevent a fall while skiing (off duty).
- (3) Airman walked into a piece of test equipment and received a U-shaped laceration to his right knee (on duty).
- (4) Airman testing an air hammer had dirt blown into his right eye (on duty).
- (5) Major sustained low back strain while bowling (off duty).
- (6) Airman twisted his ankle playing basketball (off duty).
- (7) Sgt dropped a double edged razor blade while changing blades. When he grabbed for the falling razor he sustained a one-inch laceration to his right hand (off duty).

3. Civilian Disabling Injuries:

a. Reportable accountable: None

b. Non-accountable (first aid injuries): None

GROUND ACCIDENT SUMMARY MAR 70 (Continued)

- 4. Private Motor Vehicle Accidents
    - a. Reportable accountable: None
    - b. Non-accountable: None
- TOTAL COST: \$253.00



ZERO DEFECTS PROGRAM  
PERFORMANCE FORM 352

PERIOD 1 JAN - 31 MAR 70

CY 70

UNIT	NO PERS ASGD	SUBMITTED		IN PROCESS	DISAPPROVED	APPROVED
		YR TO DATE	CUR MO			
2867	285	26	11	14	9	3
2868	243	17	4	2	3	11
2869	162	1	1	1	0	0
2870	98	14	0	6	3	5
OL	30	1	0	1	0	0
Det 36	20	1	0	0	1	0
Det 37	25	0	0	0	0	0
HQ SQ SEC	29	1	0	0	0	1
ENGR	269	7	4	5	2	0
MATL	16	0	0	0	0	0
OPS	80	0	0	0	0	0
PL. & MGMT	26	1	0	0	1	0
QUAL ASSUR	8	0	0	0	0	0
TOTAL	1291	69	20	29	19	21

OPR: GEWE

ZERO DEFECTS PROGRAM  
PERFORMANCE FORM 113

CY 70

PERIOD: 1 JAN - 31 MAR 70

<u>UNIT</u>	<u>NO. PERS ASGD</u>	<u>SUBMITTED</u>		<u>IN PROCESS</u>	<u>DISAPPROVED</u>	<u>APPROVED</u>	<u>AWARDED</u>
		<u>YR TO DATE</u>	<u>CUR MO</u>				
2867	285	78	11	7	8	63	63
2868	243	43	38	9	0	34	34
2869	162	76	37	76	0	0	0
2870	98	7	7	0	0	7	7
OL	30	10	0	7	3	0	0
Det 36	20	0	0	0	0	0	0
Det 37	25	0	0	0	0	0	0
HQ SQ SEC	29	4	3	0	0	4	4
ENGR	269	30	24	4	0	26	26
MATL	16	2	2	0	0	2	2
OPS	80	17	17	13	0	4	4
PL & MGMT	26	5	3	0	0	5	5
QUAL ASSUR	8	0	0	0	0	0	0
TOTAL	1291	272	142	116	11	145	145

OPR: GEWE

38

COST REDUCTION PROGRAM  
 SUBMISSION vs GOALS  
 FY70

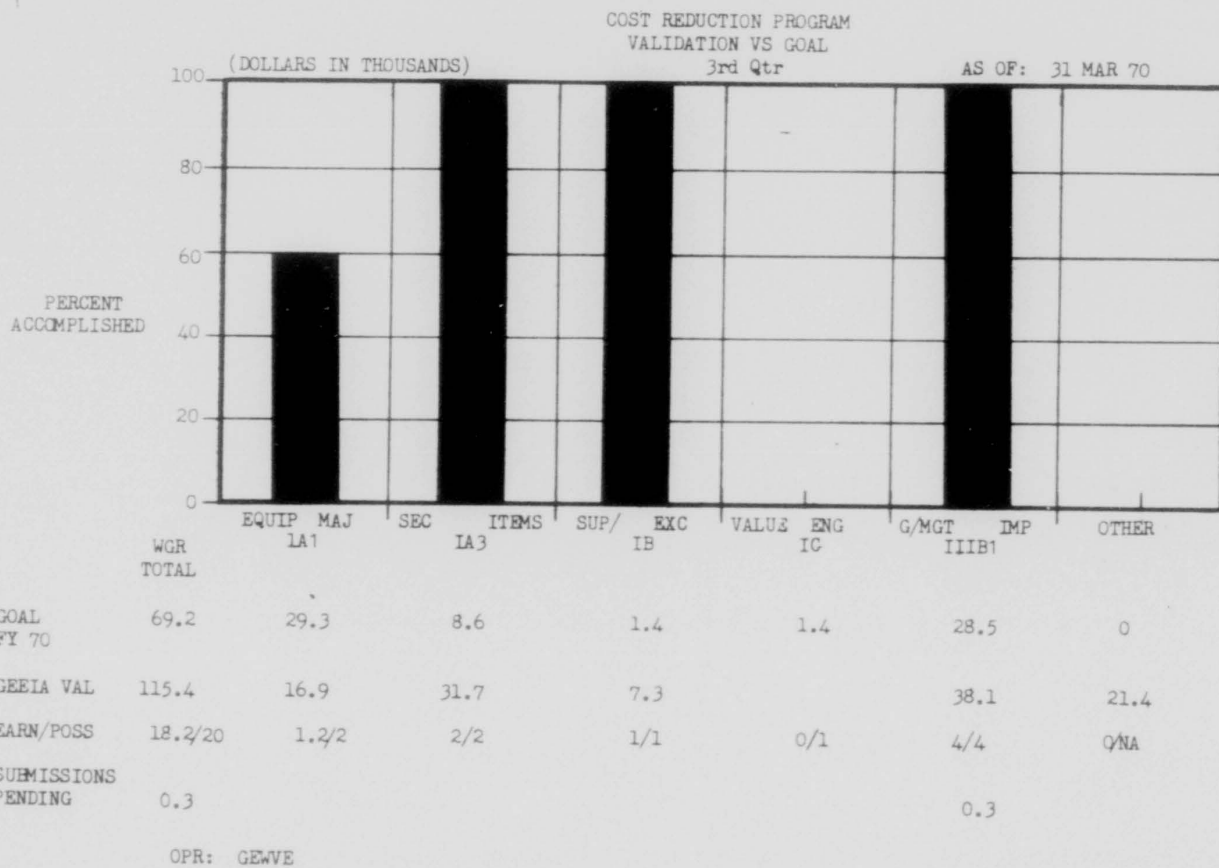
(DOLLARS IN THOUSANDS)

AS OF: 31 MAR 70

ACTIVITY	IA1	IA3	IB	IC	IIIB1	OTHER	TOTAL
2867th SQ	/9.2	/2.4	3.0/0.2	/	19.2/7.2	2.0/0	24.2/19.0
2868th SQ	/7.3	7.0/1.9	/0.2	/	0.3/6.1	/	7.3/15.5
2869th SQ	/5.8	/1.6	0.1/0.2	/	/4.7	9.9/0	10.0/12.3
2870th SQ	12.1/4.0	24.6/1.2	1.5/0.1	/	4.3/3.4	/	42.5/8.7
HQ WGR OL	/1.0	/0.5	2.7/0.1	/	/0.7	/	2.7/2.3
DET 36	4.8/1.0	0.1/0.5	/0.1	/	0.2/0.7	/	5.1/2.3
DET 37	/1.0	/0.5	/0.1	/	/0.7	/	/2.3
HQ SQ SEC	/	/	/	/	/0.3	/	/0.3
ENGR DIV	/	/	/	/0.7	1.4/1.7	9.5/	10.9/2.4
MATL DIV	/	/	/0.2	/	/1.7	/	/0.9
OPS DIV	/	/	/0.2	/0.3	.5/1.3	/	.5/1.8
PL & MGMT	/	/	/	/0.2	12.5/0.7	/	12.5/0.9
QUAL ASSUR	/	/	/	/0.2	0.3	/	/0.5
TOTAL	16.9/29.3	31.7/8.6	7.3/1.4	/1.4	38.4/28.5	21.4/0	115.7/69.2

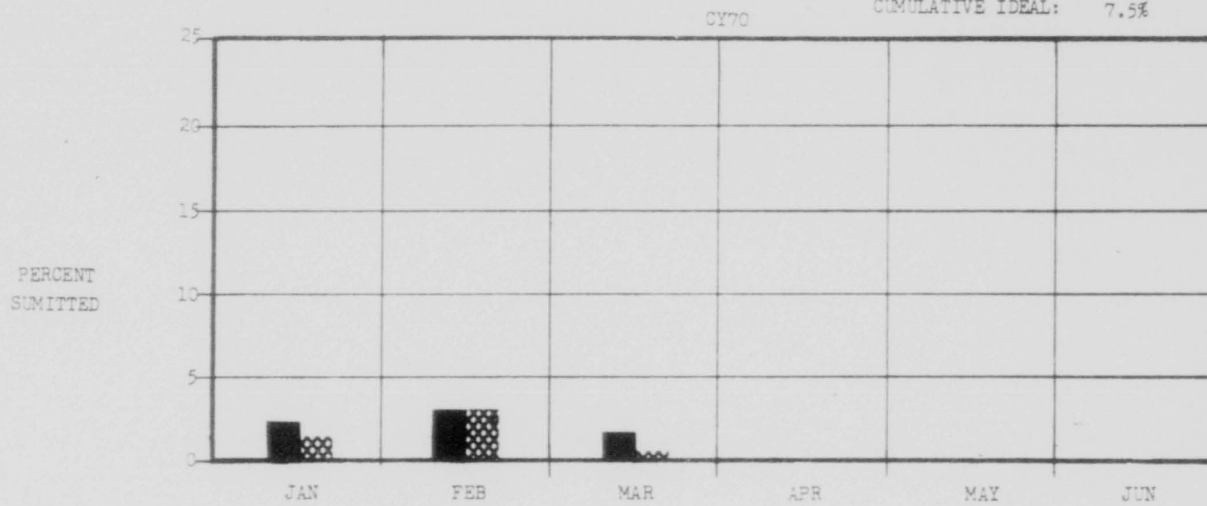
LEGEND: SUBMISSIONS/GOAL

OPR: GEVVE



SUGGESTION PROGRAM  
SUBMITTED VS AVERAGE STRENGTH

YEAR TO DATE	SUBMITTED %	
	MIL	CIV
60	8.0	5.4
MONTHLY IDEAL:		2.5%
CUMULATIVE IDEAL:		7.5%



		JAN	FEB	MAR	APR	MAY	JUN
2867th	MIL %	2	1.3	3	1.9	3	1.8
	CIV %	2	1.7	3	2.5	0	0
2868th	MIL %	11	4.8	4	1.7	4	1.7
	CIV %	1	5.9	2	11.8	0	0
2869th	MIL %	1	.8	6	4.0	1	.7
	CIV %	0	0	0	0	0	0
2870th	MIL %	5	5.1	1	1.0	2	2.2
	CIV %	1	10.0	1	10.0	0	0
HQ SQ	MIL %	1	.8	11	8.8	5	4.1
	CIV %	4	1.0	12	3.1	3	.8
WGR	MIL %	20	2.6	25	3.3	15	2.0
*	CIV %	8	1.5	18	3.3	3	.6
		* MONTHLY CUMULATIVE					

OPR: GEWVE

## WGR FY70 OPERATING BUDGET STATUS REPORT

EXPENSE DESCRIPTION	ANNUAL OPERATING BUDGET	EXPENSES	FY U.O.O.	TOTAL	% OF ANNUAL OPERATING BUDGET
PAYROLL - CIVILIAN	6,604.8	4,967.9	0	4,967.9	75
TRAVEL	1,654.0	1,263.1	0	1,263.1	76
TRANS OF THINGS	31.0	2.4	0	2.4	8
RENTAL	7.7	6.1	0	6.1	79
CONTRACT TRAINING	7.0	.5	0	.5	7
M D M CONTRACTS	31.6	14.8	0	14.8	47
CONTRACTS ENGR INSTL	113.6	*	*	*	*
MILITARY CASH AWARDS	1.8	.9	0	.9	50
SUPPLIES	782.8	600.0	0	600.0	77
EQUIPMENT	.8	0	0	0	0
TOTAL O & M	9,241.7	6,857.6	0	6,857.6	74
MILITARY PERSONNEL	5,185.0	3,873.2	0	3,873.2	75
CIVILIAN PCS EXPENSES	5.9	1.9	0	1.9	32
NON-TACTICAL RADIO	.7	0	0	0	0
TOTAL DIRECT OPERATING BUDGET	14,426.7	10,730.8	0	10,730.8	74

OPR: GEWVF

NOTE: FIGURES TO NEAREST THOUSAND  
\* FOR CRANE SERVICES & PRIOR YEAR USE

IDEAL: 75%

## 2868TH SQ FY70 OPERATING BUDGET STATUS REPORT

EXPENSE DESCRIPTION	ANNUAL OPERATING BUDGET	EXPENSES	UNDELIVERED ORDERS OUTSTANDING	TOTALS	% OF ANNUAL OPERATING BUDGET
PAYROLL - CIVILIAN	215.0	143.7	0	143.7	67
TRAVEL	145.0	69.8	0	69.8	48
CIVILIAN PCS EXPENSES	1.0	.5	0	.5	50
TRANS OF THINGS	3.8	0	0	0	0
MILITARY CASH AWARDS	.5	0	0	0	0
SUPPLIES	105.0	48.7	0	48.7	46
EQUIPMENT	0	0	0	0	0
TOTAL O & M	470.3	262.7	0	262.7	56
MILITARY PERSONNEL	1035.0	697.1	0	697.1	67
TOTAL DIRECT OPERATING BUDGET	1505.3	959.8	0	959.8	64

OPR: GEWVF

NOTE: FIGURES TO NEAREST THOUSAND

IDEAL: 67%

## 2869TH SQ FY70 OPERATING BUDGET STATUS REPORT

EXPENSE DESCRIPTION	ANNUAL OPERATING BUDGET	EXPENSES	UNDELIVERED ORDERS OUTSTANDING	TOTALS	% OF ANNUAL OPERATING BUDGET
PAYROLL - CIVILIAN	108.0	60.8	0	60.8	56
TRAVEL	105.8	70.7	0	70.7	67
CIVILIAN PCS EXPENSES	0	0	0	0	0
TRANS OF THINGS	.5	0	0	0	0
MILITARY CASH AWARDS	.5	.3	0	.3	60
SUPPLIES	45.0	13.6	0	13.6	30
EQUIPMENT	.8	0	0	0	0
TOTAL O & M	260.6	145.4	0	145.4	56
MILITARY PERSONNEL	720.0	469.6	0	469.6	65
TOTAL DIRECT OPERATING BUDGET	980.6	615.0	0	615.0	63

OPR: GEWF

NOTE: FIGURES TO NEAREST THOUSAND

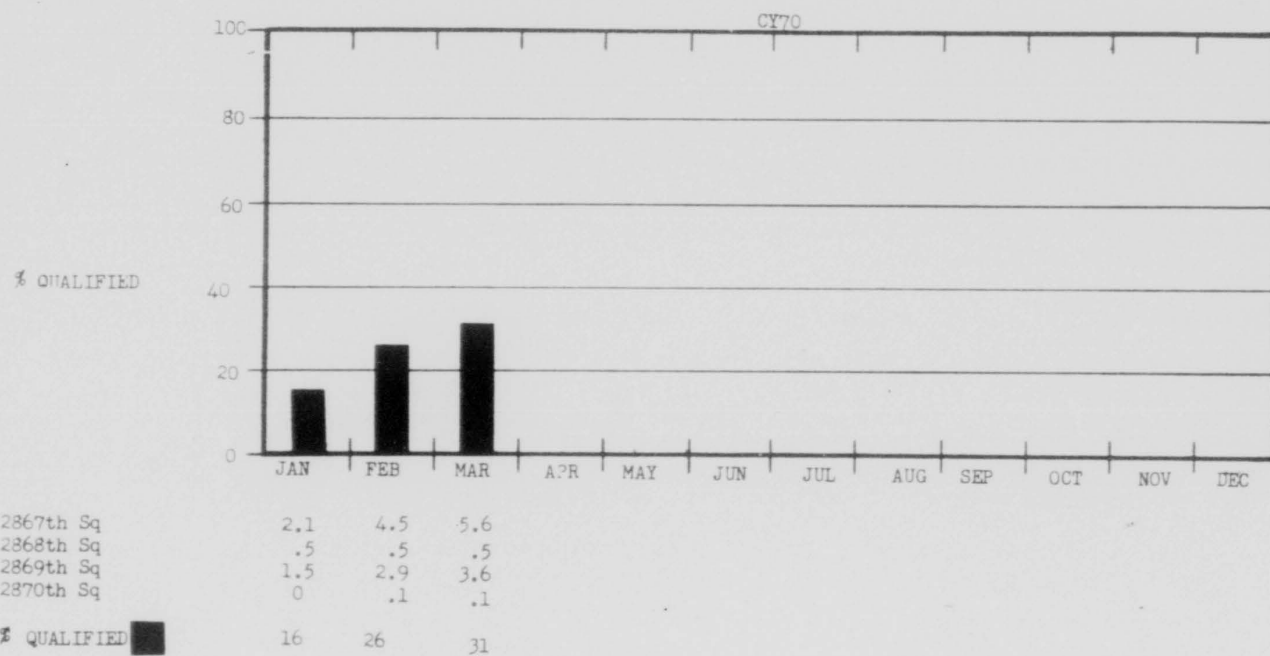
IDEAL: 67%



## 2870TH SQ FY70 OPERATING BUDGET STATUS REPORT

EXPENSE DESCRIPTION	ANNUAL OPERATING BUDGET	EXPENSES	UNDELIVERED ORDERS OUTSTANDING	TOTALS	% OF ANNUAL OPERATING BUDGET
PAYROLL - CIVILIAN	90.0	53.4	0	53.4	59
TRAVEL	101.2	75.3	0	75.3	74
CIVILIAN PCS EXPENSES	0	0	0	0	0
TRANS OF THINGS	.5	0	0	0	0
MILITARY CASH AWARDS	.1	.1	0	.1	100
SUPPLIES	3.5	1.6	0	1.6	46
EQUIPMENT	0	0	0	0	0
TOTAL O & M	195.3	130.4	0	130.4	67
MILITARY PERSONNEL	480.0	307.8	0	307.8	64
TOTAL DIRECT OPERATING BUDGET	675.3	438.2	0	438.2	65
OPR: GEVVF		NOTE: FIGURES TO NEAREST THOUSAND		IDEAL:	67%

QUALIFICATIONS-IN-ARMS



OPR: GEWAMT

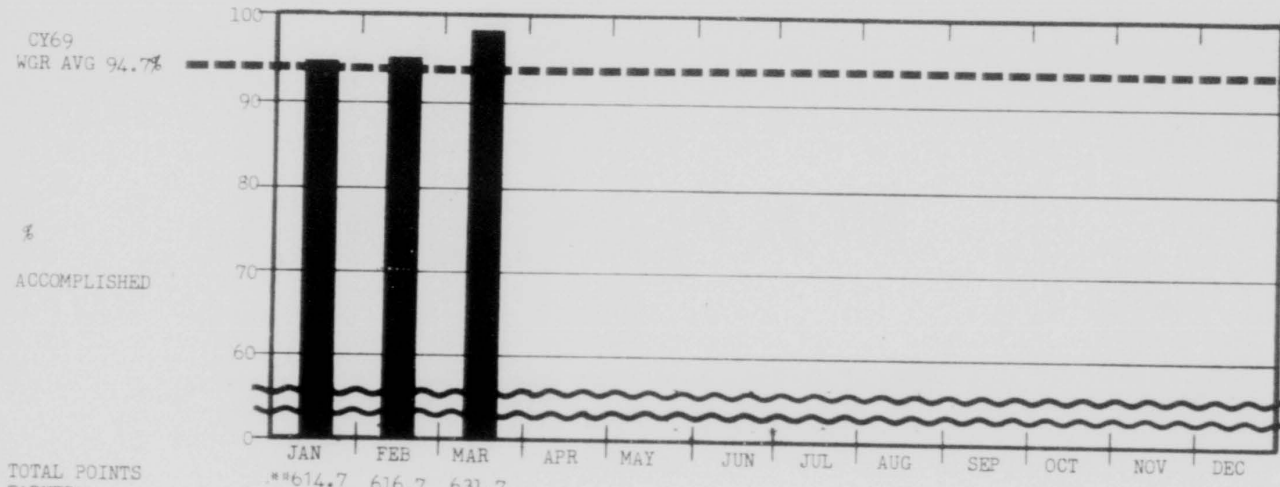


**GEEIA**  
**MANAGEMENT**  
**PERFORMANCE**  
**SYSTEM**

GEEIA MANAGEMENT PERFORMANCE SYSTEM

OVERALL SCORE

CY 70



TOTAL POINTS  
EARNED\*

% ACCOMPLISHED\*

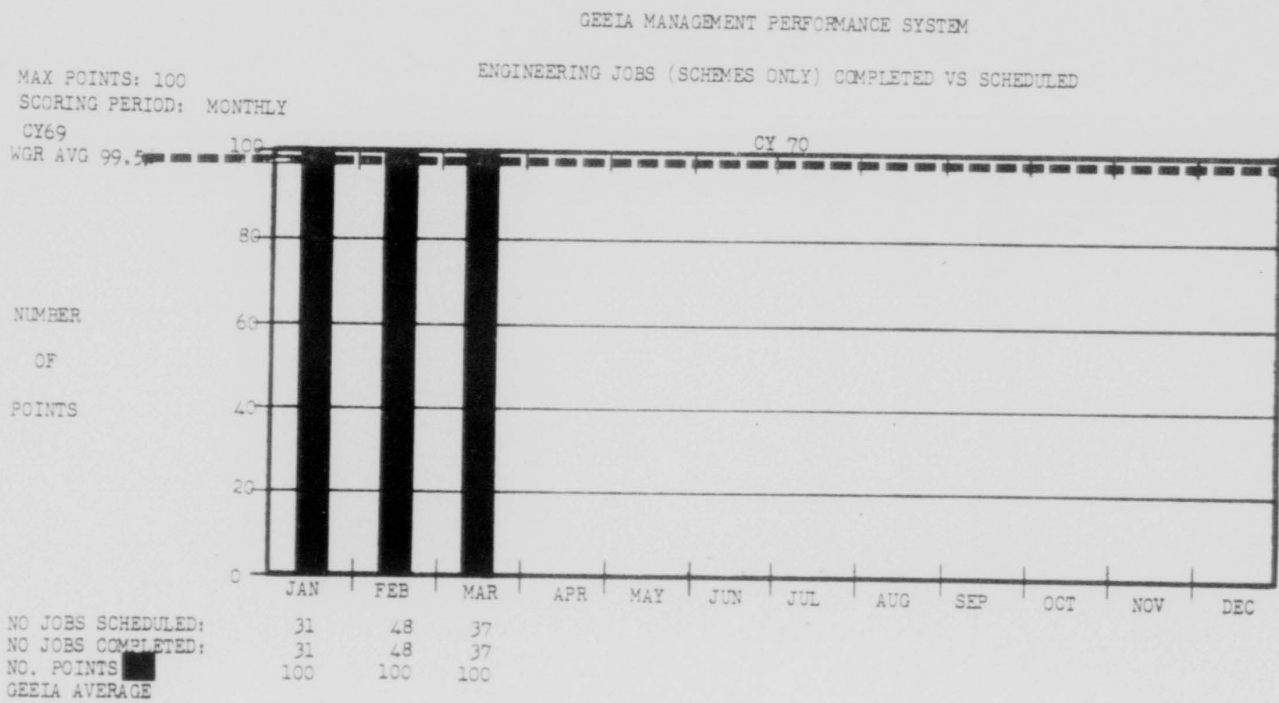
RANK

GEEIA AVG  
% ACCOMP

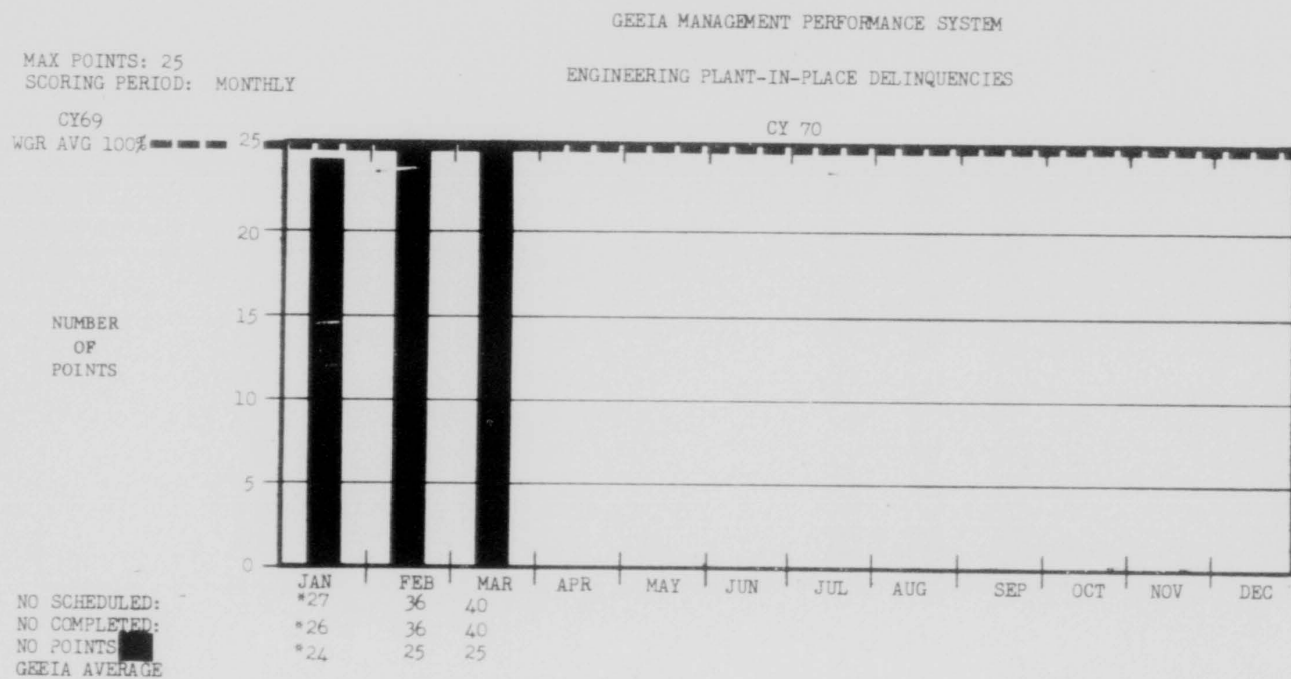
\* PROJECTED SOURCES - BASED ON ITEMS RATED BY HQ GEEIA

OPR: GEWVPA

\*\*CORRECTED DATA

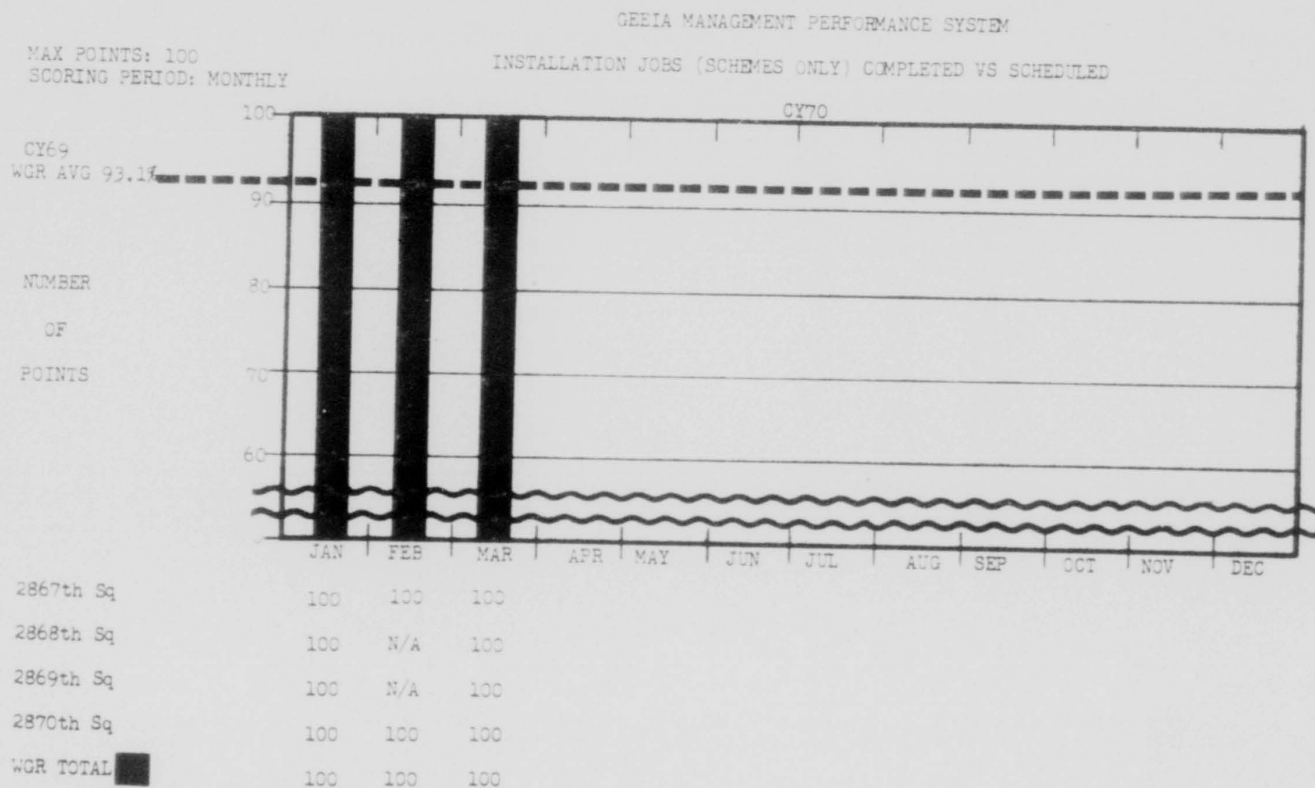


OPR: GEWECF

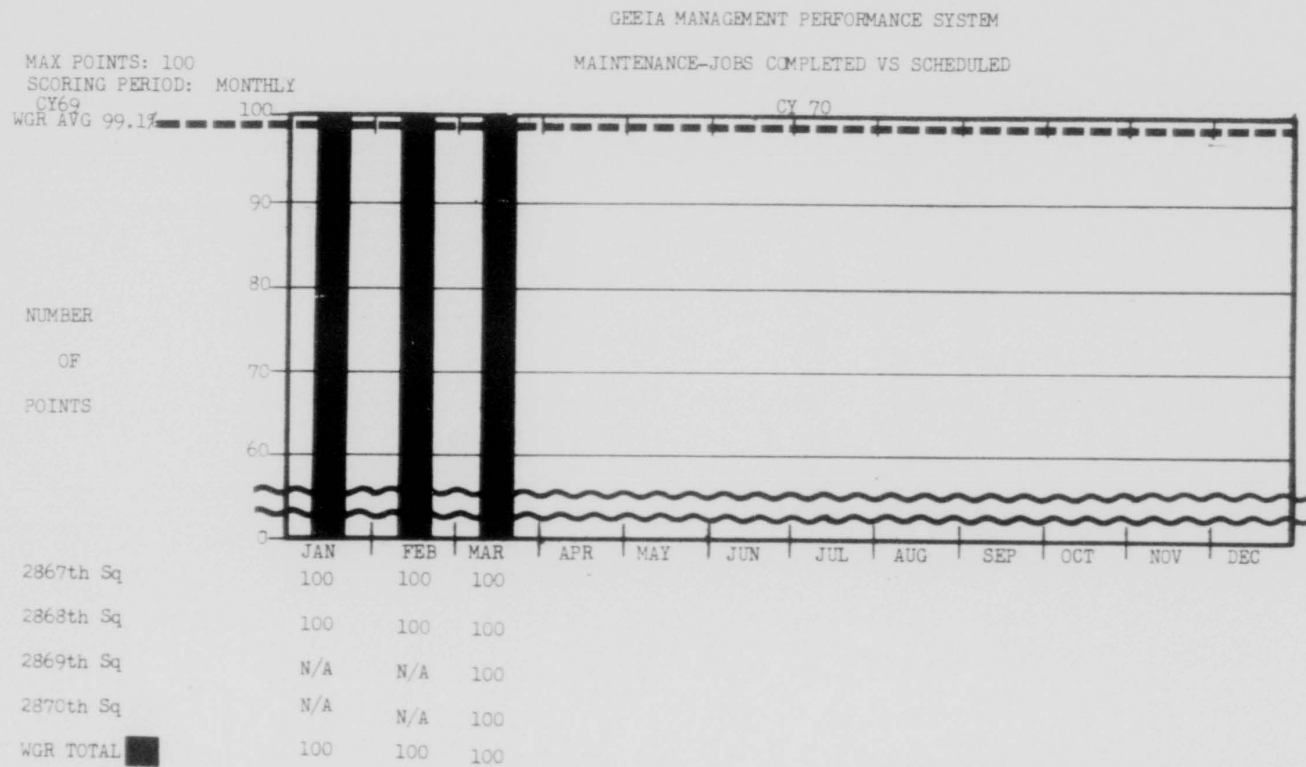


\*CORRECTED DATA

OPR: GEWOI



OPR: GEWOI



OPR: GEWOI



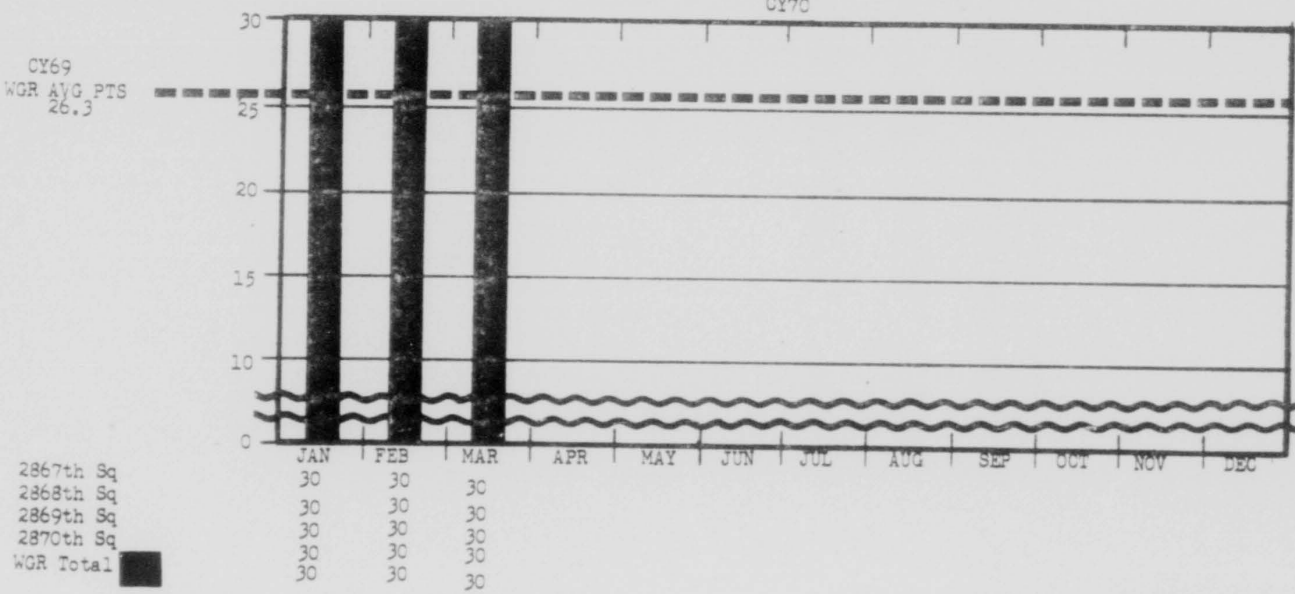
MAX POINTS: 30  
SCORING PERIOD: MONTHLY

GEEIA MANAGEMENT PERFORMANCE SYSTEM

SAFETY

CY70

CY69  
WGR AVG PTS  
26.3



2867th Sq	30	30	30
2868th Sq	30	30	30
2869th Sq	30	30	30
2870th Sq	30	30	30
WGR Total	30	30	30

OPR: GENQ

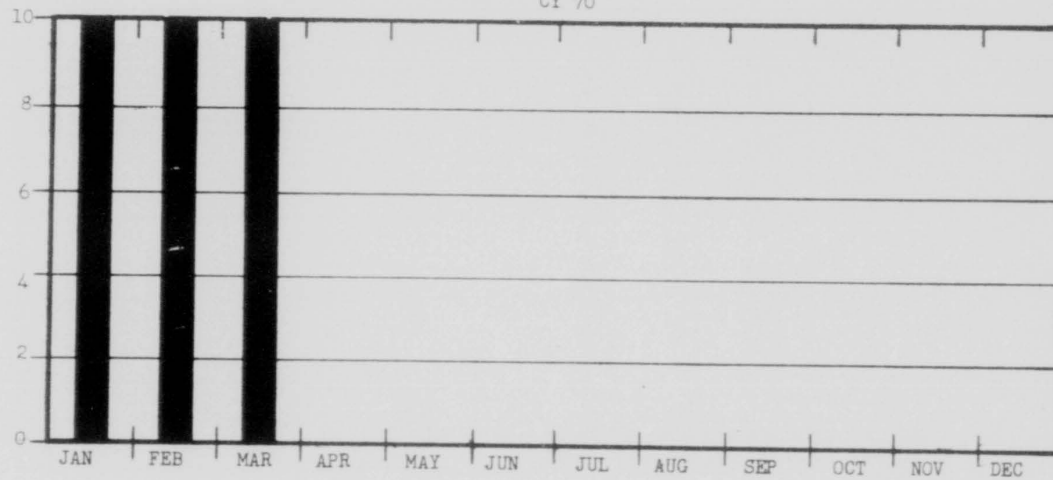
GEEIA MANAGEMENT PERFORMANCE SYSTEM

INFORMATION PROGRAM

MAX POINTS: 10  
SCORING PERIOD: MONTHLY

CY 70

NUMBER  
OF  
POINTS



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2867th Sq	10	10	10									
2868th Sq	10	10	10									
2869th Sq	10	10	10									
2870th Sq	10	10	10									
WGR TOTAL	10	10	10									

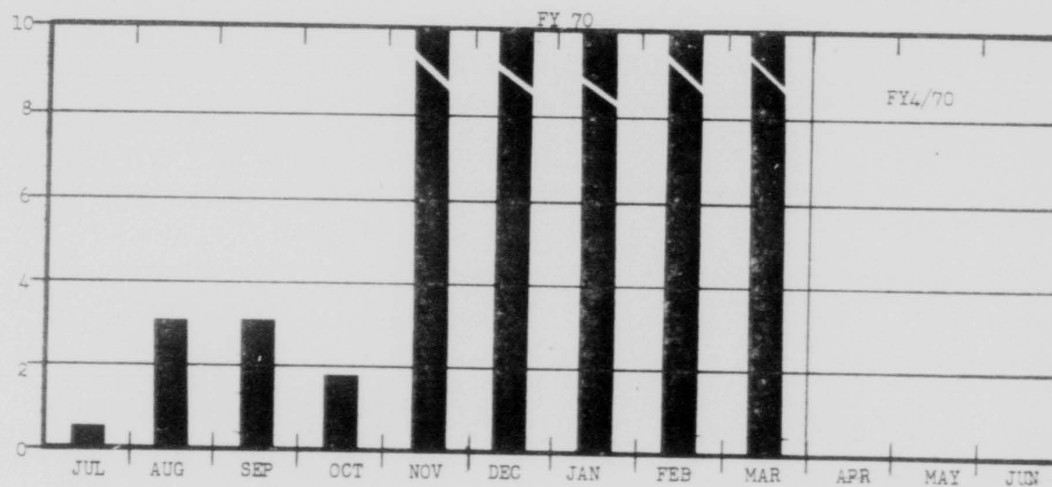
OPR: GEWAK

MAX POINTS: \*19  
SCORING PERIOD: QUARTERLY

GEEIA MANAGEMENT PERFORMANCE SYSTEM

COST REDUCTION

NUMBER  
OF  
POINTS



2867th Sq	0	0	0	.5	.7	13	14	15	15
2868th Sq	0	9	9	5.3	12	12	12	12	6.5
2869th Sq	0	0	0	0	0	0	.7	.7	8.6
2870th Sq	0	0	0	0	15	17	17	17	19
WGR TOTAL	.5	3.2	3.2	1.7	15	16.7	17.7	17.7	18.2

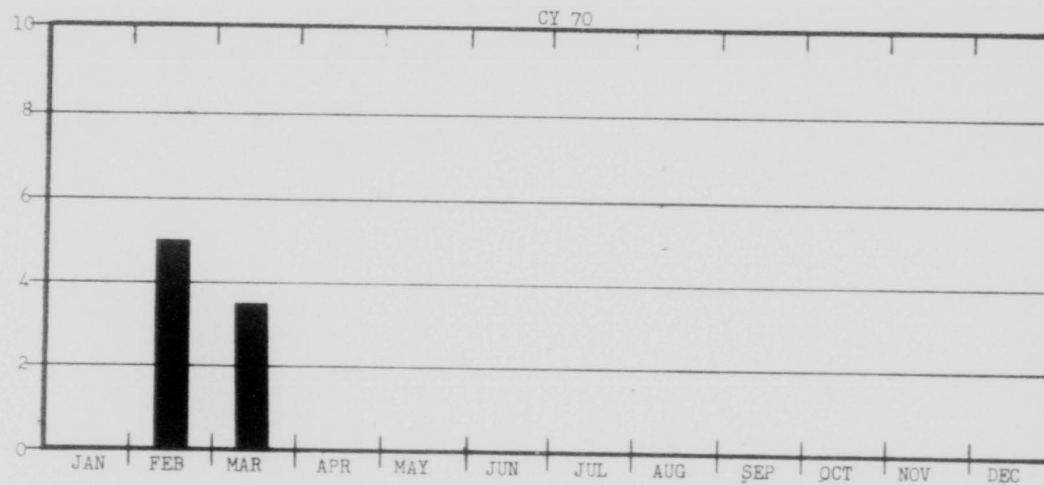
OPR: GEWE  
\* EXCEPT FOR WGR WHICH IS 20

MAX POINTS: 10  
SCORING PERIOD: QUARTERLY

GEEIA MANAGEMENT PERFORMANCE SYSTEM

1ST TERM RETENTION

NUMBER  
OF  
POINTS



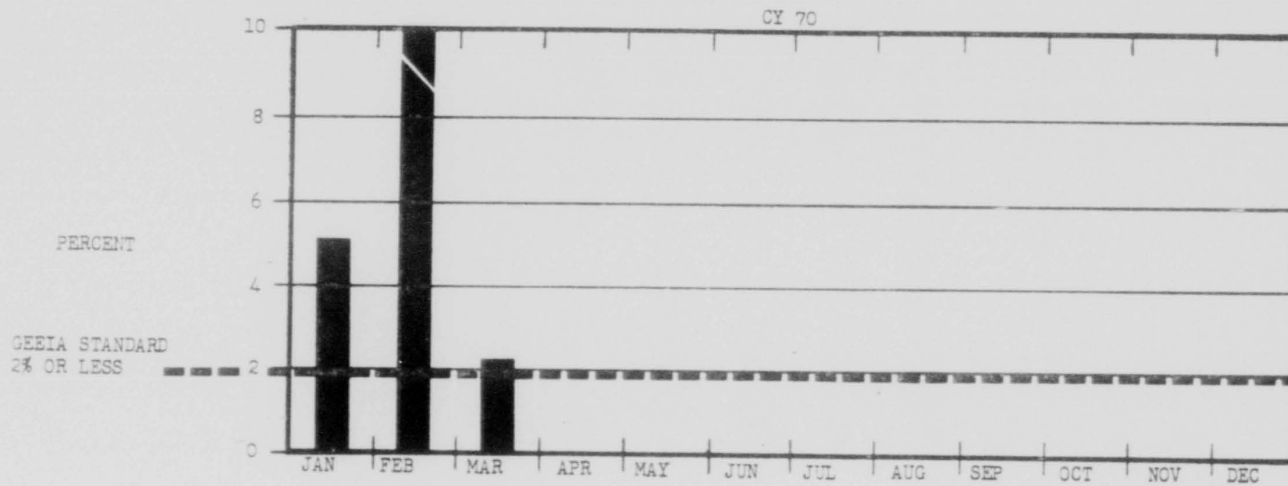
2867th Sq	0	7.1	5.7
2868th Sq	NA	NA	NA
2869th Sq	NA	NA	NA
2870th Sq	0	0	0
WGR TOTAL	0	4.8	3.6

PERSONNEL ELIGIBLE FOR RETENTION: 1 APR - 30 JUN 70

2867 GEEIA SQ	2868 GEEIA SQ	2869 GEEIA SQ	2870 GEEIA SQ	WGR HQ SEC DETS & OL
APR SSgt Bennett, L.J.	APR Sgt Richey, T.	APR SSgt Gibbons, R.E.	None	None
APR SSgt Smith, G.E.	MAY SSgt Rowland, J.	JUN Sgt Glasser, D. E.		
APR Sgt Campbell, G.E.	JUN Sgt Hirsch, C.	JUN Sgt Stover, G. W.		
JUN SSgt McGinnis, M.P.	JUN Sgt Wright, M.			

MAX POINTS: 25  
SCORING PERIOD: QUARTERLY

BILL OF MATERIALS  
NON-STANDARD ITEMS

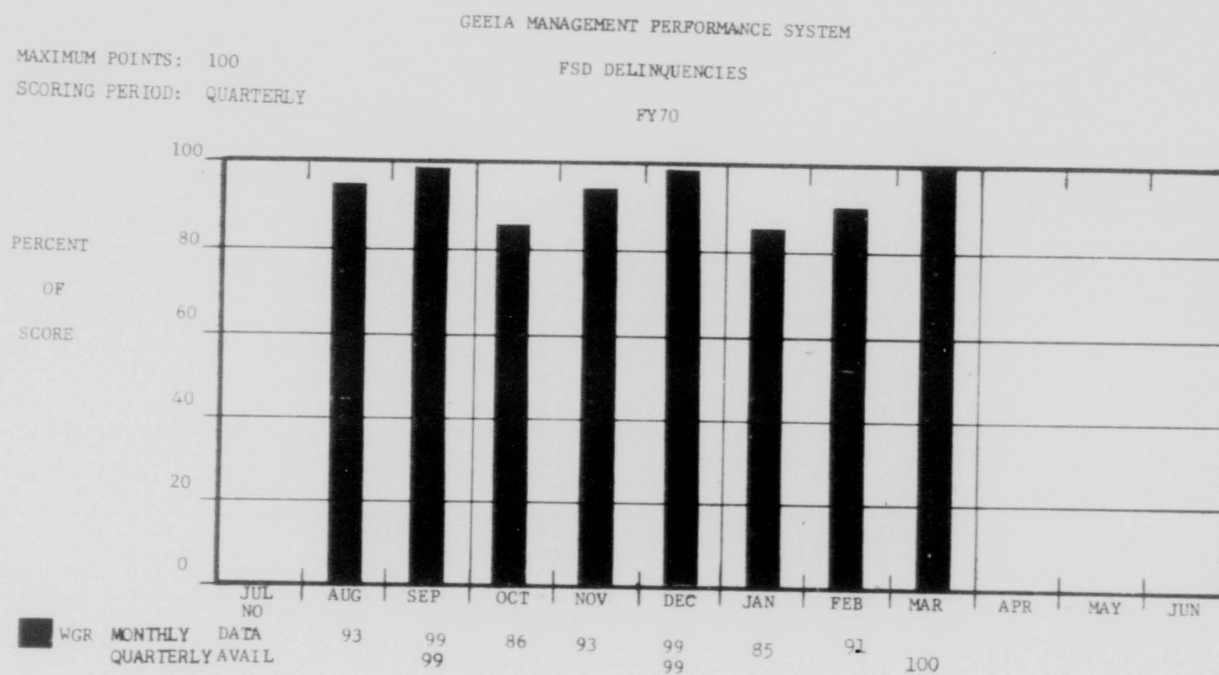


TOTAL BOM ITEMS	* 1,766	2,323	1,497
NON-STANDARD ITEMS	* 90	258	35
PERCENT	* 5.1	11.1	2.3

\* CORRECTED DATA

OPR: GEWEC

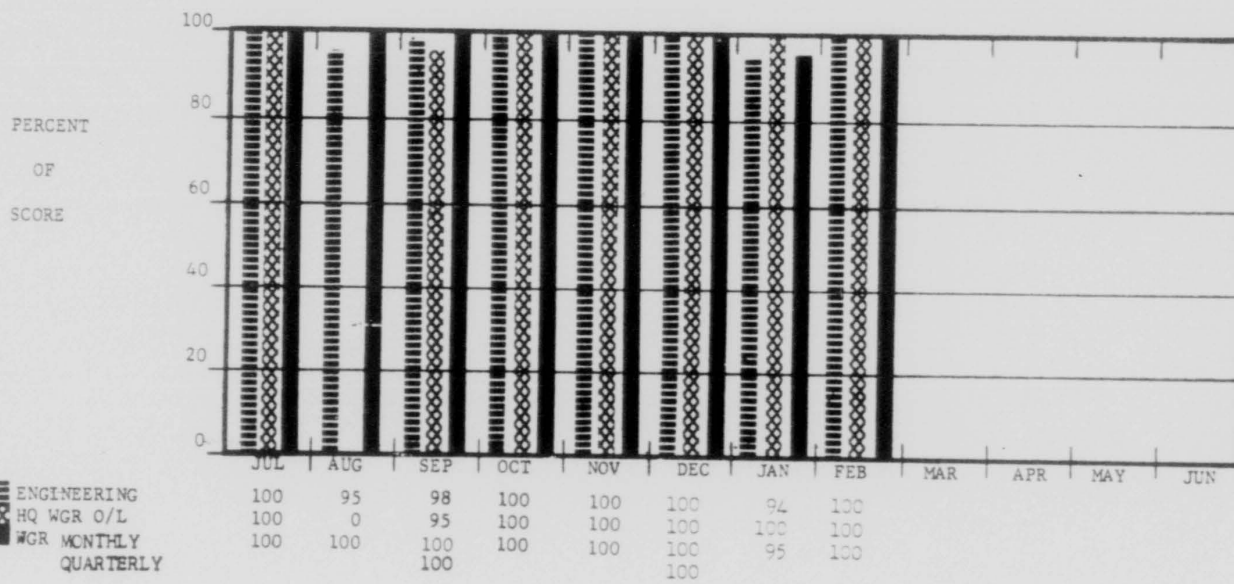
57



OPR: GEWOI

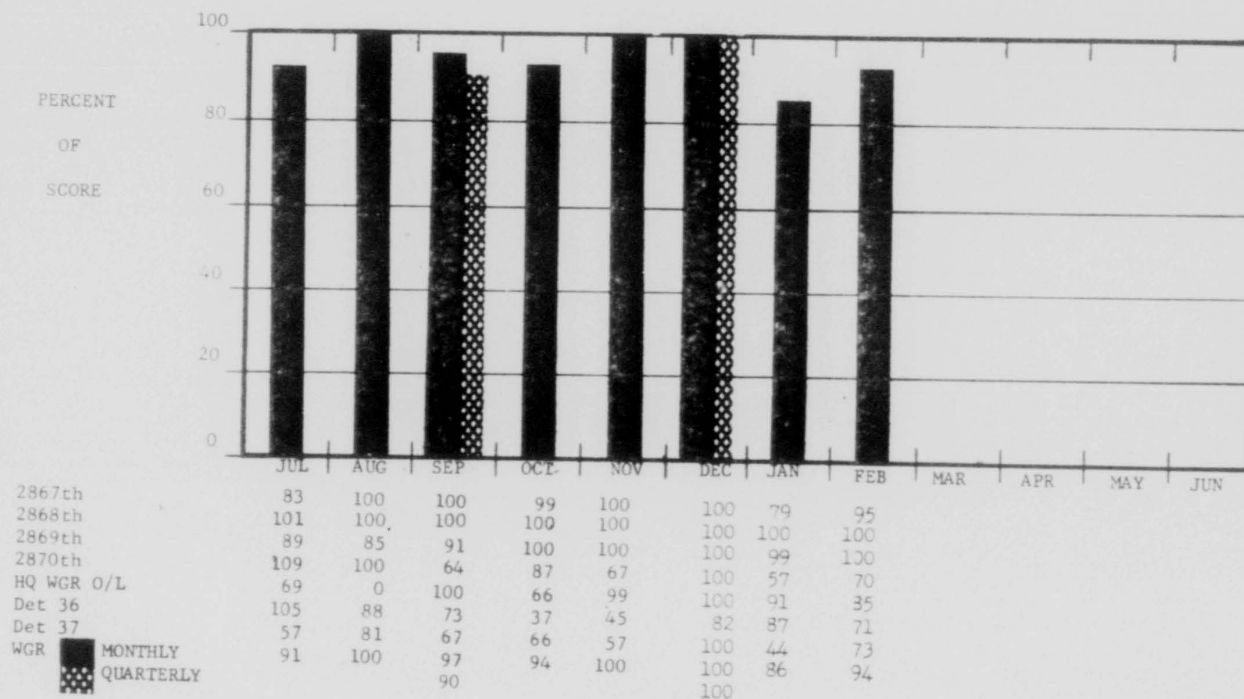
58

GEEIA MANAGEMENT PERFORMANCE SYSTEM  
 DIRECT LABOR UTILIZATION - ENGINEERING  
 FY70



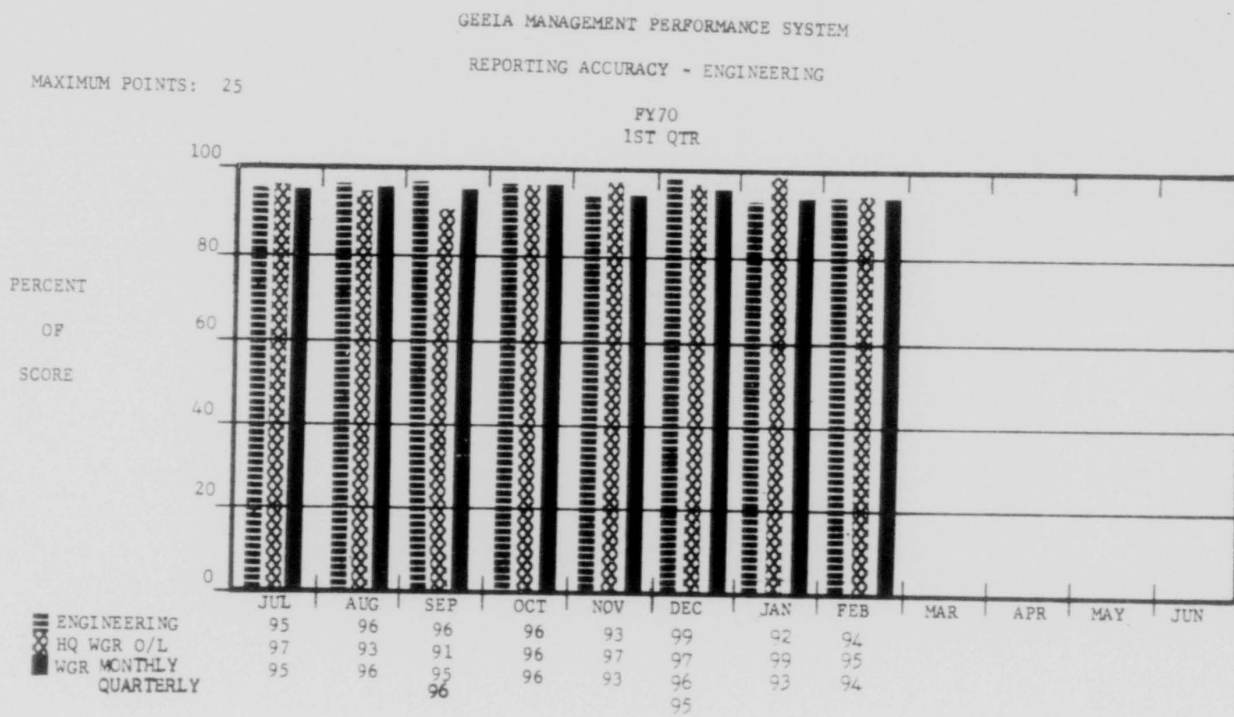
OPR: GEWVPA

GEMLA MANAGEMENT PERFORMANCE SYSTEM  
 DIRECT LABOR UTILIZATION - MAINTENANCE & INSTALLATION  
 FY70



OPR: GEWVPA

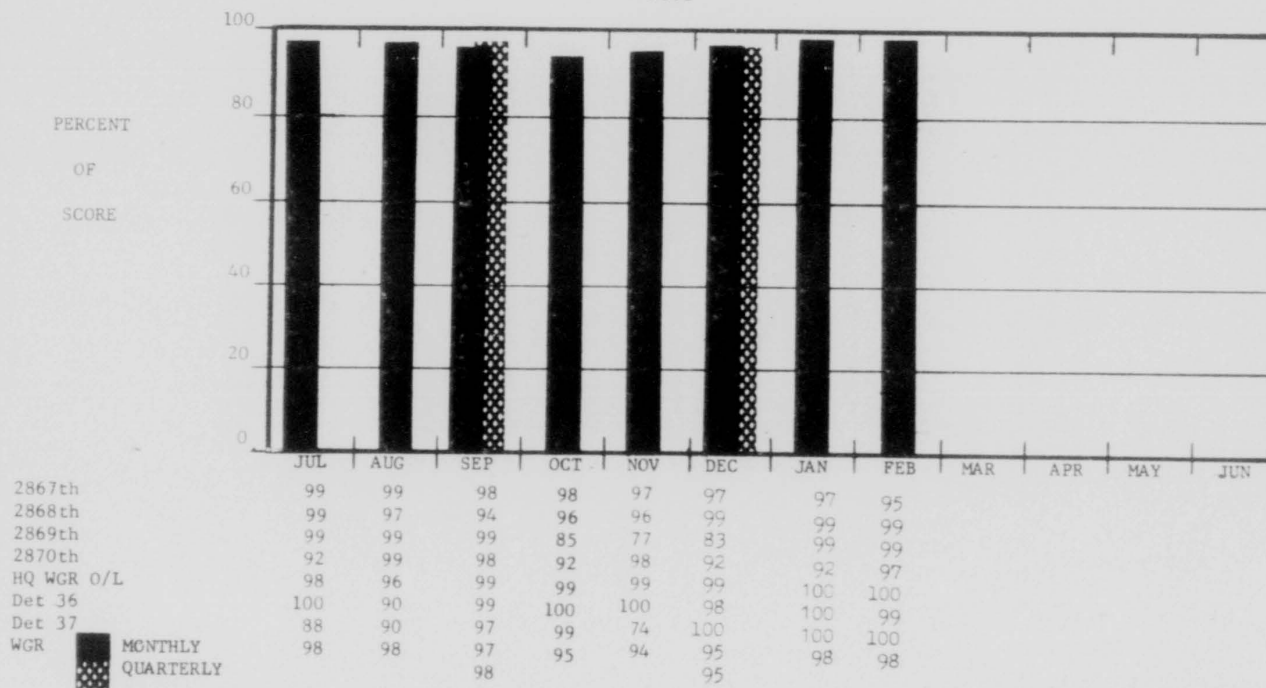




OPR: GEVPA

61

GEEIA MANAGEMENT PERFORMANCE SYSTEM  
 MAXIMUM POINTS: 25  
 REPORTING ACCURACY - MAINTENANCE & INSTALLATION  
 FY70

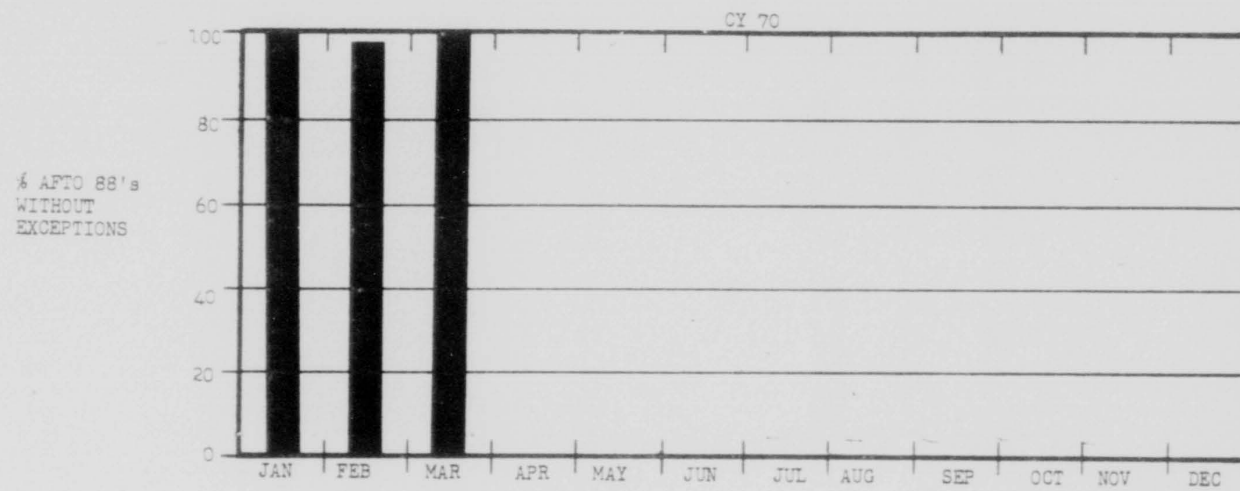


OPR: GEVPA

MAX POINTS: 25  
SCORING PERIOD: MONTHLY

REGION MANAGEMENT PERFORMANCE SYSTEM

AFTO 88 EXCEPTIONS



2867th Sq	25	22.7	25
2868th Sq	25	25	25
2869th Sq	25	25	25
2870th Sq	25	25	25

% AFTO 88's WITHOUT EXCEPTIONS	JAN	FEB	MAR
	100	98	100

OPR: GEWOI

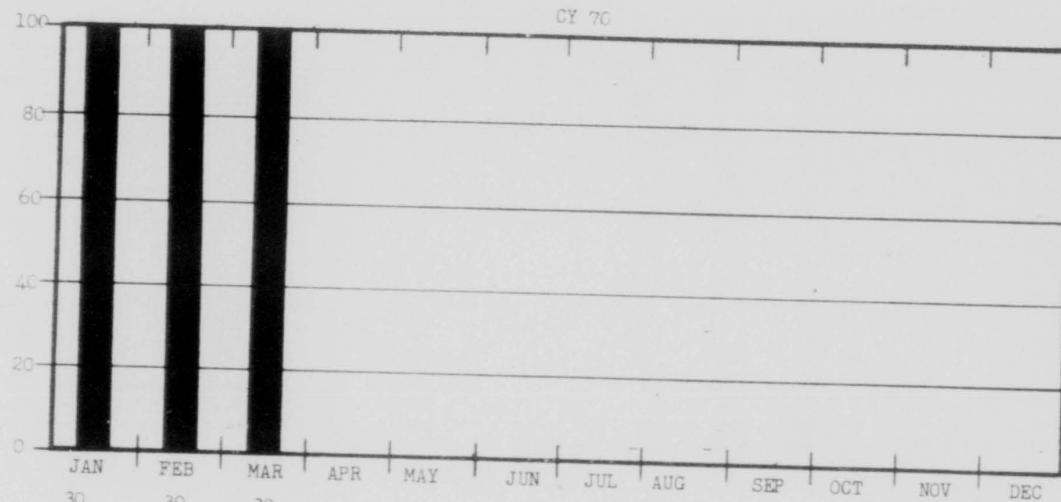
MAX POINTS: 30  
SCORING PERIOD: QUARTERLY

REGION PERFORMANCE SYSTEM

OJT TRAINING

CY 70

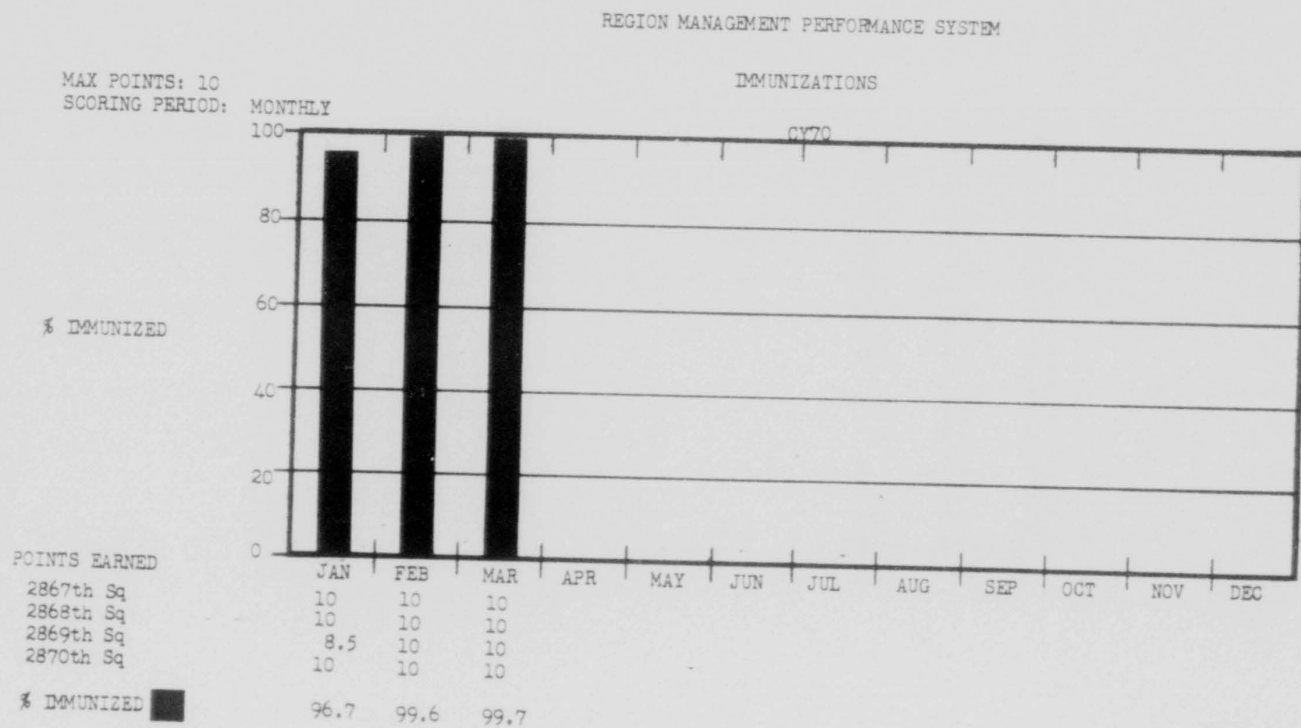
% SCORE



POINTS EARNED

2867th Sq	30	30	30
2868th Sq	30	30	30
2869th Sq	30	30	30
2870th Sq	30	30	30
WGR % SCORE	100	100	100

OPR: GEWANT

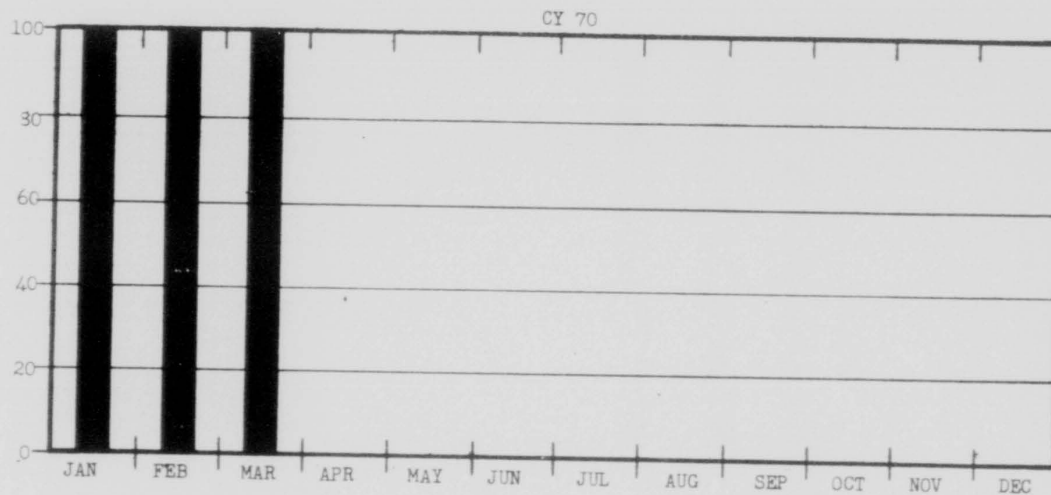


OPR: GEWANT

MAX POINTS: 10  
SCORING PERIOD: QUARTERLY

REGION MANAGEMENT PERFORMANCE SYSTEM

OER DISCREPANCIES



POINTS EARNED

	JAN	FEB	MAR
2867th Sq	10	N/A	10
2868th Sq	NA	10	10
2869th Sq	10	N/A	10
2870th Sq	NA	10	10

% CORRECT & ON-TIME

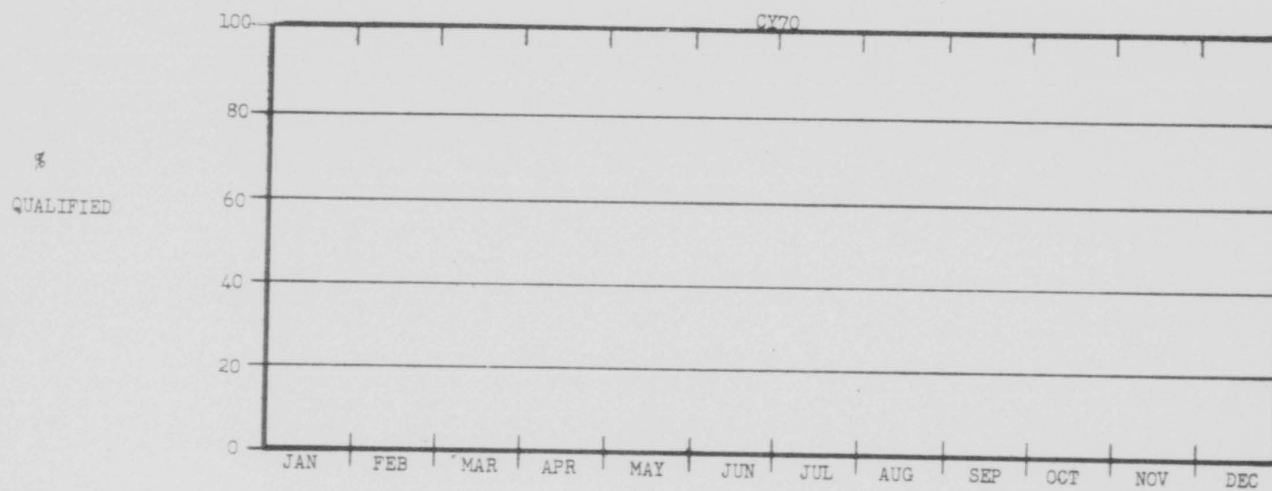
	JAN	FEB	MAR
% CORRECT & ON-TIME	100	100	100

OPR: GEWAMT

REGION MANAGEMENT PERFORMANCE SYSTEM

MAX POINTS: 10  
SCORING PERIOD: QUARTERLY

PHYSICAL FITNESS



POINTS EARNED

2867th Sq	0	N/A	N/A
2868th Sq	0	N/A	N/A
2869th Sq	0	N/A	N/A
2870th Sq	0	N/A	N/A
% QUALIFIED	0	N/A	N/A

OPR: GEWAMT

## GEEIA MANAGEMENT PERFORMANCE SYSTEM

## HQ WGR O/L VS WGR TOTAL SCORE

1st QTR CY70

ITEM	MAX PTS	JAN		FEB			MAR		
		WGR	O/L	MAX PTS	WGR	O/L	MAX PTS	WGR	O/L
ENGR-JOBS COMP. VS SCHED.	100/NA	100	N/A	100/NA	100	N/A	100/NA	100	N/A
ENGR - P.I.P.	25/NA	* 24	N/A	25/NA	25	N/A	25/NA	25	N/A
IN STL-JOBS COMP. VS SCHED.	100/NA	100	100	100/NA	100	N/A	100	100	100
MAINT-JOBS COMP. VS SCHED.	100/NA	100	*100	100/NA	100	N/A	100/NA	100	N/A
FSD DELINQUENCIES	100/NA	85.2	N/A	100/NA	91.3	N/A	100/NA	100	N/A
DIRECT LABOR UTILIZATION-ENGR	50	50	50	50	47.3	50	50	50	50
DIRECT LABOR UTILIZATION-M/1	50	50	50	50	42.9	45.3	50	47.0	42.7
REPORTING ACCURACY-ENGR	25	24	24.3	25	23.1	24.9	25	23.5	23.8
REPORTING ACCURACY-M/1	25	23.8	24.8	25	24.6	25	25	24.4	25
SAFETY	30	30	30	30	30	30	30	30	30
COST REDUCTION	20/19	17.7	11	20/19	17.7	11	20/19	18.2	11
1st TERM RETENTION	10/NA	* C	N/A	10/NA	4.8	N/A	10/NA	3.6	N/A
INFORMATION	10/NA	10	N/A	10	10	10	10	10	10
TOTAL SCORE		*614.7	*390.1		616.7	196.2		631.7	309
MAX POSSIBLE SCORE		645	*399		645	209		645	292.5
% ACCOMPLISHMENT		* 95.3	*399		95.6	93.9		97.9	94.7

\*CORRECTED DATA

OPR: GEWOI &amp; GEWA



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2870 GEEIA SQUADRON HILL AFB, UTAH	3	GEWVE	1
DETACHMENT 36 FAIRCHILD AFB, WASHINGTON	1	GEWO	13
DETACHMENT 37 EDWARDS AFB, CALIFORNIA	1	GEWVP	1
DETACHMENT 38 SEATTLE, WASHINGTON	1	GEWVF	1
DETACHMENT 39 GREELEY, COLORADO	1	GEWQ	2
DETACHMENT 40 SALT LAKE CITY, UTAH	1	GEWE	6
HQ WESTERN GEEIA RGN O/L VANDENBERG AFB, CALIFORNIA	1	GEWS	2
HQ GEEIA (GECBM) GRIFFISS AFB, NEW YORK	2	GEWVPA	3
		GEWVPG	3

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2869 GEEIA SQUADRON NORTON AFB, CALIFORNIA	3	GEWVE	1
2870 GEEIA SQUADRON HILL AFB, UTAH	3	GEWO GEWVP	13 1
DETACHMENT 36 FAIRCHILD AFB, WASHINGTON	1	GEWVF	1
DETACHMENT 37 EDWARDS AFB, CALIFORNIA	1	GEWQ GEWE	2 6
DETACHMENT 38 SEATTLE, WASHINGTON	1	GEWS	2
DETACHMENT 39 GREELEY, COLORADO	1	GEWVPA GEWVPG	3 3
DETACHMENT 40 SALT LAKE CITY, UTAH	1		
HQ WESTERN GEEIA RGN O/L VANDENBERG AFB, CALIFORNIA	1		
HQ GEEIA (GECBM) CRIFFISS AFB, NEW YORK	2		



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JUL 1971 - 1972

HISTORY OF  
DETACHMENT 21 AFMC (AFLC)  
WICHITA, KANSAS  
1 JULY 1971 THROUGH 30 JUNE 1972

3-7480-25  
D0917076

IRIS WORKSHEET		006 OLD REEL NUMBER
016 CALL NUMBER (10AN) <u>IC 215.103 V. 10</u>	005 IRIS NUMBER (10AN) <u>00917076</u>	
026 OLD ACCESSION NUMBER (12AN)	015 MICROFILM REEL/FILM NUMBER <u>242.222.2264.000 198</u>	
SECURITY WARNING/ADMIN MARKINGS		
RD FR CN SA WI NF PV <u>FO</u> 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 _____	BEST DUP OF _____	027 NUMBER IN AUDIO REEL SERIES
INSERT TO _____	DUP OF _____	
CATALOGING RECORD		
MAIN ENTRY (Use one) (180AN)		
100 - PERSONAL NAME	109 - ISSUING AGENCY	129 - TITLE AS MAIN ENTRY
<u>Air Force Contract Maintenance Center</u>		
TITLE (Use one) (DO NOT USE IF TITLE IS MAIN ENTRY) (180AN)		
<u>History of Detachment 21</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"/> 228Q CORRESPONDENCE	<input type="checkbox"/> 228Z PAPERS
<input type="checkbox"/> 227P CALENDAR		
230 TITLE EXTENSION ENTER VOLUME NUMBER, PARTS, ETC. (20AN)		
<u>Vol 10</u>		
DATES: ONLY 264 OR 265 MUST BE COMPLETED. SUPPLY BOTH IF KNOWN		
264 INCLUSIVE DATE	<u>71 07 01</u> TO <u>72 06 30</u>	IF DATE ESTIMATED, CHECK HERE <input type="checkbox"/>
	DD MM YY TO DD MM YY	
265 DATE OF PUBLICATION	DD MM YY	300 TOTAL PAGES _____



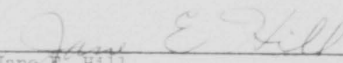
LtCol M. M. HOWELL, Commander, Det 21

HISTORICAL DATA  
OF  
DETACHMENT 21, AFCCM (AFIC)

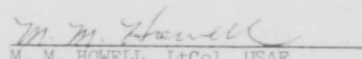
FIFTY-SEVENTH INSTALLMENT

1 JULY 1971 THROUGH 30 JUNE 1972

Submitted by:

  
Jane E. Hill  
Historian

Approved by:

  
M. M. HOWELL, LtCol, USAF  
Commander

DEPARTMENT OF THE AIR FORCE  
DET 21 AIR FORCE CONTRACT MAINTENANCE CENTER (AFLC)  
3801 SO. OLIVER, WICHITA, KANSAS 67210



HEADQUARTERS  
ATTN: DA

SUBJECT: Historical Report, RCS: HAF-D48

FROM: AFCCM (XM)  
Wright-Patterson AFB, OH 45433

Forwarded is the fifty-seventh edition of the Historical Report for  
Detachment 21 AFCCM (AFLC), Wichita, Kansas. This report covers  
the period from 1 July 1971 through 30 June 1972.

FOR THE COMMANDER

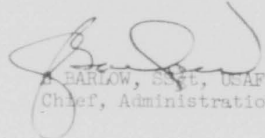
  
A. BARLOW, SSGT, USAF  
Chief, Administration Office



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CHAPTER I  
ADMINISTRATIVE

STATEMENT OF MISSION

Detachment 21, Air Force Contract Maintenance Center (AFIC) continued under the command jurisdiction of Headquarters, Air Force Contract Maintenance Center, Wright Patterson AFB, Ohio; being responsible for accomplishing contract management and operational surveillance of Air Force and other agency contracts, as assigned, including quality assurance, contract administration, production surveillance, industrial property administration, transportation surveillance, aircraft flight test and acceptance, and flight and ground safety.

COMMAND

Lt Col M M Howell continued his assignment as Commander of Detachment 21, AFIC (AFIC). Mr Nestor continued in a dual capacity as Chief, Contract Administration Division and Technical Assistant to the Commander. Detachment 21, AFIC (AFIC) assumed jurisdiction of Detachment 3, AFIC, as of 31 Jan 71 and Det 3 was redesignated Det 21, AFIC, Dallas O/L.

## KEY PERSONNEL

NAME-TITLE	DATE OF ASSIGNMENT
M M Howell, Lt Col, USAF COMMANDER	1 March 1971
*Mr Glendon E Nestor Civilian Technical Assistant to Commander	1 March 1971
Robert G Zimmerman, Lt Col, USAF Acting Chief, Administration Office	5 May 1972
*Mr Glendon E Nestor Chief, Contract Administration Division	1 March 1971
Mr Robert R McKee Chief, Production Division	21 March 1971
Mr Leo R Hodgson Chief, Quality Assurance Division	10 March 1969
Mr Roscoe Asher Chief, Industrial Property Division	21 December 1971
Mr Felix Tos Chief, Transportation Office	21 December 1971
John F Vizzini, Lt Col, USAF Chief, Flight Test & Safety Division	20 January 1972
James E Wood, Major, USAF Operations & Training Officer	8 November 1971

\* Dual Assignment

## MANPOWER AND ORGANIZATION

Organizational changes during this fiscal year were as follows: Flight Test & Safety Division was activated 8 Nov 1971; Industrial Property Division and Transportation Office were separated from Production Division and both activated on 21 Dec 1971; and on that same date Plans & Management Division was redesignated Administration Office.

Mr Nestor continued in a dual capacity as Chief, Contract Administration Division and Technical Assistant to the Commander. Lt Col Zimmerman was assigned Acting Chief, Administration Office (formerly Plans & Management Division) upon the retirement of the Chief of Administration Office, as his detail assignment 5 May 1972.

## DET 21 &amp; O/L PERSONNEL STRENGTH - LAST DAY OF REPORTING PERIOD

	Officers	Airmen	Civilians	Total
Authorized	11	2	93	106
Assigned	11	2	90	103

TRAINING

During this reporting period the following training was accomplished:

One Industrial Property Management Specialist attended a training course in Advanced Property Administration at Wright-Patterson AFB, Ohio in May 1972.

Two Flight Test personnel attended the AFCMC Safety Seminar at Wright Patterson AFB, Ohio from 23 May 72 to 25 May 72.

One Flight Test Ground Safety Specialist attended the Ground Safety Officer Course at Ft. Hamilton, Brooklyn, New York from 1 May 72 to 19 May 72 conducted by New York University.

Two Quality Assurance Specialists attended Quality Control of Aviation Fuels and Aviator's Oxygen Training Course at MacDill AFB, Florida in Oct 1971.

Ten Quality Assurance Specialists attended Sealing of Integral Fuel Tanks course given on site by an instructor from ATC-Chanute in Dec 1971.

Two Quality Assurance Specialists attended Aircraft Corrosion Control course at Sheppard AFB Texas, one in Jan 1972, and one in Jun 1972.

One Quality Assurance Specialist attended Statistical QC course #1 at Rock Island, Ill in Jan 1972.

One Price Analyst attended a PIECOST course at ATC, Lowry AFB, Colorado for the period 8 - 19 May 72.

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AWARDS

HQ AFMCMC, WPAFB, Ohio awarded Flight Test & Safety a flying safety award for being accident free from 1 Nov 71 to 31 May 72.

## CHAPTER II

## GENERAL

## CONTRACT ADMINISTRATION DIVISION

## Contracts Assigned for Administration

During FY 72 the Contract Administration Division had an average of approximately 1126 contracts assigned for administration. A breakdown of contracts assigned for administration as of 30 Jun 1972 is as follows:

	No.	Face Value	Uninvoiced Dollar Balance
Cost Plus Incentive Fee	10	\$ 35,081,419.43	\$ 1,565,857.57
Cost Plus Incentive Fee (Value Eng)	38	39,113,714.20	1,632,244.49
Cost Plus Fixed Fee	13	28,982,700.68	603,688.92
Cost Plus Fixed Fee (Value Eng)	1	142,410.00	142,410.00
Firm-Fixed Price	842	43,055,385.84	17,460,036.06
Firm-Fixed Price(Value Eng)	26	43,676,497.16	25,143,877.44
Firm Price Incentive Fee	21	1,092,244,637.39	46,142.96
Firm Price Incentive Fee (Value Eng)	42	297,025,218.75	3,515,871.74
Fixed Price Incentive (Successive Target)	1	1,977,680.80	89,500.44
Fixed Price Incentive (Successive Target-Value)	2	149,427,804.61	90,397,664.76
Time and Material	55	1,035,286.94	117,095.41
Letter Contracts	2	3,800,000.00	3,800,000.00
Facilities and Lease	1	186,700.00	0
TOTAL	1054	\$1,735,749,455.80	\$144,514,389.77

Pricing Historical Report - Period 1 Jul 1971 Thru 30 Jun 1972

A total of 469 proposals was analyzed during the period at a total price of \$324,451,000. As a result of local negotiation of work requests, spares and minor program proposals, the Contractor's prices were reduced \$139,757. In addition, Price Analyst's recommendations and/or participation in negotiations with procurement personnel contributed to reductions in excess of \$900,000. The team concept in price analysis is continually being emphasized through close coordination with Det 21 technical specialists and DCAA representations. Price Analysts actively participated in negotiations at Hq OCAMA on AF procurements. Pricing support was given to several major procurement centers throughout the country.

During this period there were thirteen termination dockets settled. As of 30 Jun 1972 there were five termination dockets on hand to be settled with an estimated contract price of items terminated of \$50,000.



QUALITY ASSURANCE DIVISION

Procurement Quality Assurance Program

A complete revision of AFLCM 74-1 dated 10 May 72 for the Procurement Quality Assurance Program was received during the period. It contains new operating procedures and reporting requirements. New chapters were added on Control of Precision Measurement Equipment, Deliverable Data, Contract Field Team, Technical Representation at Contractor Facilities and Special Surveillance subjects. Several previous chapters dealing with Government property were consolidated and many of the other chapters were updated. As a result of the changes in AFLCM 74-1 all local AFQA Office Instructions (OIs) were reviewed and revised as necessary to provide guidance to the QARs.

Instructions were received from AFCMC/QA during the period for conducting a Service Test of Simplified AFQA Data Recording, Summarization and Analysis Procedures in lieu of using certain portions of Chapter 4 to AFLCM 74-1. This test was implemented at this detachment, two CONUS detachments and two overseas detachments on 1 Feb 1972 for a 90-day test period and subsequently extended for another 90 days to 1 Aug 1972. Under the new system fewer AFLC Form 511 Contractor Evaluation Records are used for reporting Mandatory Product Control (MPC) A, B, or C, Daily Procedures Verification (DPV), Procedure Verification (PV), MPC "B" elected, Over/Above (O/A Work Requests), etc. Also, time is being saved by the use of a

simplified "Quality Assurance Weekly Report" AFIC Form 511A in lieu of the previously used AFIC Form 513. The new form being used is pocket size which makes it more convenient for the QAS to use. The plan has reduced the amount of paperwork and man-hours required on data reporting and from all indications it will be incorporated in a forthcoming revision to the Procurement Quality Assurance Program Manual, AFICM 74-1.

Material Inspection and Receiving Reports (MIRRs) DD Form 250, are used by the Quality Assurance personnel to acknowledge that the supplies or services conform with the contract as to quality and quantity. Armed Services Procurement Regulation (ASPR) Appendix I sets forth procedures and instructions for the use, preparation, and distribution of the MIRRs. For this reporting period 9267 MIRRs were processed by the QA Division.

The contractor is responsible for assuring that all supplies and services procured from his suppliers (subcontractors and vendors) conform to contract requirements. The QA Division assures that the prime contractor effectively discharges this responsibility by review of purchase documents. Purchase Requisitions for DOD and NASA supplies and raw materials are separated into three basic groups (Group I, II and III).

Group I and NASA are reviewed 100%, Group II's are evaluated on a sampling plan in accordance with MIL-STD-105. Group III consists of orders for simple hardware, standard commercial items and supplies and services which are not actually used in

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production. No Group III purchase orders were reviewed during this period.

During this period a total of 1469 Group I purchase orders were reviewed. No NASA purchases were received and F-15 Tooling Program was completed.

A total of 2213 Group II purchase orders were reviewed. The increase is a result of additional spares for the KC-135 Mod/IRAN Program which could be inspected on receipt, hazardous materials B-52 paint program, which are in the Group II category but was elected to be reviewed in addition to sampling plan to assure contractor compliance with contract requirements.

In summation, a total of 3682 purchase orders was reviewed during this period, which shows an increase as predicted in the previous summation. This trend is definitely anticipated to continue based on the EVS contract production end items, spares requirements and award of Phase VI, ECP 1551, Contract F34601-72-C-2800. Also continuation of the KC-135 Mod/IRAN contract, B-52 paint program, and the continued increase in spares requirements for fleet support KC-135 and B-52 aircraft.

PRODUCTION DIVISION

Production Surveillance

During this period, surveillance was accomplished on an average of 680 contracts per month with an average delinquency rate of 3.25%. These contracts were in support of B-52 and KC-135 airplanes, consisting of basic kits, Class I changes to basic kits, spares, spares provisioning items, MTUs and structural repair kits required on an emergency basis for B-52 and KC-135 grounded airplanes.

Secondary surveillance was requested to achieve or recover delivery schedules on Boeing-Wichita orders placed with two major plants, Rohr Industries and Boeing-Seattle. This was a major factor in keeping our delinquency rate at a minimum.

Industrial Engineering

The Industrial Engineering function was discontinued as a separate entity of the Production Division. The two Industrial Engineers, Mr Mark Coyle and Mr Fred Schumaker, were reassigned as Industrial Engineers as follows:

Mr Coyle to the Pricing Branch to perform technical evaluations of pricing proposals.

Mr Fred Schumaker to the Production Division. His function will be to provide technical Industrial Engineering support in the establishment of surveillance systems and to be the lead position over the industrial specialists.

FLIGHT TEST & SAFETY DIVISION

The Flight Test section was activated on 8 Nov 71 when Major Wood reported for duty at Det 21, AFCMC. This section is now at full strength with 6 officers, 2 enlisted personnel and 2 civilians.

The flight test section is responsible for seeing that aircraft brought thru this facility are air worthy and capable of performing the mission of the using command before being accepted by the Air Force.

The first airplane was flight tested and accepted on 8 Jan 72 and since then 113 airplanes have been flown and accepted for the Air Force. Flight Test Section performs functional check flight tests on all models of KC-135's.

A full-time Ground Safety Officer is one of the civilian positions. This was the first full-time position authorized at detachment level. The safety section is responsible for monitoring the contractor's safety program and assuring compliance with contractual safety requirements.

INDUSTRIAL PROPERTY DIVISION

Property Administration

The Property Administrator was assigned 52 new contracts, while 99 contracts were completed. An average of 156 contracts were active during this period. There are approximately 277,707 line items of Government property at this facility valued at approximately \$188,500,000. Idle declarations were submitted on 448 items of controlled industrial plant equipment with an acquisition cost of \$1,747,384 and 5,516 items of non-controlled industrial plant equipment with an acquisition value of \$2,405,362.

Property Disposal

Plant Clearance activity during this period included the opening of 559 plant clearance cases in the amount of \$21,246,663 and the closing of 633 cases in the amount of \$26,002,923. One hundred seventeen remain on hand at the end of the period representing a total of \$1,530,792.

STAFF TRANSPORTATION OFFICE

The Staff Transportation Office was established 21 December 1971, as a separate office.

In addition to other miscellaneous duties which are part of a Transportation Officers responsibility as outlined in AFM 75-1 and AFM 75-2:

The cognizant Transportation Officer is concerned with the degree of traffic management exercised in the contractor's procurement systems, particularly regarding transportation requirements and costs. Contractor purchasing orders and shipping instructions must reflect consideration of transportation factors in the form of transportation terms. Transportation instructions to vendors must be based upon economical and physical transportation factors specifically applicable to items being purchased. While the lowest cost transportation should be used, delivery must be consistent with the requirements and logistics of individual shipments. Other program costs must be concurrently considered. CTO'S must participate in RFP'S, proposals and contract awards to insure transportability is available for end item delivery. Special cars and trucks must be available to handle oversized material. The Transportation Officer will issue and control all GBL'S issued, commercial transportation expenditures, passenger travel (TRs) and accommodations, household goods movements and GSA vehicle dispatch.

The volume analysis of Government Transportation Activity during FY 1972 was:

Government Bills of Lading -----	3214
Tonnage of Freight -----	7656
Cost of Freight Transportation -----	\$610,364
Number of Shipments -----	25,987
Transportation Requests Issued -----	124
Cost of Passenger Travel -----	\$11,206.50
Cost of Gov't Vehicles Assigned -----	\$1,748.54

The function of the Cognizant Transportation Office is the issuance and audit of GBs to insure the lowest applicable cost for the items shipped, maintaining continuity of operations within Shipping and Receiving; Provide economical and efficient transportation services; Authorize premium transportation and expedite priority shipments; Manage Government assigned vehicles and provide transportation support services for passenger travel.



## CHAPTER III

## MAJOR PROGRAMS

## MAJOR CONTRACTS ADMINISTERED

<u>Contract Number</u>	<u>Dates in Effect</u>	<u>Item</u>
F34601-71-C-0131	Oct 70 - Aug 72	FY-72, B-52 Fleet Support Program
F34601-71-C-0509	Dec 70 - Jun 71	KC 135 Cyclic Test
F34601-71-C-0799	Oct 70 - Oct 71	FY 71 Fleet Support 135 Series Aircraft
F33615-71-C-1039	Oct 70 - Nov 72	Study Acft Fuel Qty Gaging System
F34601-71-C-1137	Nov 70 - Jun 73	Engrg and Prod of ECP 1369 Kits (SRAM)
F34601-71-D-1228	Jan 71 - Mar 72	Data in Support of B-52 A/C
F34601-71-C-1374	Dec 70 - Jun 73	Corrosion Correction and Repainting of B-52 A/C
F34601-71-A-1408 (1768 orders during FY 72)	May 71 - Jul 72	B-52/KC 135 Supplies and Services (BOA)
F34601-72-C-1782	Oct 71 - Jan 72	FY 72, KC135 Fleet Support Program
F33615-71-C-1926	Jul 71 - Sep 73	Controls Configured Vehicle Program (CCV)
F34601-72-C-2000	Jan 72 - Sep 72	FY 72 Pacer Speed B-52 A/C
F34601-72-C-2039	Jan 72 - Dec 72	Engrg Svs for KC135 A/C Cyclic Test
F34601-72-C-2039	Jan 72 - Oct 72	FY 72, KC135 Fleet Support Program
F34601-71-D-2291	Apr 71 - Jun 72	Tech Data for 135 T/M/S A/C

<u>Contract Number</u>	<u>Dates in Effect</u>	<u>Item</u>
F34601-70-C-2772	Apr 70 - Aug 72	Prototype Mod Kits (CCP 1485) Rivet Ace) B-52 Manuals
F34601-72-D-2810	Apr 72 - Mar 73	B-52 Manuals
F34601-72-C-2800	Mar 72 - Oct 73	B-52 Mod Kits (ECP 1551)
F34601-70-C-2815	May 70 - Sep 71	Aerial Mining B-52 Kits (ECP 1417-4K)
F34601-70-C-2887	Jan 71 - Sep 71	FY 71, B-52 Pacer Speed
F34601-72-D-3214	May 72 - Jun 73	Corrosion Correction and Repainting Program B-52 A/C
F34601-71-C-3333	Jul 72 - Jun 73	Electro-Optical Viewing System. B-52 (ECP 1422K) (EVS Program Part II)
F34601-72-C-3620	May 72 - Aug 72	Engrg and Tech Svs. B-52 Structural Mod Program
F34601-72-D-3633	Jul 72 - Jun 73	KC 135 Manuals
F34601-68-C-3680	May 68 - Feb 71	B-52 Mod Kits (ECP 1332 K)
AF33(657)-16088	Jan 66 - Dec 75	Facilities Lease

## FACILITIES LEASE AGREEMENT:

Facilities Lease AF33(657)-16088 with The Boeing Company, Wichita Division, for occupying AF Plant No. 13 under a five-year lease agreement was effective 1 Jan 1966. By Supplemental Agreement No. 20 to the lease the period was extended to 30 Dec 1975. Commercial use of the plant has decreased during the past year and consequently the gross rents due for CY 72 is estimated at approximately \$1,500,000.

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However, approved abnormal maintenance projects will require the majority of this amount and only a small remittance is anticipated for transmittal to the U. S. Treasury.

B 52 AND KC 135 AIRCRAFT - BASIC ORDERING AGREEMENTS

Contract F34601-71-A-1408 FFP-V Basic Ordering Agreement contract is effective from 13 May 1971 through 12 Jul 1972. There were 1768 orders issued during this reporting period valued in excess of \$20. million.

Procurement of emergency parts and services in support of ANORS, GNORS at AF bases and work stoppage conditions at modification centers by this office to support the B52 and KC135 aircraft fleets during the period, amounted to approximately \$500,000 and encompassed approximately 135 orders.

Some of the major orders received against the "BOA" contract during this period include:

<u>Order No.</u>	<u>Subject</u>	<u>Approx. Dollars</u>
Contract F34601-71-A-1408		
0039	ECP 378 for KC 135 A/C	\$211,750.00
0046	Rudder Kits for KC 135 A/C	261,454.37
0048	B-52 A/C #56-616 Destructive Teardown Analysis	236,638.00
0121	Follow-on KC 135 A/C Cyclic Test	470,200.00
0257	Installation of Class V Mod 2525 (CCP 1525) One Time Prototype Flight Test ("Project SNOE")	892,000.00
0270	Installation of Class IV Mod on 8 WC - 135 B Aircraft	206,015.75
0300	Cyclic Tests K 135	840,204.00

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<u>Order No.</u>	<u>Subject</u>	<u>Approx. Dollars</u>
Contract F34601-71-A-1408 (cont'd)		
0301	ECP 1533 Design Fab and Installation of one each B-52 Prototype Mod Kit "Magnetic Tape Flight Load Data Recorder"	\$237,669.00
0569	Installation of Class IV Mods in RC - 135D Aircraft "Fifth Structural Up date."	864,323.80
0682	Aircraft "Flight Structural Up date" Modification of VC-135 A/C S/N 62-4129	40,500.00
0781	Emergency Procurement B-52	27,910.31
0873	Emergency Procurement B-52	67,760.40
0956	Emergency Procurement B-52	74,400.00
1081	Installation of Class IV Mods in RC - 135D	834,895.00
1089	Emergency Procurement B-52	130,000.00
1096	Fleet Support KC 135	35,000.00
1192	Prototype Installation of QRC 72-20	410,000.00
1215	Installation of Class IV Mods in KC - 135 A	617,207.00
1242	Emergency Procurement B-52	149,077.00
1286	Package Structural Repair B-52	180,750.00
1462	Kits KC 135	136,501.00

## B-52 AND KC-135 KITS AND SPARES PROGRAM

Boeing Wichita was the prime source of supply for kits and spares in support of the B-52 and KC-135 fleets. Many kits and spares were produced to fulfill the requirements of contractual

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orders received from the AMAs. When first article inspection was required to prove fit and function of the item, this inspection was accomplished on the first article fabricated per the engineering drawing. On kit contracts the first kit produced was furnished to the Air Force for kit proofing in accordance with the requirements of T.O. 00-35-233 (replaced by T.O. 00-5-15). This included installation, fit and function testing of the first kit. All discrepancies identified during kit proofing were recorded on the APTO Form 82. AFQA reviewed the APTO Form 82 and inspected the next kit shipped to assure that all the required corrections had been accomplished prior to acceptance of additional kits.

KC-135 MOD/IRAN, CONTRACT F34601-71-C-3366

Contract F34601-71-C-3366, FFP, received Jul 1971, 128 MOD/IRAN Aircraft and 75 Drop-In Aircraft for FY 72 with a total obligated funds \$13,101,910.76.

More than 5,000 requests for approval of "over and above" effort of the contractor were processed; of these 4,200 were approved, 700 were disapproved and the balance were considered non-work items or the contractor withdrew the request.

A special group was established for the fast and efficient processing of these items. These requests were approved/disapproved before the contractor was advised to perform his efforts. This normally occurred within one shift after presentation.

The rate of receipt of Drop-In Aircraft increased steadily throughout the year. We began receiving 3 to 4 aircraft per month

and reached the rate of 15 per month at the end of the period.

Detachment 21 revised work schedules and worked a number of hours outside normal shifts in order to assist in keeping the program on schedule. Contractor's Proposals on Drop-In Aircraft were analyzed and negotiated locally prior to work beginning. All Contractual Documentation on Drop-In Aircraft was locally issued and definitized. The product quality as substantiated by an audit team, achieved a highly acceptable level.

P000045 Dated 23 Jun 1972 exercised option to extend thru FY 73 for 159 Aircraft increasing total obligated amount of the contract to \$22,823,488.

This program implements the Technical Order LC-135(K)A-6WS-1 and other work as directed within the terms of Contract F34601-71-C-3366. The first airplane of the 128 aircraft scheduled was input in Oct 71. A total of 128 was received and 110 airplanes were delivered during this period. Eight airplanes were delivered approximately one day early; 82 were delivered on time, and 20 were delivered approximately one day late, primarily due to fuel leak problems at time of delivery.

The FY-73 Amendment P000045 to the basic contract extended the program for an additional 159 airplanes input through Jun 73, for an accumulative total of 287 airplanes on this program.

The essential differences between the FY-72 and FY-73 schedules are the approximate flow time from 39 to 48 days due to added work

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and the repainting of the airplane. Some of the outstanding problems encountered on this program that were over and above the contract requirements were due to:

1. The wing to body (milk bottle) fitting rework.
2. Landing gear trunnion rework.
3. Cracked boost pump fittings located in the integral fuel cells.

Three KC-135 aircraft have had ECP 330-10 incorporated. This is a replacement of the lower wing skin of the aircraft as the fifth structural updating modification. Wing jigs were erected for the fabrication of the panels. The work is being accomplished in the B-52 Hangar. A contract has been issued for the incorporation of this change on 13 aircraft during the period 14 Aug 72 through 30 Jul 73.

During this reporting period the major effort has been directed to the modification and IRAN of KC-135 aircraft. The last of the initial 128 units is scheduled to deliver during the month of August 1972. Some of the most frequent and significant difficulties experienced during the program were fuel leaks, inflight trim problems and corrosion rework of the cargo compartment. Also, several aircraft were found with major structural defects such as cracked main landing gear trunnion fittings, wing root pin fittings (aft) and severe corrosion in fuel and water tanks and nose gear shock strut. Some of these conditions required extensive rework or replacement, causing delay in scheduled delivery.

Perhaps the most difficult problem in administering this contract has been the interpretation of work requirements as either being basic or over and above contract requirements. Most often these difficulties were caused by the lack of adequate direction in work statement or difference in interpretation by AFQA and Contractor.

In addition to the above, a total of 68 drop-in aircraft were modified under the same contract. These aircraft had a flow time of several days to several weeks depending on the extent of rework required per effective T.O. Functional Check Flight on these units was not required unless modification was to other than static structure on the aircraft in accordance with T.O. 1-1-300. Both programs above involved several series of 135 aircraft including WC's, VC's, and some "Q" models. The RC model aircraft were reworked on another contract, namely F34601-71-C-1408 and separate Work Order.

The Manufacturing Branch participation in the KC-135 Mod/IRAN program consists of responsibility for overhaul of aircraft components, functional test and repair of components, magnetic inspection of aircraft parts and other supporting functions as required by the contract work requirement, technical order IC-135(K)A-6WS-1. Activity started in these areas in Oct 1971. An area of approximately 4500 square feet equipped with benches, solvent tanks, and other tools was required to accomplish the overhaul. To meet production schedules the contractor initiated



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a two-shift operation. Rework of components consists of: replacement of bearings, all seals and gaskets, checking for backlash in gears, inspecting for shaft wear, replating and regrinding, if necessary to meet T.O. tolerances.

The overhauled aircraft components were transported to the functional test shop for functional testing in accordance with the applicable technical orders.

Aircraft parts requiring magnetic particle inspection were removed and routed through the Magnetic Particle Inspection Area.

Other aircraft modification support type work was accomplished in the Machine Shops, Sheet Metal Fabrication Shops, Sub Assembly Shops and Paint Shops. Items found defective during testing were either repaired or turned in to Government Stock for a replacement item as directed by the contract work requirements.

Air Force Mandatory inspections were established at critical work operation acceptance points throughout this program. During the early phases of the rework program the AFGAS assigned to the program reported numerous discrepancies to the contractor which required correction of the defect and correction of the cause to prevent recurrence.

In addition, parts shortages due to high rejection rates threatened a line stoppage which was discussed in several Air Force/contractor meetings during the initial phase of the program. The contractor was critical of the spare parts availability to keep the shop moving. The contractor was advised by the depot that their usage rates for bits and pieces of

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overhauled units and/or end items has, in some cases, exceeded the total program requirements or five year usage rates of the preceding contractor. Therefore, some supplies had been exhausted. If the contractor continued to explicitly follow the technical order requirements without authorization to depart from specification the program would soon grind to a halt. It was apparent that relief from a technical standpoint was in order. With the above knowledge the ACO and QAR contacted OCAMA for such assistance. The OCAMA/MMCTA representative arrived at this facility 16 Dec 71 and was apprised of the major items of concern. The contractor was provided information of previous OCAMA production stoppage technical order departures that would be authorized if and when conditions warrant their use. OCAMA did provide relief in several vital areas, thus precluding a work stoppage.

No major problems have been encountered with the Quality of the end item. To date, no customer complaints for using activities have been received on the items overhauled on this program.

Considerable supply support problems on government-furnished special tooling and special test equipment were encountered on this program, however all major problem areas were resolved during this period without affecting delivery schedules. Excess government-furnished material was also a problem due to unreliable MRL data and redistribution of excess material from the previous contractor (Hayes International) to Boeing-Wichita. A

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waiver for retaining these excesses until 30 June 1972 was obtained. The contractor began identifying these excesses prior to 30 June with completion scheduled for the first month of FY-73.

135 SERIES AIRCRAFT - CYCLIC TEST:

Contract F34601-71-C-0509, CPIP-V, was issued January 1971 in the amount of \$827,930. The Contractor shall furnish supplies and services required for engineering services for KC-135 aircraft cyclic test for engineering data. Cyclic testing to begin 15 Dec 1970 through 2 Jun 1971.

Contract F34601-71-A-1408, Order 0121, FY 71 follow-on was negotiated as a firm fixed price contract on 13 Sep 1971 for the period of 2 Jun 1971 through 20 Aug 1971 with a Face Value of \$470,200.

Contract F34601-71-A-1408, Order 0300, FY 72 follow-on un-priced order was issued 23 Aug 1971 supplies and services 21 Aug 1971 through 10 Dec 1971. Modification 02 definitized the order extending the work effort through 31 Dec 1971. Face Value is \$840,204.00.

Contract F34601-72-C-2038, CPIP, KC-135 Cyclic Test Program for FY 72 was effective 1 Jan 1972 through 31 Dec 1972 for one each KC-135 Aircraft Cyclic Test in accordance with OCAMA-SED-SOW-71-030 dated 4 Aug 1971. Modifications P00002 and P00003 authorized this office to issue Work Requests to accomplish "Over and Above Work Requirements". Obligated total at the end of the period was \$2,410,779.

135 SERIES AIRCRAFT - FLEET SUPPORT:

F34601-71-C-0799, FFP, effective 30 Oct 1970 through 29 Oct 1971, valued at \$589,851 for engineering services, both sustaining and non recurring, in support of the fleet and specific tasks as directed by the procuring agency.

Contract F34601-72-C-1782, FFP, a follow-on contract and furnishes engineering services from 30 Oct 1971 through 4 Jan 1972 at a contract price of \$119,145.

Contract F34601-72-C-2039, FFP, issued Jan 1972 for sustaining engineering services and non recurring services to the applicable Model C/EC/KC/RC/WC-135 series aircraft and associated training devices for the period 5 Jan 1972 through 31 Jul 1972. Modification P00003 dated 1 Jun 1972 exercised the contract Option to extend services through 31 Oct 1972. Contract Face Value is \$870,580.16.

Contract F34601-71-D-2291, FFP, effective 1 Apr 1971 through 30 Jun 1972 is a follow-on contract for updating 135 series aircraft technical orders. The value of this contract is estimated to be \$1,065,935.

KC-135, MANAGEMENT OF ITEMS SUBJECT TO REPAIR (MISTR) LINE PROGRAM  
Contract F34601-71-A-1408, Orders 0805 and 1155

The subject contract orders, effective 12 Jan 72, required the contractor to furnish all required labor, equipment and materials to accomplish the inspection overhaul, repair, test, preservation and interior packaging and return to the Government in a completely

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serviceable condition the items of Air Force equipment listed by the contract orders. The items listed consisted of KC-135 Cowl Panels, elevators, engine struts, etc. AFQAR Det 21/QA at Boeing was designated by the contract as having responsibility for inspection and acceptance of services performed and items delivered to the Government. The contract orders have been completed. No major problems were encountered during inspection and acceptance of the items. However, a thorough inspection of each item by AFQAR was required to assure that the end items met the Contractual workmanship requirements, as most items were being shipped "priority" SEA for immediate use.

Three Aircraft received new wing skin panels under this contract during the FY 72 program at an average cost of \$771,000. Additional aircraft will be scheduled for this modification during FY 73.

#### KC-135 FUEL LEAK REPAIR

A contract was also awarded for fuel leak repair for aircraft based at McConnell. To date there have been nine aircraft processed. The rework is per contract F14614-72-C-0138 and is with 91st ARS (SAC). Aircraft are evaluated for known fuel leaks plus those found after stand test with extent of rework authorized by individually negotiated work order.

#### B-52 AIRCRAFT - REMOVAL OF EXTERIOR PAINT, CORROSION CORRECTION AND REPAINTING OF AIRCRAFT:

Contract F34601-71-C-1374, FFP-V was issued in Dec 1970, was

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completed in Jun 1972. A total of 183 B-52 Aircraft were repainted at a contract price of approximately \$4,312,522.

Follow-on contract F34601-72-D-3214, FFP-V, was issued May 1972. Ten (10) B-52 aircraft were repainted under Delivery order 0001 at a contract price of \$349,194. Thirty-nine (39) Aircraft were repainted under Delivery Order 0002 for \$1,030,325. The Contract provided for Options of 32 B-52 Aircraft each Basic, Option 1 for 115, B-52 Aircraft and Option 2 for 54, B-52 Aircraft with an estimated Face Value of \$5.0 million.

The program essentially consists of processing airplanes into a nine-day repaint cycle in which the following procedures are applied:

1. The airplane is received, the fin lowered and the fuel removed.
2. The old paint is stripped away through the use of chemical removers, and then the aircraft is inspected for corrosion. Required rework is performed.
3. The airplane is then treated to arrest further corrosion and repainting is performed using a polyurethane paint system.
4. The aircraft is restenciled with all the required markings, and the airplane is restored for redelivery.

Since the schedule is necessarily geared to the two-day output cycle, SAC crews are requested and generally a delivery is performed every two days. On occasion, the delivery schedule is altered as additional discrepancies are required to be worked or an extension to

the schedule is made necessary for other work directed to be accomplished by the prime Air Materiel Area Command (OCAMA).

This program has incurred some problems in the past due to paint adhesion problems, however most problems were resolved quickly. An area of concern is encountered whenever an aircraft does not meet the input schedule in a timely manner, and additional effort is expended to prevent schedule slides and a work disruption in the line where idle manhours occur and schedule must be recovered with additional expense. The contractor has responded aggressively to prevent the loss of a schedule and attempted to minimize added costs. There was a total of 133 airplanes delivered from this facility during FY-72, Contract F34601-71-C-1374, and completed in Jun of 72. The current contract, F34601-72-D-3214, was initiated in Jun 72 and has programmed options through the fourth quarter of 74.

Refinishing of the B-52 airplanes includes complete removal of all previous finishes, corrosion removal, chemical treatment of exterior aluminum and magnesium surfaces, and the application of the MIL-C-83286 polyurethane finish system in the SEA, or SIOP configuration.

WRNE-70-8010-1 polyurethane finish system was applied to 100 B-52 airplanes being discontinued on 16 Oct 71 due to the advent of a superior MIL-C-83286 aliphatic isocyanate polyurethane.

To solve the problems of process solution entrapment during

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stripping and surface preparation masking techniques have been changed as predicated by examinations of the B-52 tear down airplane. This airplane was processed through the refinishing sequence with the exception of the finish application prior to tear down. During tear down all areas of process solution entrapment were identified and recorded providing information for refinement of masking. The most superior of current military and commercial practices are being employed to provide optimized procedures in the B-52 refinish program.

B-52 AIRCRAFT - ELECTRO-OPTICAL VIEWING SYSTEM (EVS):

Contract F34601-71-C-3333 FPIS-V, was awarded 1 July 1971 for Fiscal Year 1972, for 17 each Class V Group "A" and "B" Modification Kits in accordance with ECP 1422K, dated 71 April 07, entitled "Electro Optical Viewing System ECP 80-52-1422K-R-4 dated on 04 Jan 1972" as Revised By Mod P00005.

Contract Section J-4, Option For Increased Quantity of 81 each Class V Group "A" and "B" Modification Kits was exercised by amendment P00003 on 29 Nov 1971. Current Face Value Totals \$109,983,493.78. Estimated Value with options through FY 74 is \$220,000,000.00.

This contract required the contractor to develop and furnish to the Air Force kits to provide electronic viewing capability for the B-52 aircraft consisting of steerable television (STV) and Forward Looking Infrared (FLIR) Detection Capabilities.



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During FY 72 the work on this program has been primarily developmental to the production hardware. A large percent of the system components (Black Boxes) is procured from sub contractors (Conrac, Kaiser, IBM, Westinghouse, Hughes). However, the Boeing Company has prime contract responsibility. The Servo Control Units (SCU) and the Video Distribution Units (VDU) are major components of the system and are being fabricated at Boeing-Wichita. Four each of these units have been fabricated for engineering testing. Unit five will be the first production unit. The electrical wiring and other electrical equipment needed to complete the installation of the system are also being fabricated at Boeing Wichita. Air Force mandatory inspections have been established at critical acceptance points to assure the components meet engineering requirements. Det 21 AF Quality Assurance procurement specialists have established Government source inspection at critical acceptance points for those components procured from sub-contractors.

The Phase B Reliability Test was started on 12 Jun 1972. By letter dated 28 Apr 72, OCAMA requested support by Det 21/QA during the test. A Mandatory type "A" inspection is being utilized as an aid in monitoring the program. This test is the first part of a two-part demonstration-by-test required for the EVS. The second part is the Phase C Production Reliability Demonstration Test (PRDT) which will follow completion of the B test. The Phase B test will test unqualified production EVS equipment for 1000

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system operating hours under controlled environmental conditions. Testing with a partial system is authorized pending equipment availability. One of the main purposes of the Phase B test is to develop corrective action (fixes) for pattern failures and other significant problems as deemed necessary to meet the Phase C PRDT requirements. As of 30 Jun 1972, 185 hours of Phase B testing had been completed.

Modification of trainers was approved for work under Part I, II and III of ECP.

Part I - Four each new trainers have been approved for fabrication; one each is presently in fabrication.

Part II - Authorizes modification of four each Bomb Nav System (BNS) trainers, of which the first was received on 5 Jun 72.

Part III - Authorizes modification on five each airconditioning and pressurization trainers.

This provides for improved strike and reconnaissance, low-level terrain flying capabilities and improved operation in adverse weather. As of this date, a total of 98 kits are on contract with the first kit scheduled to ship Aug 72 for kitproofing utilization.

**B-52 AIRCRAFT - PACER SPEED PROGRAM:**

Contract F34601-70-C-2887, FFP, FY 71 B-52 Pacer Speed is a follow-on from previous contract F34601-70-C-3987 and was issued to provide and furnish the services of qualified contractor personnel at specified locations for the repair, inspection and/or

maintenance of B-52 Aircraft. This program includes location in Southeast Asia for support of combat missions. Modification P00016 extended the effectivity 1 Jan 1971 through 31 Dec 1971. Present Face Value of contract is \$5.1 million.

F34601-72-C-2000, FFP, Pacer Speed FY 72 follow-on contract to the Pacer Speed Program and was effective 1 Jan 1972 through 30 Sep 1972. Face Value \$4.2 million.

B-52 AIRCRAFT AGM-69A MISSILE (SRAM):

The initial contract, F34601-71-C-1137, FPIF-V, for 21 retrofit kits at a firm target price of \$2,783,246.00 was definitized on 10 Aug 71. The FY 72 and FY 73 options for 75 and 95 kits respectively have been exercised by the Air Force. Total target price for this FPI-V contract is now \$11,617,154.

This contract required the manufacture of 186 part numbered electrical wiring bundle assemblies for each kit. In the manufacture of the wire bundle assemblies 19 part numbered coaxial cables were required. The manufacture of the coaxial cables for use in the wire bundles was a new project for Boeing-Wichita. The conductors used in the cables were small with thin wall insulation. Some cables had as many as 100 conductors. The manufacture of these cables required the acquisition of five new machines in addition to the electrical manufacturing equipment previously in use in the Electrical Wiring Shop at Boeing. The coaxial cables consist of a core of conductors with additional lays of conductors, each with a one to twelve twist in the opposite direction of the

previous lay until the cable conductor requirement was complete to the requirements of the engineering document. The cable was then wrapped with mylar tape, the metal shielding was woven onto the cable and the fabric cover was woven over the metal shielding. The cable was submerged in a coating solution and subjected to a high voltage test of each conductor to detect possible internal shorts. The cable was also subjected to a jacket flaw test to locate any flaw in the metal shielding. To date, no major problems were encountered in the manufacture of these kit components.

B-52 AIRCRAFT - GROUP "A" KITS (CODED SWITCH):

F34601-70-C-3487, FFPV, was issued for Class V Modification for a quantity of 281 each kits in accordance with ECP 1386K applicable to B-52G and H Aircraft for deliveries May 1971, through Aug 1972. Present funding is \$1,107,491.

F34601-70-A-0706, Order 0086, ECP EC-KC-RC-135-294-1R3 Group "A" Kits for ADME Installation also provides for services and supplies to be furnished to accomplish sustaining engineering in support of installation of ADME Kits on C/KC-135 Series aircraft for the period ending 31 Dec 1972. Present funding is \$1,177,141.

F34601-70-A-0706, Order 0315, ECP 1198-4K and 5K, 201 Group "A" Mod. Kits, "Installation of ADME System" provides for supplies and services to be furnished for time compliance Technical Order (TCTO) 1B-52-1978, Group "A" Modification Kits. Deliveries started in Dec 1970 through Feb 1972. Present funding is \$575,824.

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ECP 294-1 - Installation of AIMS System. The AIMS System was installed on KC-135 airplanes to provide positive air traffic separation through both horizontal and vertical control. Basic kits and kits to modify spares were delivered complete May 72.

ECP 1386 - Provides for Kits for Installation of Coded Switch System in B-52G and H Aircraft. This system interrupts prearming signal wire for all special weapons. There are 282 kits on contract with 246 delivered to date. Program is on schedule with no problems being encountered.

ECP 1386-6K - Provides for Installation of Coded Switch System in B-52D and F Aircraft. Of 178 kits on contract, 103 have delivered to date. Program is on schedule.

B-52 AIRCRAFT - PROJECT RIVET ACE:

The definitive contract F34601-70-C-2772, CPIF, was negotiated 1 Oct 70 at a total target price of \$6,901,199. Contract items were supplies and services required for the development, production and installation of one prototype kit (Class V Mod 2519) Phase VI Electronic Countermeasures for B-52D, G and H aircraft. Numerous changes and modifications to the contract and GFP aircraft B-52G 58-204, including a forty inch body extension, have increased the price to \$10,170,562. and the contract completion date to March 1973.

B-52 AIRCRAFT - FLIGHT TEST:

F34601-71-A-1408, Order 0257, Installation of Class V mod 2525 (CCP 1512) one time Prototype Flight Test (Project SNOE),

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issued 13 Aug 1971 provides for the development, design and installation of Class V Mod Kit in accordance with CCP 1525 entitled "Prototype ALQ0122 System" and date at a cost of \$862,000. This system was installed in B-52 airplane 58-204 and program completed in June 1972.

B-52 AIRCRAFT - BEAMS FOR AERIAL MINES:

F34601-70-C-2815, FPFE, Aerial Mining ECP 1417-4K Kits B-52 contract provides for furnishing 136 kits for aerial mines for B-52 aircraft. The estimated cost of this contract is \$1,900,000. Delivery started in Jan 1971 through Sep 1971.

Fabrication of Aerial Mine Beams was completed the week of 30 Sep 1971. A total of 140 beams were built, including four spares. No major problems were encountered.

B-52 AIRCRAFT - D/F STRUCTURAL MODIFICATION PROGRAM:

Letter Contract F34601-72-C-3620, FPFE-V, was issued 2 May for \$800,000. with subsequent funding through 30 Jun 1972 of \$900,000. The contract provides for long lead time engineering services preliminary to a definitive FPFE-V contract for 170 D/F Structural Wing Kits. The firm contract, if approved can run as high as \$300 - \$400,000,000 over a 4 year period.

F33615-71-C-1926 CONTROL CONFIGURED VEHICLE PROGRAM (CCV)

Contract provides for research and development of the Control Configured Vehicle Program to gain significant improvement in aircraft performance.

B-52 E Aircraft #56-632 will be used for this test and will

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be modified. The Letter Contract issued 1 July 1971 was superseded by the negotiated Contract dated 17 Jan 1971. Target cost negotiated is \$2,639,069 and target fee \$217,723. Tests should be complete by 1 July 1973.

B-52 AIRCRAFT - TOTO KITS:

F34601-72-C-2800, FPIS-V, ECP 1551 Class V Mod 2519 Kits "Installation of Phase VI ECM System" letter contract was issued in March 1972 for installation of 282 Group "A" Modification Kits in accordance with ECP 1551, Spare Parts, AGE, Data etc. Negotiated contract in process with option through FY 1976 with an estimated value of \$55 million.

B-52 AIRCRAFT - KITS

F34601-71-A-1408, Order 1192 Prototype Installation of QRC 72-20 Contract provides for design fabrication and installation of one (1) each Prototype Mod Kit in accordance with CCP 1571-4 entitled "Prototype Installation of QRC 72-20." B-52G Aircraft SN 58-204 will be effected. Period of Performance: Started 20 Apr 72 and scheduled to complete 31 Oct 72. Estimated cost is \$400,000.

B-52 AIRCRAFT - FLEET SUPPORT PROGRAM:

Engineering and special support services for the B-52 aircraft is covered by FFP Contract F34601-71-C-0131 which was effective 2 Oct 1970 with options through Dec 1972. Present face value is near \$9,000,000.

B-52 AIRCRAFT - SUPPORT DATA - MAINTENANCE OF TECHNICAL MANUALS:

Contract F34601-71-D-1228, FFP, provides for maintenance of Manuals for period of 1 Jan 1971 through 31 Mar 1972 and was funded for \$1,098,376. Contract F34601-72-C-2810, FFP is a follow-on contract for the period of 1 Apr 1972 through 31 Mar 1973 which is estimated to be \$3,500,000.

OTHER B-52 PROGRAMS

Several other programs active during FY-72 were the completion of the analytical tear down of one B-52 aircraft, cyclic test of a KC-135 aircraft, restoration on one SRAM B-52 aircraft, and the ejection seat modification contract for B-52 aircraft.

VARIOUS TYPE AIRCRAFTS-FUEL GAGE SYSTEM

Contract F33615-71-C-1039, CFFF, covers research, development and investigations of methods for minimizing errors of aircraft mass fuel gaging systems. Contract was issued in Oct 1970 and is scheduled to be complete by Oct 1972. The estimated cost of this contract is \$300,000.

ENGINEERING CHANGE PROPOSALS (ECPs) PROCURED FOR B-52 AND KC-135 RETROPIT INSTALLATION:

ECP 330-10 - Fifth Structural Updating Modification for KC-135 Aircraft. This work package will accomplish replacement of RH and LH inboard wing structure and center section wing structure suitable for KC-135D aircraft.

ECP 334 - Low Oil Pressure Warning Lights. A total of 67 kits were installed on various types of 135 aircraft with all kits delivered complete May 72.



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ECP 342 - Modification of Lower Wing Skin Surface. A total of 574 aircraft is affected to accomplish TCTO 1C-135-752 with 443 kits delivered to date.

ECP 361 - Installation of Rudder Hydraulic Actuator Fitting Applicable to -135 Series Aircraft. A total of 603 basic kits have been delivered during this period. All work was accomplished as scheduled.

ECP 363 - Installation of Improved Windshield Wipers. TCTO 1C-135-820 basic kits were shipped complete May 72.

ECP 1339 - Installation of Additional Offsets, AN/ASQ-48 Bombing Navigational System Applicable to B-52D Series Aircraft. Basic kits were shipped complete Feb 72.

ECP 1175 - Structural Repair Kits - Provides for structural repair work as may be required for support of B-52 aircraft damaged or grounded in the field due to structural fatigue and/or failure.

ECP 375 - Structural Repair Kits - Provides for structural repair work as may be required for support of C/KC-135 aircraft damaged or grounded in the field due to structural fatigue and/or failure.

INDUSTRIAL PRODUCTION SUPPORT:

Other major production projects requiring Air Force support on B-52 and KC-135 programs during this period were ECPs 1516-1, 1533, 1551, 1417-4, 330-9, 345-1, 378 and 386.

MOBILE TRAINING UNITS:

B-52 training equipment (trainers and graphics) authorized and work completed on the following:

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TCP 1369, AGM-69 - Seven each trainer panel units were modified and completed during this period.

TCP 1386, Coded Switch - Four each trainer panels accepted and modified.

TCP 1551-1, Phase VI Electronic Counter Measure (ECM) System - Nine each trainer panels will be modified under this authorization.

The contractor is presently accomplishing an engineering study on the following for modification of training equipment:

ECP 1532-1, Quick Start, B-52H

ECP 381-1, Quick Start, EC/KC-135

TCP 1339-2K, Automated Offset Unit (AOU) Capability

ECP 1596-1, Satellite Communication

ECP 1593-1, New APX-181 Trainers

ECP 1369-51, Bomb Control System (SRAM)

TCP 1422K, Part IX Fuel Systems (EVS)

VERTOL IDWAs, H-46 and H-47 HELICOPTER SUPPORT PROGRAM

This organization had a supporting responsibility for parts and sub-assemblies furnished to the Boeing Vertol Division at Morton Pennsylvania. The work accomplished on this program at Boeing Wichita was controlled by Program Documents and Inter Division Work Orders from the Boeing Vertol Division. The items furnished by Boeing Wichita included sub-assembly sections, bonded panel assemblies and other items. The parts are used in the assembly of the H-46 (Navy) and H-47 (Army Helicopters). No major problems were encountered in this program.

C-130 WING PANELS, CONTRACT F-09606-72-C-0587

The subject contract from WRAMA was an order for 25 part numbered C-130 wing panels with a total of 322 panels, representing a dollar value of \$746,636.16. The panels were load carrying wing skins with milled on stringers. They were machined from 7075-T6 aluminum extrusions. The over strength or safety factor engineered into the panels was very low, consequently it was necessary that the engineering requirements be strictly adhered to.

The contract directed responsibility for inspection and acceptance of the panels, less organic finishes and part numbering to AFCMC Det 21/QA at Boeing Wichita.

The contract required the first production panel of each part number be subjected to a first article dimensional inspection at Boeing Wichita. Some dimensional discrepancies were identified. Those panels exhibiting discrepancies which would affect the strength or installation characteristics were scrapped. Minor variations which did not affect useability of the panel were accepted by WRAMA engineering.

The first article dimensional inspection has been completed and accepted. In accordance with contract requirements, the panels, with documented evidence of fabrication acceptance by AFCMC Det 21/QAS will be shipped to the sub-contractor for the application of organic finishes and part numbering. Final acceptance for the Government will be made at AVCO with direct shipment to WRAMA.

No major problems have developed in this program.

FACILITIES:

During this period, no approval was granted by ASD for Capital Type Rehabilitation. On 4 May 72 a review of the contractor's CTR package for FY 73 was forwarded to ASD by Air Force Contract Division. The contractor proposed \$2,009,242 for the items covered.

On 30 Apr 72 a severe hail storm occurred. This caused an estimated \$754,696.94 damage to the roofs of this facility. This was covered by insurance and is in process of being settled.

In May 72 a ground fault fire occurred in the Materials Building in the transformer which supplies power to the electrical fabrication area. Damage was approximately \$100,000 and one Boeing employee severely burned. Production was disrupted approximately two shifts and power temporarily supplied by portable generators. This was covered by insurance and the claim is in process of being settled. After the fire, Boeing included in their CTR package for FY 74 an item for ground fault protection.

TOOLING

Contract F34601-68-C-4559, tool screening program, proceeded according to the approved plan. However, physical disposal has been suspended pending a decision on the proposed B-52D/F structural modification program.

MISCELLANEOUS SUPPORT PROGRAMS

The contracts are received from several sources for parts in support of Miscellaneous Government Aeronautical equipment. An

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example: Contract FC9603-72-C-0666 was received from WRAMA for 22 stabilizer hinge fitting assemblies for C-141 aircraft. The contract required two assemblies be furnished to WRAMA for first article inspection. This requirement, in effect, also required an Air Force Mandatory inspection of the fabrication of the items furnished for first article inspection. This was accomplished and during fabrication of the parts it was noted that instructions necessary for the fabrication of high quality parts had been omitted from the engineering drawing. The procuring agency was notified of the omissions and of the action taken by Det 21/QA. The procuring agency concurred in the reported omissions and action taken. It was then further requested by Det 21/QA that the items be incorporated into the engineering drawing to assure high quality parts on future procurement action.

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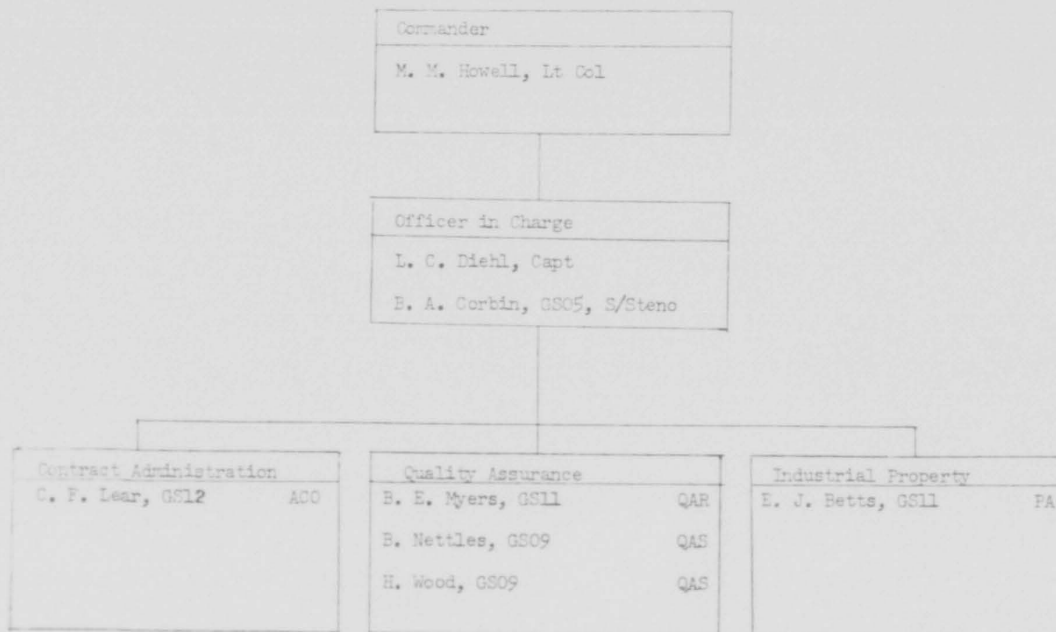
HISTORY  
of  
DETACHMENT 21, HQ AFCEM O/L DALLAS  
1 JULY 1971 - 30 JUNE 1972

Prepared by  
Barbara Corbin  
Historian

Approved by:

*Louis C. Diehl*  
LOUIS C. DIEHL, Capt, USAF

AIR FORCE CONTRACT MAINTENANCE CENTER (AFLC)  
 Detachment 21, C/D Dallas  
 6111 Forest Park Road  
 Dallas, Texas 75235  
 Area Code 214/351-3849 or 357-6951



Approved:

L. C. DIEHL, Capt, USAF  
 Officer in Charge

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KEY PERSONNEL

Officer in Charge and Production Officer	Louis C. Diehl, Capt, USAF	Mar 71
Contract Administration	Charles F. Lear	Apr 70
Property	Edwin J. Betts	Nov 67
Quality Assurance	Barton E. Myers	Oct 58



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CHAPTER I

MISSION STATEMENT

Accomplish contract management and operational surveillance of Air Force and other agency contracts, as assigned, including quality assurance, contract administration, production surveillance, industrial property administration, and ground safety.

MISSION ACTIVITIES

The primary mission of Detachment 21 O/L Dallas (formerly Det 3) is to assure that Dallas Airmotive, Inc. and Southwest Airmotive Company provide the procuring Air Material Areas with overhauled and modified aircraft engines in accordance with the terms of the various contracts.

ORGANIZATIONAL CHANGES

1. Captain Louis C. Diehl reported to Det 3 in Mar of 1971 as Production Officer. He assumed command of Det 3 on 10 Jan 1972, vice Major Robert D. Hackett, Jr.
2. Mrs. Barbara Corbin returned to Det 3 on 4 Oct 1971.
3. Major Robert D. Hackett, Jr., PCS, 10 Jan 1972.
4. Effective 1 Feb 1972, Det 21 Wichita absorbed Det 3 Dallas. Det 3 became an Operating Location and Capt Diehl became an Officer in Charge.
5. MSgt James F. Whalen, PCS, 12 Jun 1972.

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## MANPOWER SUMMARY (1 Jul 1971)

## CONTRACT ADMINISTRATION

		<u>Auth</u>	<u>Assigned</u>
SUPERVISOR	6516	LTC 1	MAJ 1
PRODUCTION OFFICER	6524	CPT 1	CPT 1
ADMINISTRATIVE SUPERVISOR	70270	MSG 1	MSG 1
PROCUREMENT OFFICER	6534	GS-12 1	GS-12 1
PROPERTY OFFICER	6524	GS-11 1	GS-11 1
STENOGRAPHIC SPECIALIST	70450	GS-05 1	0

## QUALITY CONTROL STAFF

SUPERVISOR	6524	GS-11 1	GS-11 1
ACFT ENGINE SUPT	43191	GS-09 3	GS-09 3
STENOGRAPHIC SPECIALIST	70450	GS-04 1	GS-04 1

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## MANPOWER SUMMARY (30 Jun 1972)

## CONTRACT ADMINISTRATION

		<u>Auth</u>	<u>Assigned</u>
SUPERVISOR	6524	CPT 1	CPT 1
PROCUREMENT OFFICER	6534	GS-12 1	GS-12 1
PROPERTY ADMINISTRATOR	6524	GS-11 1	GS-11 1
STENOGRAPHIC SPECIALIST	70450	GS-05 1	GS-05 1

## QUALITY CONTROL STAFF

SUPERVISOR	6524	GS-11 1	GS-11 1
ACFT ENGINE SUPT	43191	GS-09 3	GS-09 3
STENOGRAPHIC SPECIALIST	70450	GS-04 1	0

PERSONNEL AWARDS

1. In September of 1971, Captain Louis C. Diehl was awarded the Air Force Commendation Medal for Meritorious Service.

2. In March of 1972, Mr. Ben Nettles was presented a pin and certificate for 30 years of Government service.

TRAINING

1. Captain Louis C. Diehl attended a twelve hour course, Overhaul Contractor End Item Report, AFIC Form 392, at DCASR-Dallas, 14-15 Dec 71. He attended a two day Civil Defense Disaster Preparedness Course, 2-3 May 72. He completed ECI - Introduction to the Quality Function, June 72. He also attended a course in Contract Law #166 at Wright-Patterson AFB OH, 6-16 Jun 72.

2. Mr. Charles F. Lear attended a one week school (Oct 71) on the Art and Technique of Negotiating Contract Mods at the Naval Plant Rep Office at General Dynamics in Pomona, California. He attended a twelve hour course, Overhaul Contractor End Item Report, AFIC Form 392, at DCASR-Dallas, 14-15 Dec 71. In April 72, he attended a three day seminar on Improvement Curve Techniques conducted by DCASR-Dallas. In May 72, he also attended a one day briefing on Cost Accounting Standards conducted by DCASR-Dallas.

3. Mr. Edwin J. Betts attended a twelve hour course, Overhaul Contractor End Item Report, AFIC Form 392, at DCASR-Dallas, 14-15 Dec 71. He also attended Advanced Property Administration Course #161 (Pilot Offering) at Wright-Patterson AFB OH, 2-12 May 72.

4. Mr. B. E. Myers attended a course on Control of Fuels and Aviators Oxygen Training at McDill AFB FL, 18-22 Oct 71. He also attended a Safety Seminar at Wright-Patterson AFB OH, 23-25 May 72.

INSPECTIONS

The AFIC Inspector General Team inspected Det 3 on 24-25 Jan 1972. The inspector rated the Detachment as performing their assigned mission satisfactorily and stated that personnel were highly motivated and displayed outstanding professionalism in the performance of their duties.

SAFETY

The following reportable accidents occurred:

16 July 1971, a J33-A-24 engine sustained foreign object damage while undergoing test cell run at Southwest Airmotive Company.

30 October 1971, a J60-P3A engine sustained foreign object damage while undergoing test cell run at Dallas Airmotive, Inc.

CHAPTER II



Contract Administration

During 1 July 1971 - 30 June 1972, the Contract Administration Office accomplished its function on eleven active prime and one active facilities contracts. In addition, twelve contracts were on hand 1 July 1971 which were production complete but had not been retired due to various administrative reasons. Seven contracts transitioned from active to production complete during the period. Six of those were also retired. The twelve production complete contracts were also retired. Due to a large number of completed contracts on hand, a special project had been initiated during the previous reporting period to close them out. The eighteen closed this period plus the ten from the previous period totaled 28 closed over the project. At the end of the reporting period, only one contract remained unclosed and that contract was production complete in June 1971. Lists of the contracts are furnished at the end of this narrative.

Also as a result of contract close out and another especially initiated project to reduce unliquidated obligations, over \$158,531.63 in excess funds were returned to the Government. This plus the \$1,080,998.17 returned during the previous reporting period resulted in a two year project total of over \$1,239,519.80 being returned. This project ended concurrently with the end of the contract close out project.

Southwest Airmotive Company (SAC) overhauled the J-47 and the J-33 engines under the same contract. The J-33 engine procurement portion was transferred by Oklahoma City Air Materiel Area to the Navy who went out on competitive bid. Southwest was underbid by the General Electric Co. and arrangements were made to transfer and ship all J-33 residual inventory. OCAMA retained

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the J-47 procurement and issued a follow-on contract to Southwest on a select source basis. A follow-on contract for the J-60 engine was awarded by San Antonio Air Materiel Area to Dallas Airmotive (DAI). The Contractor Procurement System approval was renewed at DAI. Approval is not necessary for the system at SAC. DAI corrected discrepancies in the Small Business/Labor Surplus Area Subcontracting Programs. Both contractors are complying creditably and letters were sent to both contractors commending them for their efforts.

The ACO instituted a procedure of auditing the contractor's scrap handling charges. An audit of DAI revealed a duplication of charges. A refund of \$5,052 was obtained. A total of over \$16,000 in scrap handling charges has been refunded by both contractors. In addition, Southwest submitted a refund of \$2,490 as regards material reimburseable. Both contractors overall accounting systems were reviewed by DCAA and found satisfactory. DAI reduced their test stand fee from \$300 to \$213 (29% reduction). A contract for an overhaul of a Royal Thai Navy F2800 engine being overhauled by DAI was administered under a delegation from Defense Contract Administration Services Region, New York.

The following were active contracts during this period:

F34601-69-D-1308*	F41608-70-D-1207**
F34601-71-C-2560**	F33657-69-C-0567
F34601-72-M-1205**	F34601-72-D-0530***
F34601-72-C-1457**	N00019-72-A-0020***
F41608-70-D-2081**	F41608-71-D-1475***
F41608-71-D-0989**	DAAJ01-72-D-0077***

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\* Production complete during reporting period.

\*\* Production complete during reporting period and retired.

\*\*\* Awarded during reporting period.

The following physically complete contracts were on hand at the beginning of the reporting period:

AF34(601)28388	F34601-69-C-0097
AF34(601)28389	N00019-70-A-0605
F34601-68-C-0070	F41608-70-D-0987
F34601-68-C-1261	F41608-70-D-0988
F34601-69-C-0096	F41608-69-D-1961
N00019-70-A-0068	

All of the foregoing contracts were retired during the reporting period.

The following contracts transitioned from active to physically complete:

F34601-71-C-2560	F34601-72-C-1457
F41608-70-D-2081	F41608-70-D-1207
F41608-71-D-0989	F34601-69-D-4308*
F34601-72-M-1205	

\* Production complete June 1972. All other contracts were retired.

The following contracts were retired:

AF34(601)28388	F41608-70-D-0987
AF34(601)28389	F41608-70-D-0988
AF34601-68-C-0070	F41608-69-D-1961
F34601-68-C-1261	F34601-71-C-2560
F34601-69-C-0096	F41608-70-D-2081
F34601-69-C-0097	F41608-71-D-0989
N00019-70-A-0605	F41608-70-D-1207
N00019-70-A-0068	

Quality Assurance

During the period of 1 July 1971 through 30 June 1972, a total of 87 APTO Forms 64 were received -- 84 with zero or non-chargeable defects, 3 with chargeable defects to the contractors.

The following number of reports were submitted by the Quality Assurance Division during the reporting period: 114 DD Forms 1599; 10 QUMES; 0 DD Forms 6.

Corrective Action Projects initiated during the reporting period by Southwest Airmotive Co., and Dallas Airmotive, Inc., were as follows:

- SWA-1 Investigate cause of FOD to turbine wheel.
- SWA-2 Investigate source of metal in oil filters.
- SWA-3 Investigate cause of plw puncture.
- SWA-4 Investigate defective nozzle diaphragm.
- SWA-5 Investigate cause for failure of fuel regulator.
- SWA-6 Investigate discrepancy in fuel control.
- SWA-7 Investigate discrepancy in nozzle diaphragm.
- SWA-8 Investigate discrepancy in harness assembly.
- DAI-1 Determine cause for damage to compressor blades.
- DAI-2 Investigate reported damage to cone and strut assembly.
- DAI-3 Investigate contractor procedures for installation of J60 compressor in containers.
- DAI-4 Determine cause for defect of fuel spray nozzles.
- DAI-5 Investigate cause for reported rubbing (J60 compressor).
- DAI-6 Determine cause for leaking fuel pump.
- DAI-7 Determine cause for vibration (J60 compressor).
- DAI-8 Determine cause for vibration (J60 engine).

- DAI-9 Determine cause for vibration (J60 engine).
- DAI-10 Determine cause for reported damage to compressor.
- DAI-11 Investigate engine for reported high EGT and vibration.
- DAI-12 Investigate engine for possible warranty.
- DAI-13 Investigate engine for possible warranty.
- DAI-14 Investigate engine for possible warranty.
- DAI-15 Investigate engine for possible warranty.
- DAI-16 Investigate defect to case and stator assembly.
- DAI-17 Investigate reported vibration to compressor.
- DAI-18 Investigate reported defective compressor.
- DAI-19 Investigate reported vibration in engine.
- DAI-20 Investigate engine for possible warranty.
- DAI-21 Investigate reported defect in rotor and stator assembly.
- DAI-22 Investigate reported defect in pump assembly.
- DAI-23 Investigate compressor for vibration.
- DAI-24 Investigate engine for possible warranty.
- DAI-25 Investigate compressor for alignment with diffuser case.
- DAI-26 Investigate engine for oil leak.
- DAI-27 Investigate engine for vibration.
- DAI-28 Investigate engine for possible warranty.
- DAI-29 Investigate engine as to why bearing failed.
- DAI-30 Investigate cause of severe drag in compressor.
- DAI-31 Investigate compressor for out of balance condition.
- DAI-32 Investigate compressor for vibration.
- DAI-33 Investigate engine for cause of oil in compressor section.

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DAI-34 Investigate oil cooler mounting hole for elongation.

DAI-35 Investigate compressor for vibration.

DAI-36 Investigate engine for possible warranty.

DAI-37 Investigate compressor for vibration.

DAI-38 Investigate compressor for vibration.

DAI-39 Investigate engine for possible warranty.

In June 1972, a request for Air Force Quality Assurance Representative assistance was received by the Dallas DCASR. The request pertained to problems encountered with the R-2800 engine now being overhauled by Gary Aircraft at Victoria, Texas. (Engine was previously overhauled by Dallas Airmotive, Inc.) Detachment 21 O/L AFQAR spent two weeks in Victoria, Texas, giving technical assistance where needed on the R-2800 engine.

Industrial Property Control Surveillance Program

System surveys were completed on schedule at end of calendar year 1971 for Dallas Airmotive, Inc. (DAI) and Southwest Airmotive Company (SAC). Both systems were satisfactory. The identification of special tooling at Southwest Airmotive Company had been unsatisfactory in April 1971. It was, however, re-examined in September 1972, and found satisfactory. Category surveys for both contractors have been completed on schedule thus far in present calendar year. On 30 June 1972, they were 50% complete.

Loss, Damage, Destruction of Government Property

There were two cases of loss, damage, or destruction of Government property at Dallas Airmotive, Inc. Both involved foreign object damage (FOD) to engines while undergoing test. Extent of damage on one engine amounted to \$23,958 and \$18,749 on the other. Contractor was relieved of liability in both instances as there was insufficient evidence of any willful misconduct or lack of good faith. Corrective action has been taken by the contractor to avoid subsequent loss/damage resulting from same or similar causal factors.

Southwest Airmotive Company experienced one FOD incident which caused damage to Government property in the amount of \$3,875. Corrective action was taken, and the contractor was relieved of liability.

Inventory Adjustments

During reporting period 1 July 1971 - 30 June 1972, Inventory Adjustment vouchers were submitted to and approved by the Property Administrator as follows:

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<u>Contractor</u>	<u>Number Submitted</u>	<u>Total Value Property Inventoried</u>	<u>Value of Overages</u>	<u>Value of Shortages</u>	<u>Percentage of Discrepancy</u>
DAI	6	\$4,474,000	\$44,183	\$16,207	1.3
SAC	3	\$1,450,208	\$ 2,976	\$ 8,959	.8

Plant Clearance

During reporting period 1 July 1971 - 30 June 1972, disposals of Government property through plant clearance actions were as follows:

<u>Number of Cases</u>	<u>Acquisition Cost</u>	<u>Value of Redistributions</u>	<u>Proceeds from Sales</u>	<u>Net Proceeds</u>
5	\$91,686	\$43,535	\$1,858	\$1,858

Scrap Sales

Scrap sales conducted during reporting period were as follows:

<u>Number of Cases</u>	<u>Acquisition Cost</u>	<u>Proceeds from Sale</u>	<u>Net Proceeds</u>	<u>Cost of Sales</u>
5	\$4,035,457 est	\$19,534	\$18,613	\$921

Completed Contracts

The below listed contracts were completed during the reporting period. Residual Government property was either shipped in accordance with established procedures or transferred to the follow-on contract.

<u>Contract Number</u>	<u>Contractor</u>	<u>Item</u>	<u>Date Completed</u>
F41608-71-D-0989	Dallas Airmotive	F1830 Engine Crankcase	31 Mar 72
F41608-70-D-2081	Dallas Airmotive	J60 Engine Overhaul	31 Dec 71
F41608-70-D-1207	Dallas Airmotive	R2800 Engine Overhaul	30 Sep 71
F34601-69-D-4308	Southwest Airmotive	J33/J47 Engine Overhaul	30 Jun 72

With loss of the R2800 contract, Dallas Airmotive, Inc. reduced personnel assigned to the material control section from 12 to 3. The GFP stockroom at the main plant and the GFP warehouse at 9019 Premier Row



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have discontinued. The GFP receiving, shipping, and stockroom are now located at 8925 Premier Row.

The GFP warehouse and stockroom at Southwest Airmotive Company overhaul shops at 3412 Putnam Street have been relocated within the shop. The GFP heretofore stocked on the ground floors has been placed in newly constructed mezzanines at both the overhaul shop and the test cell at Greater Southwest International Airport.

After losing the J33 contract to a competitor, Southwest Airmotive Company terminated rework of J33/J47 engine components with a subcontractor, EDM of Texas. This termination entailed the recall of an approximate 2,000 line items of material, 4 items of IPE, and 75 line items of special tooling.

Government Property Provided Under Exception Authority

Government property has been provided under exception authority to Det 21 O/L Dallas contractors on 62 different occasions during the period of this report.

Transportation Discrepancies in Shipment

There has been a marked decrease in the number of transportation discrepancies in shipment compared to previous years. Four were investigated by the Property Administrator. All were resolved without preparation of DISREP, SF 361.

Production

Major contracts administered are for engine and component overhaul to support various aircraft worldwide. A Navy BOA and a Crankcase/Crankshaft Rework Contract were also under production surveillance during FY 72.

Production is accomplished at two facilities. J-60 engine/component overhaul, Navy BOA and Crankcase/Crankshaft contracts are performed at Dallas Airmotive, Inc. J-47 engine/component overhaul is accomplished at Southwest Airmotive Co. The J-47 is solely in support of the Military Assistance Program (MAP).

November 1971 marked the end of the J-33 engine/component overhaul program at Southwest Airmotive Co. After over fifteen years of production at Southwest Airmotive Company, the contract was awarded to the General Electric Co. of Arkansas City, Kansas.

Dallas Airmotive, Inc. and Southwest Airmotive Co. both have union agreements with the International Association of Machinists and Aerospace Workers, AFL-CIO, Airline District 116. Dallas Airmotive's agreement is due to expire 3 March 1973; Southwest Airmotive's agreement expires 17 November 1972.

CHAPTER III

Highlights of Major Active Overhaul Contracts

F34601-69-D-4308: Two year contract for overhaul of J33/J47 engines. Production complete in December except for a few near complete items lacking one or two parts each (three delivery orders affected). Three hundred eighty-nine (389) J33 engines and (76) J47 engines were produced against this contract. Due to loss of J33 portion, residual inventory (220,000 lbs - \$2,000,000) shipped Jan-Mar 1972 to General Electric Co., Arkansas City, Kansas. Last parts received and orders completed in June 1972. Submitted VECP claim for \$108,399.61 in December 1971. Still under evaluation by Navy.

F41608-70-D-2081: One year contract for overhaul of J60 engine. Three month option was exercised. Contract production complete September 1971 with 138 engines produced against this contract. Contract closed out in eight months. Over \$30,000 in excess funds were returned.

F41608-71-D-0989: One year contract for overhaul-rematch of R2800 crankshaft/1830 crankcase. One year contract. Option not exercised. Contract complete December 1971 with 40 crankshafts and 70 crankcases reworked. Ancillary contract to R2800 engine overhaul contract. Loss of R2800 engine overhaul contract by DAI caused the loss of the program covered by this contract.

F41608-70-D-1207: Last year of three year contract for overhaul of R2800 engine. Three month option exercised. Contractor was underbid for follow-on contract. Contract had been completed and all residual inventory shipped during previous reporting period except for a few components on two delivery orders. Orders were completed October 1971. Negotiated cost of shipment of residual was \$75,000 as opposed to an original quote of \$156,000.

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F33657-69-C-0567: Five year facilities contract written in November 1968. Supports production at Southwest. Twenty-seven items on contract. Contractor has offered to purchase all equipment under the five year plan; however, there are really no provisions to allow him to do this. Informal screening has determined that most of these items are surplus to government needs.

F34601-72-D-0530: One year follow-on contract for overhaul of J47 engines awarded December 1971 with an effective date of October 1971. Engines are overhauled for foreign countries under the Military Assistance Program (MAP). Post Award was held February 1972. Reclamation of fuel pumps and fuel regulators added by Supplemental Agreement. At the end of FY 72, 27 engines were on contract with 13 engines production complete.

NO0019-72-A-0020: One Year Basic Ordering Agreement administered for the Navy. Supports Navy MK-529-8E/8H engine. Contractor overhauls commercially. Upon receipt of requirements, ACO (not PCO) writes orders. Forty orders were written. First overhaul of 3,000 hour engine.

F11608-71-D-1175: One year follow-on contract for overhaul of J60 engine. Select Source. Post Award held 1 October 1971. Three month option clause. Expected completion date September 1972 (if option exercised - December 1972). Contractor overhauls this engine commercially. At the end of FY 72, 86 engines were on contract with a total of 73 engines completed. The biggest production problem encountered with this program during FY 72 was the shortage of GFP turbine shafts, P/N 405251. The turbine shaft situation became a concern in December 1971 when the condemnation rate of shafts increased because of pitting and improper torque methods in the field. SAAMA was apprised of the situation at all times but the condition did not

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improve. During the months of January 1972 through June 1972, the turbine shaft was strictly the pacing item as far as production was concerned. Schedules had to be changed on various occasions because of the shortage of this item and the production flow became very erratic.

A SAAMA technical assistance team visited Det 21 O/L 3-7 April 1972 to evaluate Dallas Airmotive's compressor balancing procedures under Contract F41608-71-D-1475. The procedures and balancing machines were found to be acceptable and compressor vibration was attributed mainly to "compressor shifting". To remedy this situation, SAAMA recommended that Dallas Airmotive follow build method #2 as outlined in T. O. 2J-360-3. A contract change was put into effect and appears to be solving the problem.

DAAJCL-72-D-0077: Multi-year contract for overhaul of T-53 Diffuser Housings. Awarded June 1972. Delivery Order 0001 for 50 units awarded concurrently with contract. First Article Acceptance.

## GLOSSARY

A/C	Aircraft
ACO	Administrative Contracting Officer
AF	Air Force
AFB	Air Force Base
AFCMC	Air Force Contract Maintenance Center
AFIC	Air Force Logistics Command
AFLCM	Air Force Logistics Command Manual
AFM	Air Force Manual
AFQA	Air Force Quality Assurance
AFQAR	Air Force Quality Assurance Representative
AFQAS	Air Force Quality Assurance Specialist
AGE	Aerospace Ground Equipment
AGM	Air Ground Missile
ADME	Air Traffic Control Identification System
AMA	Air Materiel Area
ANORS	Anticipated Not Operational Ready Status
ACU	Automated Offset Unit
Apr	April
ARS	Air Refueling Squadron
ASD	Aeronautical Systems Division
ASPR	Armed Services Procurement Regulation
ATC	Air Training Command
Aug	August
BNS	Bomb Navigation System
BOA	Basic Ordering Agreement
Capt	Captain
CCV	Controls Configured Vehicle
Cont'd	Continued
CONUS	Continental United States
CFFP	Cost Plus Fixed Fee
CPIF	Cost Plus Incentive Fee
CPIFV	Cost Plus Incentive Fee (Value Engineering)
CTO	Cognizant Transportation Officer
CTR	Capital Type Rehabilitation
CY	Calendar Year
DAI	Dallas Airmotive Inc
DCAA	Defense Contract Audit Agency
DCASR	Defense Contract Administration Services Region
Dec	December
Det	Detachment
DFV	Daily Procedures Verification
ECM	Electronic Counter Measures
ECP	Engineering Change Proposal
Eng	Engineering
Engrg	Engineering
EVS	Electro-Optical Viewing System

Feb	February
FFP	Firm Fixed Price
FFP-V	Firm Fixed Price (Value Engineering)
FL	Florida
FLIR	Forward Looking Infra Red
FOD	Foreign Object Damage
FPIFV	Fixed Price Incentive Fee (Value Engineering)
FPIS	Fixed Price Incentive (Successive Target)
FPIS-V	Fixed Price Incentive (Successive Target-Value)
FY	Fiscal Year
GBL	Government Bill of Lading
GFP	Government Furnished Property
GNORS	Ground Not Operational Ready Status
Gov't	Government
GSA	General Services Administration
Hq	Headquarters
IBM	International Business Machine
IDWA	Interdivisional Work Authorization
Inc	Incorporated
IFE	Industrial Plant Equipment
IRAN	Inspect and Repair As Necessary
Jan	January
Jul	July
Jun	June
LtCol	Lieutenant Colonel
MAP	Military Assistance Program
Mar	March
MIL-STD	Military Standard
MIRR	Materiel Inspection and Receiving Reports
MISTR	Management of Items Subject To Repair
Mod	Modification
MPC	Mandatory Product Control
MSGt	Master Sergeant
MTU	Mobile Training Unit
NASA	National Aeronautics and Space Administration
No.	Number
Nov	November
O/A	Over/Above
OCAMA	Oklahoma City Air Materiel Area
Oct	October
OH	Ohio
OI	Operating Instructions
O/L	Outlying Location



PCO	Procuring Contracting Officer
PIECOST	Probability of Incurring Estimated Costs
PV	Procedure Verification
PRDT	Production Reliability Demonstration Test
QA	Quality Assurance
QAR	Quality Assurance Representative
QC	Quality Control
Rep	Representative
RFP	Request For Proposal
SAC	Southwest Airmotive Company
SAC	Strategic Air Command
SAAMA	San Antonio Air Materiel Area
SCU	Servo Control Units
SEA	Southeast Asia
Sep	September
SIOP	Single Integrated Operation Pattern
SNOE	(Classified ECM Mod)
SRAM	Short Range Attack Missile
STV	Steerable television
Svs	Services
SWA	Southwest Airmotive Company
TCTO	Time Compliance Technical Order
TCP	Trainer Change Proposal
T.O.	Technical Order
TR	Transportation Request
USAF	United States Air Force
VIU	Video Distribution Units
WPAFB	Wright Patterson Air Force Base
WRAMA	Warner Robins Air Materiel Area

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

SPECIAL ORDER  
GA-2

13 January 1972

Detachment 3, AFCMC is inactivated at Dallas, Texas, effective 31 January 1972. Concurrently, operating location AA21 of Detachment 21, AFCMC is established at Dallas, Texas (EXTC). AFEMS Organization Identity Number 0002ACMS0003 is cancelled. Authority: AFM 26-2.

FOR THE COMMANDER:



JOHN H. VINES, Colonel, USAF  
Director of Administration

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5 MINIS, WashDC 20315  
1 NPREC (DPR-AF), 9700 Page Blvd., St. Louis, Mo. 63134  
7 ABPC, 3830 York St., Denver, Colo. 80205  
1 AUL, Maxwell AFB, Ala. 36112  
1 CG, Finance Center, Ft. Benjamin Harrison, Ind. 46249  
5 Det 21, AFCMC, Boeing Co., 3801 S. Oliver St., Wichita, Kan. 76210  
2 Det 3, AFCMC, Dallas, Texas 75231  
2 ea AFCMC/CC/XI  
5 CSM            2 HQ            4 DFMS  
1 CSMP          1 DAPE            1 MMA  
1 CST            1 DEPE            6 XOM  
1 DSE            2 DPCA            1 AFLC MET-WFAHB/XOM  
1 ea 2750 ABW/CC/DA/DIRM/ACTFF-1  
1 USAF Med Ctr-WFAHB/CC

AF WF-A-150 ge

GA-2

76

USAF HOST - TENANT SUPPORT AGREEMENT			
INITIAL	REVISION	ANNUAL REVIEW	TERMINATION
I. DISTRIBUTION			
INDICATE HOST, TENANT OFFICE SYMBOL AND NUMBER OF COPIES REQUIRED FOR DISTRIBUTION			
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III. REMARKS			
INCLUDE EFFECTIVE DATE IF OTHER THAN THAT OF LAST SIGNATURE, AND WAIVERS.			
IV. COORDINATION AND APPROVAL			
AF Form 149 conforms with AFR 11-4 and other applicable Air Force Directives.			
HOST		TENANT	
TYPED NAME, GRADE AND ORGANIZATION OF COORDINATING OFFICIAL CHARLES T. WATKINS, JR., COLONEL, USAF DIRECTOR OF LOGISTICS		TYPED NAME, GRADE AND ORGANIZATION OF COORDINATING OFFICIAL H. H. HULL, LT COL, USAF Commander, Detachment 21 AFAC	
DATE 3 MAY 72	SIGNATURE <i>C. T. Watkins</i>	DATE 13 APR 72	SIGNATURE <i>H. H. Hull</i>
TYPED NAME, GRADE AND ORGANIZATION OF APPROVING OFFICIAL		TYPED NAME, GRADE AND ORGANIZATION OF APPROVING OFFICIAL	
DATE	SIGNATURE	DATE	SIGNATURE

AF FORM 149 SEP 70 PREVIOUS EDITION IS OBSOLETE.

Attachment 3



78

Continuation page to Revised Host Tenant Agreement, Detailed Support Responsibilities -

<u>FUNCTIONS</u>	<u>HOST WILL</u>	<u>TENANT WILL</u>
23XX FIELD MAINTENANCE	Responsible for Survival Equipment (includes maintenance and repair, inspection of flight clothing, rubber products and parachute equipment).	Deliver to and pick up from Host Base.
	Provide Spectrometric Oil Testing IAW T.O. 42B-2-1-9 when requested by tenant.	Request as required.
34XX WEATHER	Provides weather briefings by telephone for Det 21 Functional Check Flights.	
5XXX MEDICAL	Includes flight medicine support and Audiometric tests for Det 21 AFCMC personnel	Advise the Host base of requirements as they arise.

INTERSERVICE SUPPORT AGREEMENT			3. EFFECTIVE DATE	4. TERMINATION DATE	5. AGREEMENT NUMBER
None			1 November 1967	1 November 1972	Z5-EY9428-0001-7
6A. NAME AND ADDRESS OF RECEIVING ACTIVITY			6. NAME AND ADDRESS OF SUPPLYING ACTIVITY		
Resident Office (DC/A) The Boeing Company Wichita, Kansas			AFPC The Boeing Company, Wichita Division Wichita, Kansas		
7. EST. MONTHLY VALUES OF SUPPORT TO BE PROVIDED			8. CATEGORIES OF SUPPORT (DO NOT CHECK MORE THAN ONE)		
A. MAINT.	B. NON-REPAIR	C. TOTAL	OTHER		
		0			
9. FUNDING AND REIMBURSEMENT ARRANGEMENTS (Check appropriate of space if additional space is necessary)					
Not Applicable (Non-reimbursable)					
10. SPECIFIC PROVISIONS (Use blank sheets of paper if additional space is necessary)					
a. BEMO Equipment, including maintenance service					
b. Incoming and outgoing message service, <i>including equipment (UTODIN)</i>					
c. <del>Transportation</del> service, including Transportation Requests, confirmation of reservations and routing.					
d. <del>Mail</del> receipts					
e. Duplicating and reproduction service					
f. <del>Publication</del> forms distribution					
g. <del>Office</del> Supplies					
h. <del>Long distance</del> telephone service.					
No additional manpower resources are required to perform the support provided for this agreement.					
11A. TYPE, NAME, POSITION, TITLE OF AUTHORIZING OFFICIAL OF SUPPLYING ACTIVITY			11D. SIGNATURE	11C. DATE	
Deputy Regional Manager			Original signed by JOHN C. SCHWARTZ, Lt. Col.	10 Jan 1968	
12A. TYPE, NAME, POSITION, TITLE OF AUTHORIZING OFFICIAL OF RECEIVING ACTIVITY			12D. SIGNATURE	12C. DATE	
LOUIS M. ESPOSITO, Acme Regional Manager				26 DEC 1967	
13. ANNUAL REVIEW AND DISCONTINUATION MODIFICATION					
A. DATE OF REVIEW			C. AUTHORIZING OFFICIAL OF SUPPLYING ACTIVITY		
November 7, 1968			JOHN C. SCHWARTZ, Lt. Col. USAF Authorized Representative original signed by "J.C. Schwartz"		
B. NATURE OF MODIFICATION			D. AUTHORIZING OFFICIAL OF RECEIVING ACTIVITY		
None			original signed by Louis M. Esposito LOUIS M. ESPOSITO, Regional Manager		
A. DATE OF REVIEW			C. AUTHORIZING OFFICIAL OF SUPPLYING ACTIVITY		
27 August 1969					
B. NATURE OF MODIFICATION			D. AUTHORIZING OFFICIAL OF RECEIVING ACTIVITY		
Delete Transportation services and confirmation of reservations and routing from item c. Delete items d, f, g, and h			Lt. Col. M. P. [Signature], Regional Manager		
A. DATE OF REVIEW			C. AUTHORIZING OFFICIAL OF SUPPLYING ACTIVITY		
B. NATURE OF MODIFICATION			D. AUTHORIZING OFFICIAL OF RECEIVING ACTIVITY		

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1 NOV 64PREVIOUS EDITIONS ARE OBSOLETE. ALSO  
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SHEET 1 OF 1 SHEETS



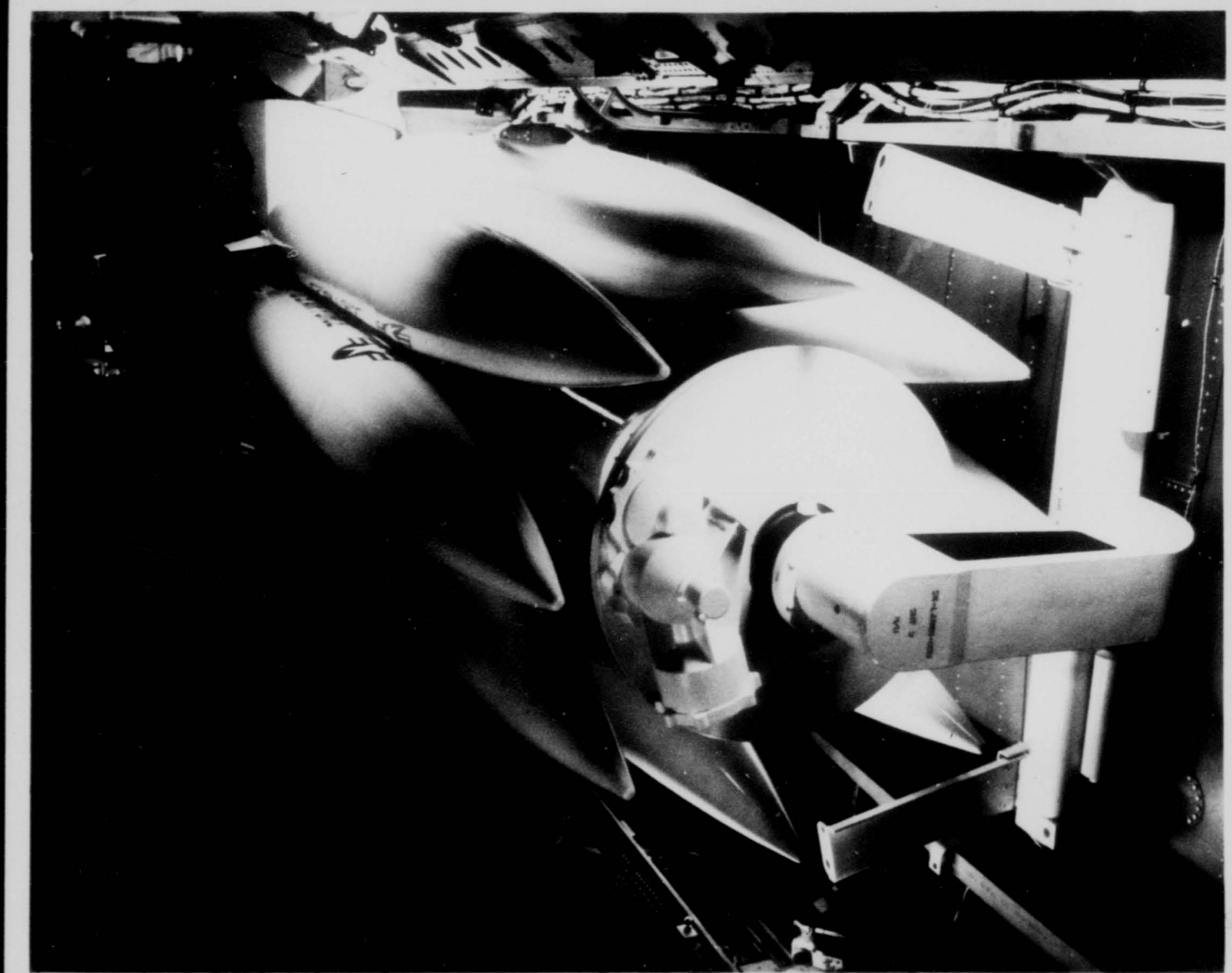
82

"Photographs"

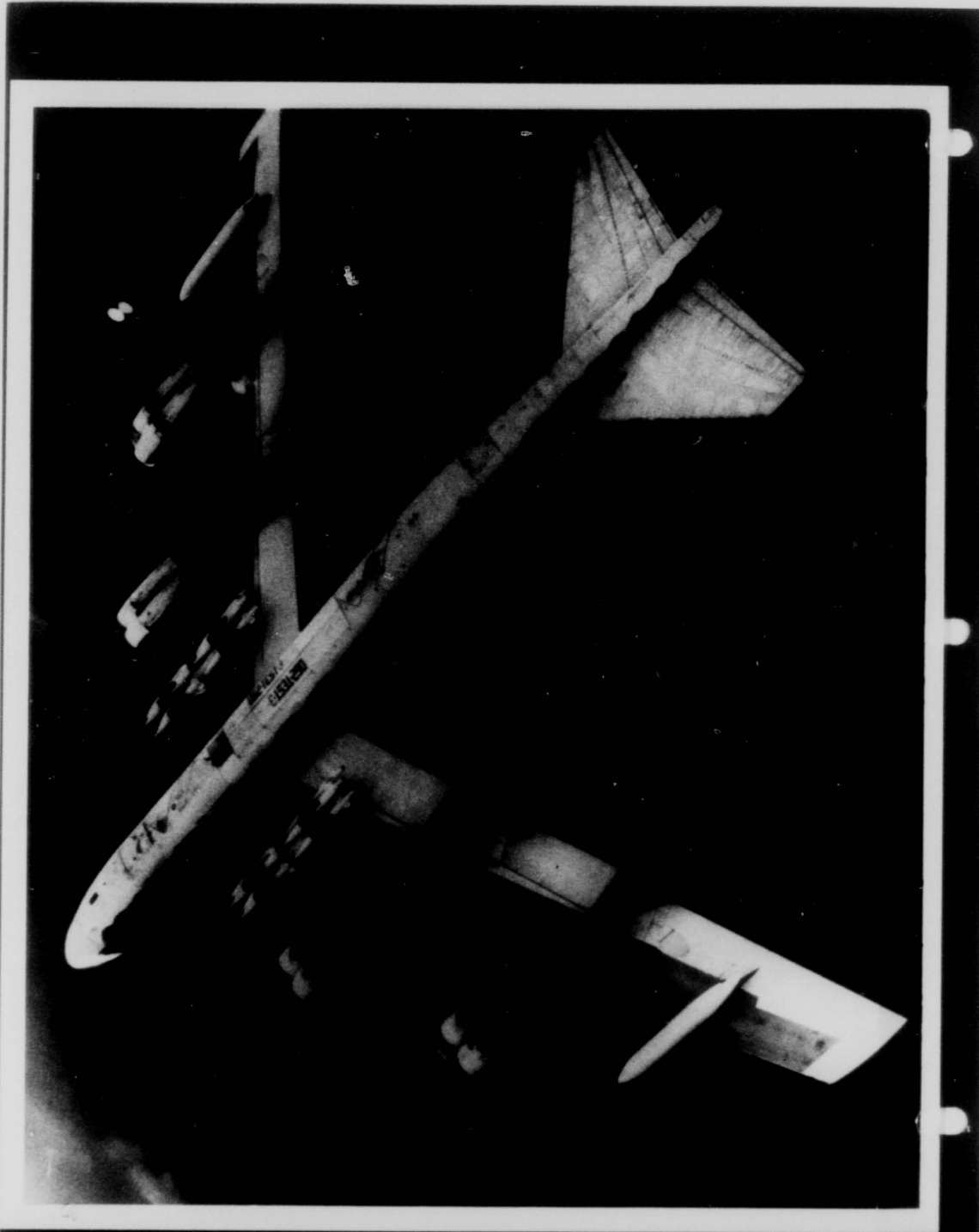
That the KC-135 Mod/IRAN program here is in high gear is indicated by this photograph taken recently in Final Assembly where 15 Stratotankers were in work in the high bay areas and two more in the low bay section. The contract from the Oklahoma City Air Materiel Area, won by the division in competitive bidding, is valued at \$12,294,894 for fiscal '72 and has four one-year options. Aircraft involved in the program come from various Strategic Air Command bases.



Rotary Rapid-Launch equipment in weapons bay of Boeing B-52 bomber gives the plane unprecedented ability to penetrate heavily defended targets using Air Force's new Short Range Attack Missile (SRAM). Launcher releases each of the eight missiles at appropriate point in aircraft's flight path. Supersonic SRAM can attack targets from high or low altitude, ahead, behind or to the side of its carrying aircraft, and can be launched from plane flying at subsonic or supersonic speeds. The missile is being produced by Boeing which designed and developed SRAM under direction of the Air Force Aeronautical Systems Division. The released photo was taken at Boeing-Wichita.

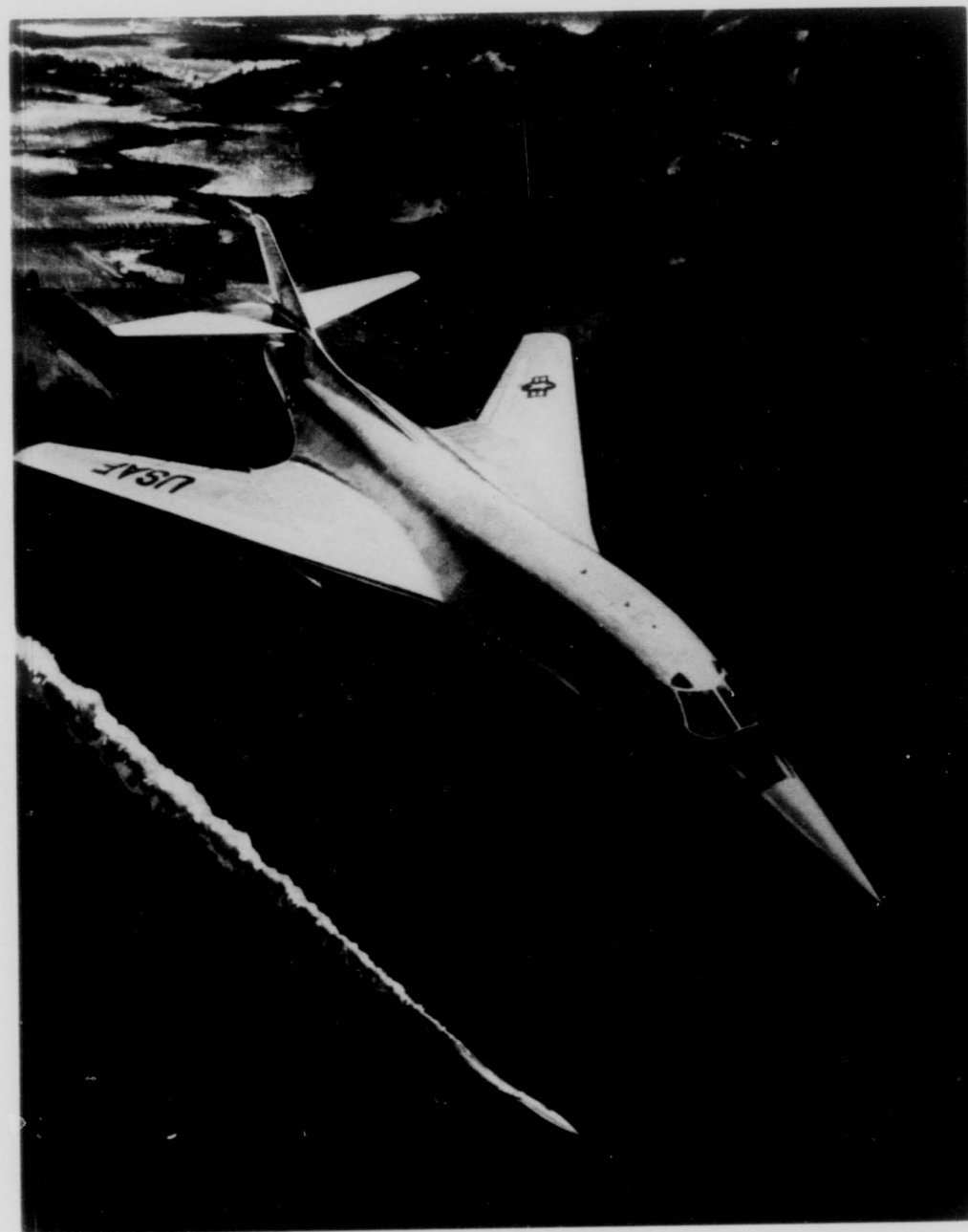


External configuration of the Air Force's new short range attack missile (SRAM) is shown to good advantage on this Boeing B-52H bomber. An additional quantity of the new Boeing missile can be carried in the B-52's bomb bay. The SRAM is a supersonic air-to-ground nuclear armed missile that will be carried on the FB-111 and late model B-52 bombers. Boeing-Wichita recently received an Air Force go-ahead for production of kits that will enable B-52G and H models to carry SRAM.

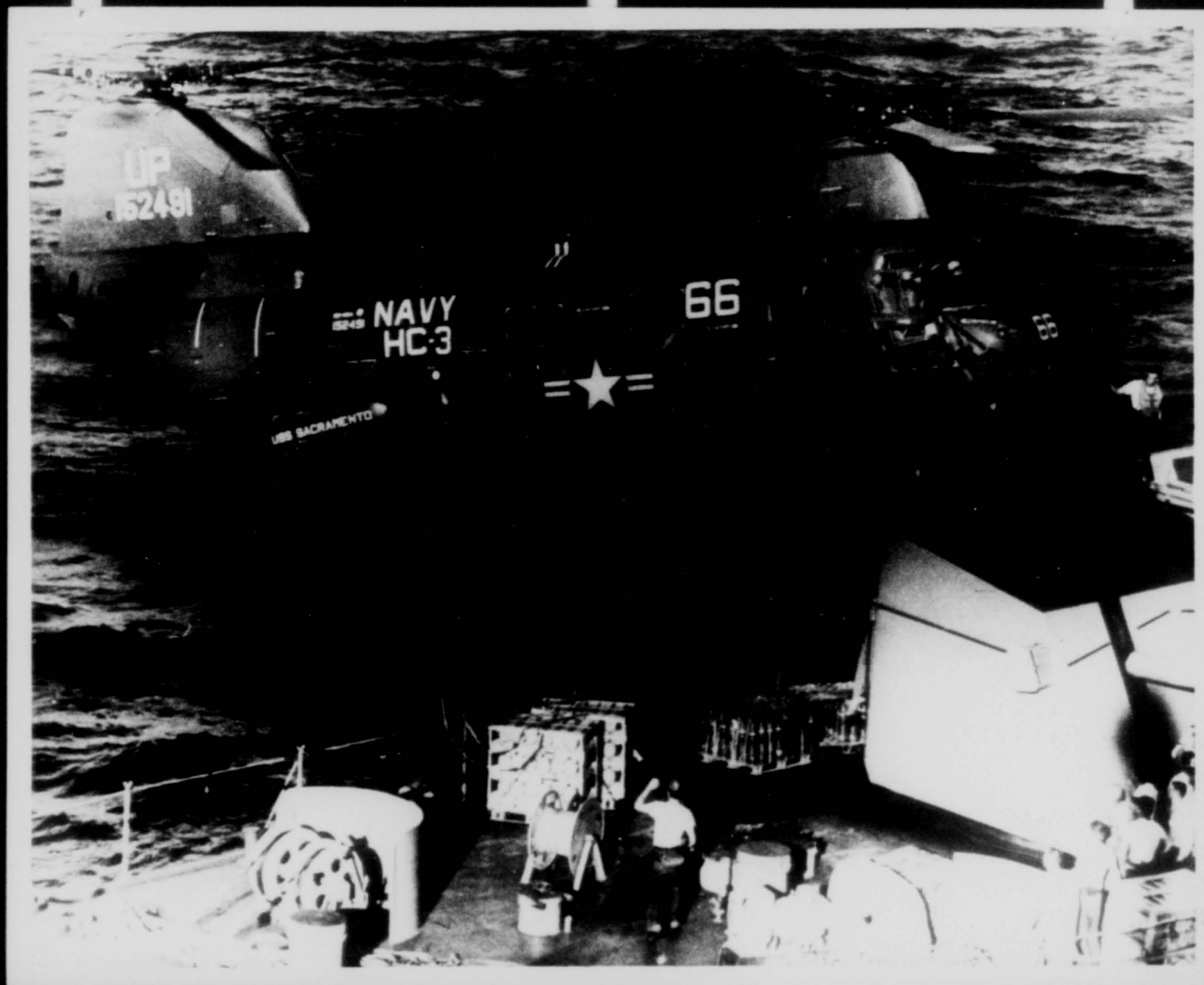


Wichita will play a role in the B-1 program following Department of Defense announcement that Boeing was named associate contractor for avionics system integration for the Air Force's supersonic bomber. The division's experience in pioneering an electro-optical viewing system for the B-52 will be utilized in design and development of EWS for B-1. It was announced earlier that the Boeing Short Range Attack Missile (SRAM) would be the primary armament for the B-1 (as depicted in this artist concept) which means Boeing will have a double stake in development of the new bomber.



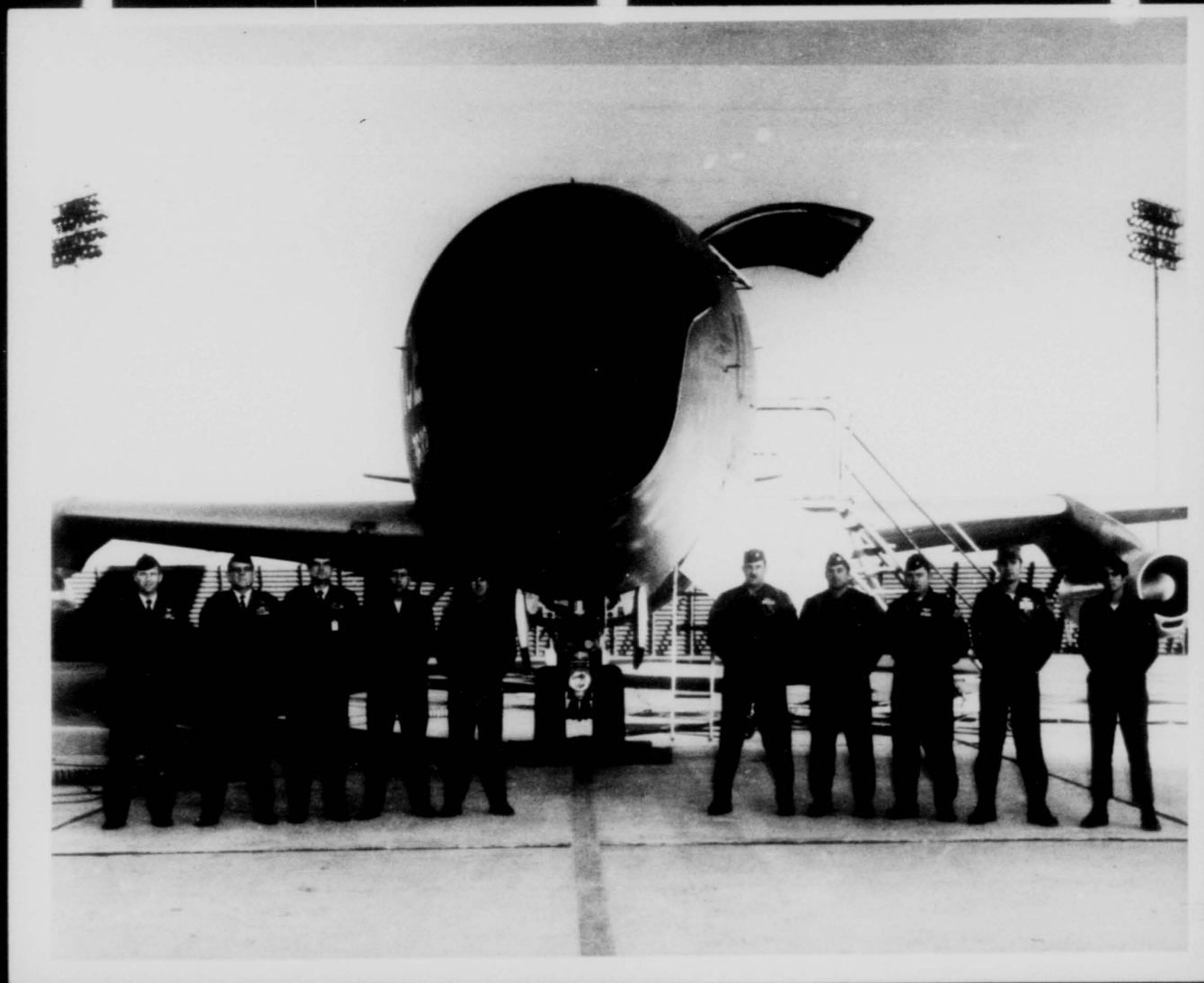


Sporty course might have been one way to describe the recent Navy airlift operation involving four Boeing UH-46 helicopters, such as the one shown. The activity, called vertical replenishment, took only 2.5 hours to complete and when it was over, 225 tons of material had been transferred in darkness to the USS Enterprise while it was underway in the Pacific. In all, 475 pallets of ordnance, stores and provisions were airlifted.



10 January 1972

Delivery of 1st KC135 to the Air Force after functional  
check flight by Flight Test Section.



Crew after flight of last KC135 aircraft of FY 72 contract.



7 March 1972

Flight Test Section Crews at Full Strength







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27 MAY 1987  
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HISTORY OF  
DETACHMENT 22 AFCMC (AFLC)  
DHAHRAN AND TAIF, SAUDI ARABIA  
1 MARCH 1972 - 30 JUNE 1972

K 315.103  
JUL 1991 - 1992  
K.H.  
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DETACHMENT 22

AIR FORCE CONTRACT MAINTENANCE CENTER (AFLC)

1 MARCH THROUGH 30 JUNE 1972

by

Joyce E. Anderson

Approved by:

*Charles H. Bevell*

CHARLES H. BEDELL, Colonel, USAF  
Commander

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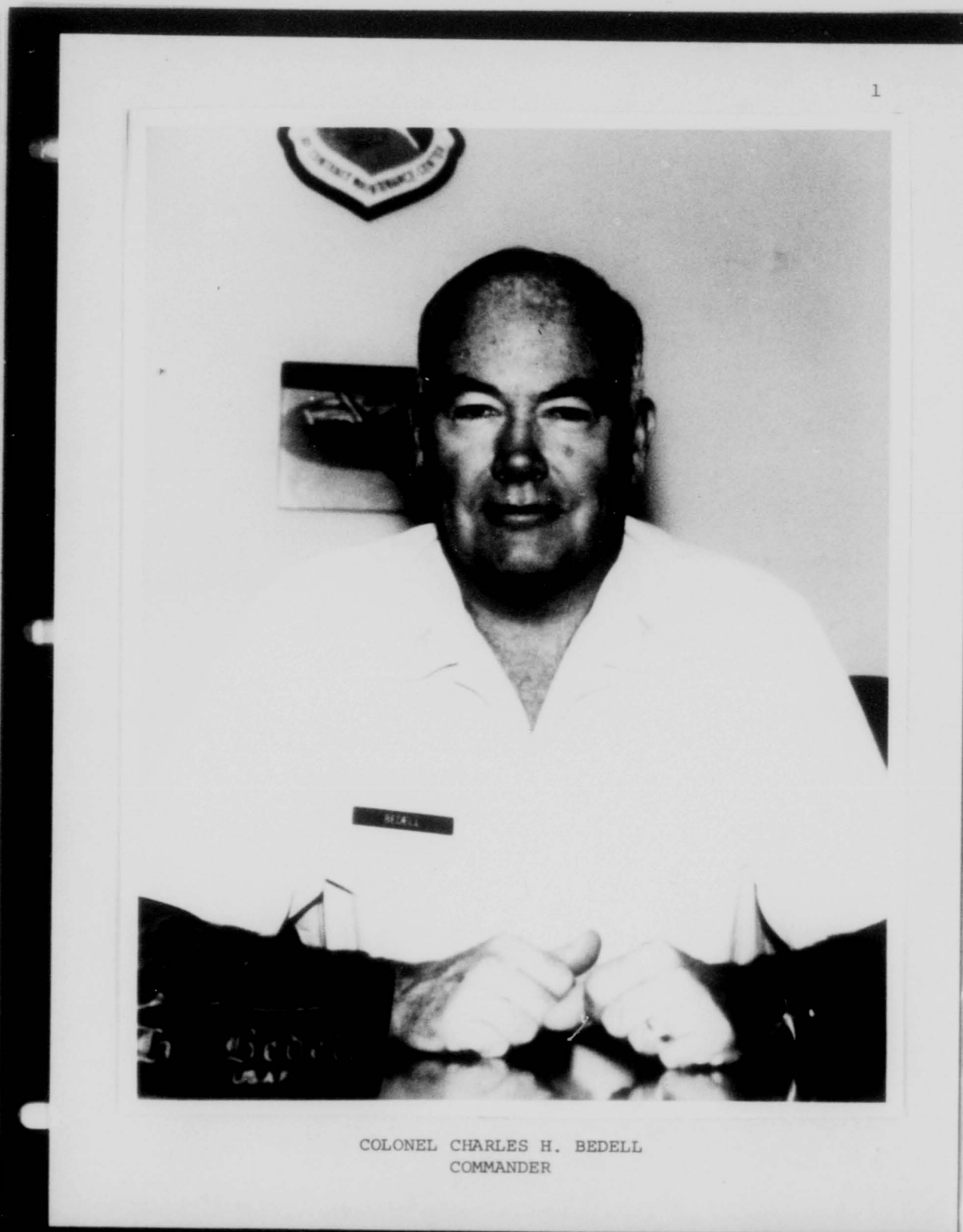
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DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS AIR FORCE LOGISTICS COMMAND  
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433

*File # 22*

2

SPECIAL ORDER  
GA-4

7 February 1972

Detachment 22, HQ AFMCC, is activated at Dhahran, Saudi Arabia (FFTR), effective 1 March 1972. Concurrently, an Operating Location of Detachment 22 is established at Taif, Saudi Arabia. AFMCC Organization Identity Number 0000ACM5AA22 is approved for inclusion in BEMO/IEYO Recor's. Authority: AFM 26-2 and AFMCC/CC letter, 28 January 1972, AFMCC Detachment - Project Peace Hawk.

FOR THE COMMANDER:



JOHN R. VIKES, Colonel, USAF  
Director of Administration

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1 AUL, Maxwell AFB, Ala. 36112	
1 CG, Finance Center, Ft. Benjamin Harrison, Ind. 46249	
2 ea AFMCC/CC/X1	1 AFLO MET-WPAFB/XCMW
1 ea 2750 ASW/CC/DA/DFM/ACDPP-1	9 DFMS
1 USAF Med Ctr-WPAFB/CC	1 MMA
5 CSM	2 HO
1 CSMP	4 DAPE
1 CST	1 DEPE
1 DCE	2 DPCA
	6 XCM

AF WP-A-150 ge

GA 4



MISSION STATEMENT

Operations of Detachment 22 are unique to the Air Force Contract Maintenance Center (AFCMC) in that this contract provides for the accomplishment of both contract administration for the Peace Hawk Phase III Program and to monitor materiel support provided by Air Force Logistics Command (AFLC). It also differs in that the contract includes design and construction of a variety of facilities; the establishment and operation of a supply system; maintenance of supersonic F-5B/E aircraft and aircraft engines; English language training; aircraft technical training, pilot training; and related work. This contract awarded to Northrop Aircraft Division (NAD) will enable the Royal Saudi Air Force (RSAF) to become self-sufficient in the maintenance and operation of the F-5B/E aircraft.

MISSION ACTIVITIES AND EVALUATION

Detachment 22 was activated on 7 February 1972 on special order number GA-4 effective 1 March 1972. Contract F41608-72-C-2172 was signed 31 May 1972 establishing Peace Hawk Phase III. Duration of the contract is May 1972 to August 1975. The letter contract was issued for a not-to-exceed price of \$76,838,898 and the definitive contract resulting

from the letter contract has a not-to-exceed price of \$128,048,300. This contract is also unique in that the work is performed at two sites (Dhahran and Taif, Saudi Arabia) located approximately 850 miles apart.

Detachment 22 personnel made initial contacts during the months of April and May 1972 with the following: Brigadier General O.E. Smith, Chief, United States Military Training Mission (USMTM) and his staff; RSAF Base Commander and his staff; F-5 Project Officer/RSAF; the contractor; and the United States Ambassador in Jidda, Saudi Arabia. Also the RSAF and staff were contacted in Riyadh, Saudi Arabia.

KEY PERSONNEL  
AS OF 30 JUNE 1972

COMMANDER	Charles H. Bedell, Colonel, USAF
CIVIL ENGINEER	Gerald T. Dantzler, LtCol, USAF
CONTRACT ADMINISTRATION	Paul E. Gannon, GS-13
PRODUCTION OFFICER	James H. Lawrence, Capt, USAF
ADMINISTRATIVE SUPERINTENDENT	William Walsh, Jr, MSgt, USAF
ADMINISTRATIVE SUPERVISOR	Richard E. Wolf, TSgt, USAF

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## PERSONNEL STRENGTH AS OF 30 JUNE 1972

## DHAHRAN AIR BASE

			Auth	Assigned
COMMANDER	6516	COL	1	COL 1
SECRETARY (STENOGRAPHY)	70450	GS-05		0
ADMINISTRATIVE SUPERINTENDENT	70490	SMS	1	MSG 1
ADMINISTRATIVE SUPERVISOR	70270	TSG	1	TSG 1
CIVIL ENGINEERING	5516	LTC	1	LTC 1
CONTRACT ADMINISTRATION				
CONTRACT ADMIN (ACO)	6516	GS-13	1	GS-13 1
CONTRACT ADMIN (ASST)	6534	GS-12	1	0
PROCUREMENT CLERK	65150	GS-07	1	0
CLERK-TYPIST	70250	GS-04	1	0
QUALITY ASSURANCE				
QA SPECIALIST (AERO)	4024	GS-12	1	0
QA SPECIALIST (AERO)	4024	GS-11	1	0
AIRCRAFT MAINTENANCE TECHNICIAN	43171C	MSG	1	0
AIRCRAFT MAINTENANCE TECHNICIAN	T43171C	MSG	1	0
AIRCRAFT ELEC REP TECHNICIAN	T42370	MSG	1	0
JET ENGINE TECHNICIAN	43270	TSG	1	0
AIRCRAFT ELEC REP TECH	43270	TSG	1	0
CLERK-TYPIST	70250	GS-04	1	0
PRODUCTION				
PRODUCTION OFFICER	6524	MAJ	1	CAPT 1
INDUSTRIAL SPECIALIST	6524	GS-12	1	0
INDUSTRIAL SPECIALIST	6524	GS-11	1	0
MAINT SCH TECH	43370	MSG	1	0
CLERK-TYPIST	70250	GS-04	1	0
INDUSTRIAL PROPERTY				
PROPERTY MANAGEMENT SPECIALIST	6524	GS-12	1	0
INVENTORY MANAGEMENT SPECIALIST	64570	TSG	1	0

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## PERSONNEL STRENGTH AS OF 30 JUNE 1972

## TAIF - OPERATING LOCATION \*

			Auth	Assigned
OFFICER IN CHARGE	6516	LTC	1	0
CLERK-STENOGRAPHER	70450	GS-05	1	0
ADMINISTRATIVE SUPERVISOR	70270	MSG	1	0
CONTRACT ADMINISTRATION				
CONTRACT ADMINISTRATOR (ASST)	6534	GS-12	1	0
CLERK-TYPIST	70250	GS-04	1	0
QUALITY ASSURANCE				
QA SPECIALIST (AERO)	4024	GS-12	1	0
AIRCRAFT MAINTENANCE TECH	43171C	MSG	1	0
AIRCRAFT MAINTENANCE TECH	T43171C	MSG	1	0
AIRCRAFT ELECT REP TECH	T42370	MSG	1	0
PRODUCTION				
PRODUCTION OFFICER	6524	CAPT	1	0
INDUSTRIAL SPECIALIST	6524	GS-11	1	0
MAINTENANCE SCH TECH	43370	MSG	1	0
ADMINISTRATIVE SPECIALIST	70250	SSG	1	0
INDUSTRIAL PROPERTY				
PROPERTY MANAGEMENT SPECIALIST	6524	GS-11	1	0
INVENTORY MANAGEMENT SPECIALIST	64370	TSG	1	0

\* These positions are tentatively scheduled to be manned in January 1973.

PERSONNEL ACTIONS

1. Lt Col Gerald T. Dantzler, Detachment Civil Engineer arrived at Dhahran 17 April 1972.
2. Mr Paul E. Gannon, GS-13, arrived in-country 16 May 1972 to assume the duties of Administrative Contracting Officer. He received a Warrant of Appointment (AFCMC 72-13) on 19 May 1972.
3. Col Charles H. Bedell assumed command of the Detachment at Dhahran, 20 May 1972.
4. MSgt William Walsh, Jr, arrived 21 May 1972 to assume his position as Administrative Superintendent.
5. Capt James H. Lawrence, assigned as Production Officer arrived 28 May 1972 at Dhahran.
6. TSgt Richard E. Wolf, Administrative Supervisor, arrived 4 June 1972.
7. Mr Richard Brickell, TUSLOG/Det 30 from Civilian Personnel Office, arrived 10 June 1972 for a civilian personnel staff visit. He provided information concerning advertising and hiring procedures for civilian personnel and outlined Detachment civilian personnel management responsibilities.

CIVIL ENGINEERING

The Detachment Civil Engineer arrived at Dhahran on 17 April 1972, after five days TDY with the Mediterranean Corps of Engineers Division, Livorno, Italy, to coordinate design review and construction quality assurance procedures. Upon arrival in Saudi Arabia he immediately began initial contacts with members of Northrop, Tumpane Company, the United States Military Training Mission, the Saudi Arabian Corps of Engineers District. Since the Civil Engineer was the first member assigned, he spent most of his first month in-country establishing an office and handling administrative details pertaining to activation of the detachment.

On 28 May 1972, the Dhahran Hangar Modification design was reviewed by Det 22 and handcarried to the Corps of Engineers in Livorno, Italy, for technical review. The design was found to be over scope and beyond the program budget. Therefore, the contractor was instructed to revise the design to provide minimum essential features for F-5 maintenance within the program scope and budget.

The RSAF Dhahran Base Commander approved the demolition of buildings 165, 166, and 168 on 3 June 1972. This

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demolition was required to provide clearance for the construction of the Mobile Training Set (MTS), Administration, and English Language Training (ELT) buildings.

The contractor submitted preliminary designs for the Dhahran MTS, Administration, and English Language Training buildings on 6 June 1972. Copies were immediately furnished to the RSAF for functional review and approval. On 17 June 1972, the Commander, RSAF directed that these facilities be redesigned to provide concrete roof slabs in lieu of steel trusses with corrugated asbestos roofing. This decision subsequently resulted in a three-month increase in design and construction time.

On 29 June 1972, a local subcontractor began demolition of buildings 165, 166, and 168.

#### CONTRACT ADMINISTRATION

The ACO arrived at Dhahran 16 May 1972 to assume the duties of Administrative Contracting Officer.

On 31 May 1972 to 1 June 1972, the ACO was TDY to Riyadh to confer with the Corps of Engineers, U.S. Army,



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concerning working arrangement between the Corps and Det 22 regarding Quality Control for Quality Assurance for the construction portion of the contract.

On 4 June 1972, a meeting was held with Gen Khoja, RSAF and Det 22 regarding work permits and visas for contractor and subcontractor personnel. Gen Khoja also approved Right of Entry for preliminary construction surveys and establishing staging areas for construction and entry to Building 434.

Capt Gaston Kent, PCO from SAAMA Kelly AFB, Texas, arrived on 7 June 1972 to transmit a copy of the Letter of Contract which was signed 31 May 1972. During his visit a review was made with him of the Letter of Contract, Letter of Offer, and Letter of Acceptance Vol I A & B Statement of Work, 3 May 1972. It was pointed out that one of the deficiencies of the contract was the deletion of the subcontractor clause. The PCO advised it was a mistake and would be included in first amendment issued by him. Procedures were established for submission of drawings. The Contractor was advised to submit pre-conceptual drawings on construction of facilities to obtain RSAF concurrence prior to issuing detailed drawings.

During the conceptual review with the RSAF, they

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insisted upon concrete slab built-up roofs for the Operational Conversion Unit (OCU), MTS, Administration and English Language Training buildings in lieu of corrugated asbestos construction the contractor had recommended. This required a change order by the PCO. As a result of this change, completion of construction will be delayed approximately 60 days.

The contractor submitted no completed drawings during this period for approval of the ACO.

Much difficulty was experienced and no solution was forthcoming in regard to duties and customs payments as the RSAF Ministry of Finance required payments at the time material was brought into country.

During this period, Det 22 was advised a Royal decree had been issued that no new construction in-country would be authorized using 60 HZ cycles. For a time this presented a problem in that present electrical power available was 60 HZ cycle and the design for the buildings would require a method to convert to 50 HZ cycle at a later date. The Saudi Arabian Government authorized the construction of the facilities for 60 HZ cycle without the requirement for later conversion to 50 HZ cycle.

In an effort to clarify and obtain expeditious action on many problems that presented themselves daily, a weekly

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meeting was established with the contractor and Det 22 key personnel which proved to be beneficial in solving problem areas.

#### QUALITY ASSURANCE

Quality Assurance, Safety, and Industrial Property functions and responsibilities were being monitored during this period by the Command Section. Elementary policies and procedures were being developed pending the arrival of selected personnel.

#### PRODUCTION

The production portion of Det 22 came into effect on 28 May 1972, with the assignment of Capt Lawrence. Initial reporting by Production started on 7 June 1972 with a weekly report called Peace Hawk Status Report (RCS: CMC-PD1). A post-award conference was held on 25 June 1972. The production surveillance plan was initiated on 11 June 1972 along with preparing and drafting of wall charts and graphs.

Potential RSAF students for the contractor technical training program were tested for English comprehension levels on 11 June 1972. The results of the tests indicated one student had sufficient English language comprehension

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to enter technical training. Two additional students received scores high enough to permit them to enter with the approval of the contractor and RSAF. Due to the results of this test, the decision was made that interim English language training would be established beginning 15 July 1972.

The break out of Peace Hawk Phase III personnel as of 30 June 1972 is as follows:

Northrop Aircraft Division	55
Northrop Airport Development Corporation	9
General Electric	1
Tuspane Company, break out as follows:	309
U. S.	17
Saudi Arabians	250
Third Country National	42

MEMO ROUTING SLIP		Never Use for Approvals, Disapprovals, Conurrences, or Similar Actions		ACTION	
1	TO AFCMC/xm	INITIALS	CIRCULATE		
		DATE	COORDINATION		
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			SIGNATURE		
REMARKS					
NO CHANGES FOR DET 22 OL TAIF.					
PLEASE FURNISH ABOUT 30 COPIES OF AFCMC FORM I AT YOUR CONVENIENCE.					
FROM		DATE			
Sms William W. W. W. W. Det 22 AFCMC		15 Jan 73		5231	

DD FORM 95 1 OCT 69 Replaces DD Form 95, 1 Feb 56, and DD Form 95, 1 Feb 56, which will be used until exhausted. (11) (11) (11) (11)



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		FY 1973
		27 MAY 1987

**HISTORY**

**AIR FORCE  
CONTRACT MAINTENANCE CENTER**

**JULY 1972 - JUNE 1973**



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3-8661-1

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016 CALL NUMBER (10AN) 16215.103 V.1	005 IRIS NUMBER (10AN) 00917078	
026 OLD ACCESSION NUMBER (12AN)	018 MII ROFILM REEL/FRAEM NUMBER 022227.2264001330	
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<input type="checkbox"/> 224C CHECO MICROFILM	<input type="checkbox"/> 226Q CORRESPONDENCE	<input type="checkbox"/> 228Z PAPERS
<input type="checkbox"/> 227P CALENDAR		
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284 INCLUSIVE DATE 72 07 01 TO 73 06 30		IF DATE ESTIMATED, CHECK HERE <input type="checkbox"/>
285 DATE OF PUBLICATION		300 TOTAL PAGES _____



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HISTORY

AIR FORCE CONTRACT MAINTENANCE CENTER

JULY 1972 - JUNE 1973

Compiled by:

Directorate Flight Test & Safety  
Directorate Industrial Property  
Directorate Production  
Directorate Contract Administration  
Directorate Quality Assurance  
Plans & Management Office

Edited by:

Virginia B. McConihay

DECEMBER 1973

HEADQUARTERS

AIR FORCE CONTRACT MAINTENANCE CENTER

AIR FORCE LOGISTICS COMMAND

UNITED STATES AIR FORCE

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FOREWORD

This is a historical summary of the activities of Headquarters Air Force Contract Maintenance Center, a component of the Air Force Logistics Command, for the period July 1972 - June 1973.

Historical coverage of the Air Force Contract Maintenance Center would not be complete without the individual histories of the APCMC's detachments located in three geographical areas; CONUS, Far East and Europe. Histories submitted by the detachments will be submitted with this report.

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SPECIAL PROJECTS

NARRATIVE

Increased responsibility has become a way of life within the Air Force Contract Maintenance Center. New challenges have been met within this past year as the Foreign Military Sales (FMS) program at Detachment 22, Dhahran, Saudi Arabia got under way.

Project Peace Hawk consists primarily of base construction, flying and technical training, and base operations. Detachment 22 was activated in April 1972 and key personnel were assigned by July 1972. A detachment self-inspection program was promptly initiated. By the end of FY 73, the number of detachment personnel assigned had increased to 26. The unheard-of record of design, construction/modification occupancy of eleven facilities worth over \$6 million was achieved within only ten months after award. Technical training started 45 days ahead of schedule and the F-5B/E flying program started on schedule on 1 October 1972. As a result of the Detachment 22 efforts, favorable communications from high-ranking Saudi government officials have been received by Brigadier General O. E. Smith, Chief of the United States Training Mission and focal point of all US Military programs in Saudi Arabia. The Saudi's rank the F-5 FMS program as their best involvement with a foreign contractor and the most successfully administered of all their programs. The AFCMC on-site surveillance of the Northrop Corporation contract performance has contributed to the improvement of relations with a major nation in the critical Middle East area. This is a source of great pride to both Detachment 22 and the Air Force Contract Maintenance Center.

In addition HQ AFCMC and Detachment 14 made substantial contribution to Project Enhance Plus, which was the U. S. government crash program to rapidly upgrade the military logistics capability of the Republic of Vietnam (RVN). A programmed enhancement of the Vietnamese Air Force (VNAF) logistics capability, Project Enhance, was in the process of implementation in the early fall of 1972. A high-level government decision was made to both accelerate and enlarge the program in keeping with the terms of the proposed peace treaty.

Beginning on 25 October 1972, the Air force was charged with delivering more than one hundred aircraft to VNAF, along with associated engines and ground support equipment -- all in just a few weeks' time. The entire resources of DOD were dedicated to this high priority effort. The AFCMC was charged with administering all Air Force contracts in South Vietnam.

From 25 October 1972 through December 1972 the AFCMC exercised dynamic leadership and management expertise in developing and implementing plans to support Project Enhance Plus. AFCMC responsibilities in Vietnam increased substantially. Ground rules changed daily. To keep abreast of fast-paced developments, the AFCMC Commander, Vice Commander and key staff members joined forces with the AFLC augmented command post. Developments were monitored on a 24 hour basis. Contingency plans were written to cover the increased in-country contracting effort. As a result of the peace treaty negotiations, new ground rules for VNAF logistics support were developed daily. AFCMC contingency planning was revised accordingly.

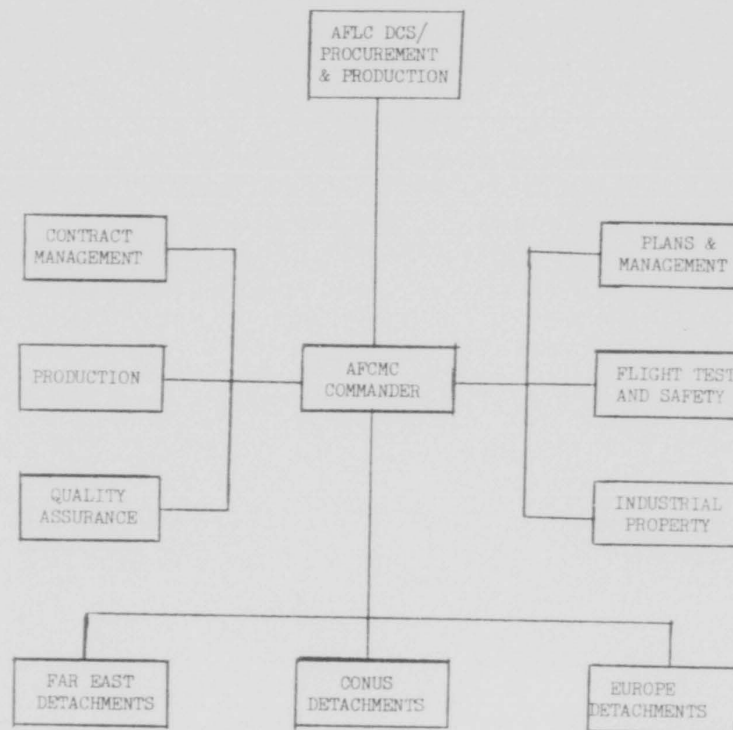
Revisions of highly classified plans made is necessary for HQ AFCMC to coordinate daily with the Air Staff, HQ PACAF, Military Assistance Command-- Vietnam, and various echelons of AFLC, as well as AFCMC detachments.

In less than one week a cadre of ten civilian volunteers was assembled to provide TDY assistance in RVN, replacing departing military personnel. As aircraft and other equipment moved into Vietnam, American contractor personnel also moved in to provide needed maintenance skills and to train VNAF maintenance and supply personnel. This effort rapidly spread to ten VNAF bases. Lear-Siegler, Incorporated (LSI) employees were dispatched to Vietnam rapidly, reaching a total of 592 by 31 December 1972. The responsibilities of the VNAF Air Logistics Command, Bien Hoa AB, Vietnam increased drastically. By 31 December 1972, there were 165 LSI employees providing maintenance and training to this effort.

The Project Enhance Plus task was extremely complex and the course was uncharted. AFCMC managers met the challenge head-on. By 30 June 1973, twenty-six AFCMC civilian personnel (plus local nationals) were enforcing the terms of 32 contracts for over \$33 million and employing over 2,000 contractor personnel. Due to peace treaty manpower restrictions, the in-country AFCMC team was at about 50% of desirable manning. Highly qualified individuals were assigned, however. Through their dedication, expertise, and personal sacrifice key national objectives were and are being met. The contract maintenance and training efforts have produced timely deliveries of high quality aircraft at a reasonable cost - all under adverse and hostile conditions. The AFLC Commander appropriately recognized the AFCMC personnel, for their "professionalism, expertise and dedication" in a letter of appreciation on 27 November 1972. Detachment 14 AFCMC is now identified as the AFLC (AFCMC) Branch, Defense Attache's Office, Saigon, Vietnam.

All classified documents accumulated at HQ AFCCM have been forwarded to HQ AFPC/HO for comprehensive coverage in the official historical report being prepared by that office.

ORGANIZATION





M I S S I O N

AIR FORCE CONTRACT MAINTENANCE CENTER

PROVIDE MANAGEMENT DIRECTION AND CONTROL OVER CONTRACT MANAGEMENT FUNCTIONS AT CONTRACTOR PLANTS ASSIGNED TO AFLC BY DOD FOR PLANT COGNIZANCE AND INSURE ECONOMICAL, EFFECTIVE, AND EFFICIENT ADMINISTRATION OF MODIFICATION AND PROGRAMMED DEPOT MAINTENANCE (MOD/PDM) CONTRACTS AND OTHER CONTRACTS PLACED IN THE VARIOUS CONTRACTOR'S PLANTS IN CONUS AND OVERSEAS, INCLUDING CONTRACTOR FIELD TEAM (CFT) CONTRACTS.

DISTRIBUTION OF APCMC  
AUTHORIZED WORKFORCE

<u>FUNCTION AREA</u>	<u>PERCENT</u>	
	<u>TOTAL</u>	<u>DETS ONLY</u>
QUALITY ASSURANCE	36	38.9
PRODUCTION	12	12.1
CONTRACT MANAGEMENT	11.5	10.3
INDUSTRIAL PROPERTY	5.6	5.7
FLIGHT TEST AND SAFETY	7.4	7.7
SUBTOTAL	<u>72.5</u>	<u>74.7</u>
COMMAND, CLERICAL, MANAGEMENT SERVICES	27.5	25.3

ORGANIZATION

The Air Force Contract Maintenance Center is aligned into five directorates and one office to deal with the major functional responsibilities normally involved in maintenance contracts:

- \* Quality Assurance
- \* Production
- \* Industrial Property
- \* Contract Administration
- \* Flight Test and Safety
- \* Plans and Management Office

There follows a brief history prepared by each segment of the Headquarters organization.

QUALITY ASSURANCE

MISSION. Quality Assurance establishes policy, develops procedures and exercises surveillance over quality assurance activities at the Detachments; evaluates the effectiveness of contractor's compliance with contract quality requirements; and insures proper application of principles and policies of preservation, packaging and packing.<sup>1</sup>

ORGANIZATIONAL CHANGES.

23 Feb 73 Mr. Charles D. Kirby Transfer to DCASO, Indep., Mo.  
23 Mar 73 Mr. Raymond R. Dunn Transfer to AFCMD, Albe., N.M.  
6 Apr 73 Mr. Albert W. Hillman Transfer to AFCMD, Albe., N.M.  
13 Jun 73 Mr. Harry W. Johnson Assigned

ADMINISTRATIVE PROGRESS AND PROBLEMS.

1. Training.

a. AFPMC has contract administration responsibility on TCTO 1F-4E-556, Installation of Leading Edge Slats, on PACAF and USAFE F-4E aircraft. In support of this program, two quality assurance personnel were sent for QJT to OCAMA, Hill AFB, Utah. One was sent from Det 9, Tainan, Taiwan, where Air Asia is accomplishing the TCTO in the Far East, and the other was sent from Det 19, Getafe, Spain, where CASA Getafe is accomplishing the TCTO in Europe. The work required for this TCTO is extremely complex, and the training was needed to gain experience on the modification, to insure quality, and help the contractors improve their efficiency.<sup>2</sup> (Also see F-4 modifications.)

b. An in-depth review of training courses completed by all Quality Assurance personnel was conducted in January and February 1973. A current list of technical and management training courses was compiled and coordinated with the Detachments. The list was compared with individual training records, specific training deficiencies were identified and requests for quotas for appropriate courses were initiated.<sup>3</sup>

c. A problem that received close attention is the age of the Quality Assurance civilian work force. With an average age of 55 years and an average experience level of 25 years, the QA Directorate began searching for a source of young talent. As one solution, it was decided to downgrade a vacant GS-1910-11 position to a GS-1910-5/7 trainee position. This action will help to provide a future source of Quality Assurance Specialists.<sup>4</sup>

d. During this fiscal year, the Air Staff, the Military Personnel Center, and the Defense Supply Agency developed a USAF Officer Quality Assurance Training Program. In order to take advantage of this development, a military position AFSC 6524 was established in the Quality Assurance Directorate. Efforts are being made to secure a graduate of the training program for this position.<sup>5</sup>

e. On 23 Feb 73, Mr. Kirby, the QA Directorate Training Monitor was reassigned to Missouri. His replacement, Mr. Johnson, arrived in Jun 73 and assumed the duties of Training Monitor. Mr. Johnson's efforts have been directed toward implementing DOD Manual 1430.10-M-2, Civilian Career Program for Quality and Reliability Assurance Personnel. All Detachments were sent copies of this manual, DD Forms 1559 were completed for all personnel, and this information is being used to formulate future training programs.

2. Trips. Each year, members of the QA Directorate visit the Detachments and Operating Locations to assist them in carrying out their duties. There were a total of 34 trips made this year. They fall into three categories:

a. Staff Assistance Visits - Staff Assistance Visits are made to assist QA Detachment personnel with problems and to get an on-the-spot check of contractor's facilities.

The visits are planned a year in advance, and a schedule is published in the Directorate of Quality Assurance Management Plan. This year a total of nine trips were taken in the United States and Overseas.

b. Project Mission Visits - These visits are made to AMAs, procuring agencies, and other activities to review program progress and discuss requirements of future programs. They also provide the opportunity to exchange ideas. Like the staff assistance visits, they are planned a year in advance.

c. Unscheduled Visits - The Director of Quality Assurance has the authority to direct other visits as required. These may be to a Detachment to provide assistance on a particular problem, to a contractor's facility to discuss a project, or to a professional conference. For example, a visit to Det 4 was made on 30 Jan - 1 Feb 73 to conduct a Quality Assurance audit of F/RF-101 Contract Maintenance. These visits are accomplished as the need arises.<sup>6</sup>

3. Detachment and Operating Location Changes. Changing contractual requirements necessitated a number of Detachment and OL relocations and adjustments this year.

a. Transfer of Det 6 OL - the Det 6 OL at Miami, Florida, was transferred to DCAS from 1 May 1973 to 1 Jun 1973. Since DCAS was already represented in Miami, it was felt that this arrangement would be beneficial to the government.<sup>7</sup>

b. Phasedown of Det 8 - Because of reduced requirements, the decision was made to downgrade Det 8, St Augustine, Fla., to an Operating Location under Det 2 Crestview, Fla.

The phasedown was begun in May of 1972, and was completed on 1 Aug 72.<sup>8</sup>  
The QA portion of the transfer was completed by 27 Jul 72.<sup>9</sup>

c. Det 16 Relocation - From November 1972 to 14 Feb 73, Det 16 was relocated from Ramstein AB to Wiesbaden AB, Germany, as required by USAFE Program Plan 4731-72.<sup>10</sup>

d. Inactivation of Det 13 OL, Seoul, Korea was inactivated on 17 Jul 72.<sup>11</sup> Contract surveillance responsibilities were transferred to Det 1, 1843 E.E. Squadron (AFCS). The inactivation was begun in May 1972.<sup>12</sup>

e. Inactivation of Det 6 OL, Moultrie - When the Aero Corporation's F-104 IRAN Contract was completed on 15 March 73, the decision was made to inactivate the Det 6 OL at Moultrie, Georgia. The inactivation was completed on 31 March 73. QA's responsibilities were routine.

#### MISSION PROGRESS AND PROBLEMS.

1. Quality Assurance Workshop. A QA Workshop was held at Wright-Patterson AFB on 14-18 May 73. Its purpose was to discuss significant areas of the AFLC Procurement Quality Assurance Program and related problems, and to provide guidance to assure a standard application of the program by all AFCMC Field Activities.<sup>14</sup> The workshop was attended by 12 Quality Assurance Representatives from 12 different AFCMC Detachments and OLs, representatives from Headquarters USAF, representatives from HQ AFLC, and the QA staff of HQ AFCMC. Topics that were discussed included "Zero Defect Aircraft", "Motivation of Foreign Contractors", "Vendor Control", AFLCM 74-1", and "Over and Above Work Request Proposals."<sup>15</sup>

2. AFCMC Far East Engineers' Conference. The first conference of AFCMC engineers assigned to the Far East Detachments was held in Taipei, Taiwan on 19 Jul 72 in conjunction with the HQ AFCMC Far Eastern staff visit.

Attending were Mr. John Wong, Det 13, Major Malcolm Richards, Det 11, and Mr. O. D. Samuels, Jr., HQ AFCMC/QA. Mr. Wong presented a synopsis of the history of the support engineering program. The authority for the support engineering operation, duties, and problems encountered were then discussed. As a result of the discussion, several recommendations were agreed upon. Among them were: That AFCMC develop a regulation to provide basic guidance to the field on the support engineering function, that AFCMC/QA convene an engineer's conference each year, and that the Far East Engineers meet briefly twice a year to discuss mutual problems.<sup>16</sup>

3. F-105 Contractor Quality Review. Customer complaints on the F-105 AIMS/Flaptrack modification being accomplished by Fairchild Hiller Industries at Crestview, Florida (Det 2) resulted in a contractor quality review being conducted 5-13 Jul 72 by a team from SMAMA. After a thorough review of the contractor's operation, it was concluded that at least a part of the customer's dissatisfaction was justified. Deficient areas needing corrective action were: Timeliness, objectivity, and feedback information from the customer needed to be improved, inspection defect analysis and corrective actions on defects found by the Quality Assurance Representative needed improvement, contractor adherence to workbook procedures needed to be reviewed and enforced, control over removed components needed to be improved, and accumulated consumption and cannibalization data needed to be analyzed and adjustments to authorizations initiated. Collateral corrective action was undertaken by Det 2, QA, and a date for a follow-up review was set.<sup>17</sup>



The follow-up review, conducted on 2-9 Aug 72 by SMAMA, found that the contractor had taken some positive steps to improve quality, although improvement was still needed.<sup>18</sup> A series of conferences between Det 2 and the contractor were then held to discuss the SMAMA reports. The final conference was held on 9 Aug 71. At that conference it was concluded that the contractor had demonstrated to Det 2 that all discrepancies had been corrected, and the case was closed.<sup>19</sup>

4. Communications and Electronics Programs. The Quality Assurance Directorate and the Detachment QA staffs have been delegated Quality Assurance responsibilities of overseas C & E Programs. Over a dozen projects around the world are involved. The following is a brief summary of the major developments in this area during the year:

a. Project Scope Case - This program involves the engineering and installation of a line of eight microwave system at 21 sites in Germany, Belgium, and the United Kingdom. The contract was awarded to Philco-Ford on 20 Jan 71. Much progress was made this year, although the completion date was slipped from Oct 72 to Feb 73. The installation and checkout procedures were initiated and will continue into the next fiscal year. Turnover of completed sites to the user is anticipated to begin in Dec 73.<sup>20</sup>

b. 451D Combat Grande - Combat Grande is the modernization and semi-automation of the Spanish Air Control and Warning System.<sup>21</sup> During this year, a Memorandum of Agreement was signed between HQ AFCEC and ESD in October 1972; a Field Office was established in Spain by ESD, and AFCEC assigned Quality Assurance/Engineering personnel to Det 19, CASA Getafe, to monitor the project. Work is expected to start in Jul 1973.

c. 441A OHD. This over-the-horizon radar contract was awarded to RCA. The original purpose was to update a classified number of sites, but the decision was made to terminate the contract and disassemble the sites. This is expected to take until 31 Dec 73.<sup>22</sup>

d. 490L Autovon. This program is the continuous updating of the autovon telephone system at 10 sites in Europe and five in the Far East. The contract was awarded in Sep 1963 to Automatic Electric, and is to continue through 1974.<sup>23</sup> Major modifications were accomplished during the past year at various sites in both Europe and the Far East.

e. 440L Over-the Horizon Radar - This contract involves modification of two European and two Far Eastern radar sites. Work was accomplished this year on one site in each area. Work is in progress on the other two sites, with an estimated completion date of Oct 1973.<sup>24</sup>

5. Pacer Obce - R-4360 Engine Overhaul. In May 1973, SAAMA awarded a contract to Israel Aircraft Industries, Tel Aviv, Israel to overhaul R-4360 engines. Det 18 QA personnel immediately began close coordination with the contractor in order to lay a sound quality foundation and prevent work stoppage.<sup>25</sup> First engine deliveries are scheduled for the first quarter of FY 74.

6. F-104 IRAN Program. In FY 72, the F-104 IRAN and wiring modification program, conducted by Aero Corporation at Moultrie, Georgia (Det 6 OL), was the cause of much concern. The program had a history of customer complaints regarding the quality of aircraft being delivered. These complaints led to a great deal of dialogue with the contractor and the customers. The QA Directorate and Det 6 QA personnel worked closely with Aero Corporation in an effort to improve product quality.

These efforts continued into FY 73, and quality did improve as time passed. In order to measure this progress, QA personnel from Det 6, aided by SMAMA F-104 technicians, conducted a quality audit on an F-104D. The audit showed that considerable progress had been made since the last audit in June 1972, although product quality could still be improved.<sup>26</sup> The situation continued to be closely monitored until the contract was completed and the OL was deactivated in March 73.

7. VIP/SAM Aircraft Quality. The VIP/SAM modification and maintenance program conducted by Lockheed Aircraft Service Company at Jamaica, New York (Det 5) has been the subject of periodic program reviews and readjustments because of the extreme sensitivity of this program. One new development was AFLCR 74-10, which outlined a requirement to place AFLC Form 5 decals on all special Air Mission recoverable items receiving a technical inspection. It was published at the beginning of the year. This regulation applied to Lockheed and all subcontractors.<sup>27</sup> The contract, its appendices, and reference documents underwent a searching review and resulted in numerous changes for the FY 74 contract package.

8. R-3350 Engine Overhaul. In June 1972, a contract was signed with the Nationalist Chinese Air Force to overhaul R-3350-26WD engines at Ching Shui, Taiwan. APCMC established a work site at Ching Shui to monitor product quality. The work site was assigned to Det 9 OL at Taichung, Taiwan. Following a 180 day organizational period, the contractor produced nine overhauled engines this year. Product quality has been excellent.

A quality audit of an overhauled engine in March revealed only nine minor defects, and there have been no adverse reports from the field.

9. F-4 Modifications.

a. TCTO 1F-4E-566, Installation of Leading Edge Slats on F-4E Aircraft. This TCTO is designed to greatly improve aircraft maneuverability by installing hydraulically controlled slats on the wing leading edges and simultaneously removing the boundary layer control system. It is being accomplished at Air Asia, Det 9, and CASA Cetafe, Det 19. Due to the magnitude and complexity of the TCTO, one prototype will be done at Det 9 and two at Det 19. Work was started at Det 9 on 23 March and at Det 19 on 31 March, but neither was complete as of 30 June. The number of manhours needed to complete the prototypes is estimated at 17,000 for Det 9 and 23,000 at Det 19.<sup>28</sup>

Over 500 aircraft will eventually be modified. The Detachments' QA personnel have undergone training for the TCTO (see training) and are working closely with the contractor so that problems can be resolved before full production is started.

b. TCTO 1F-4-986, Replacement or Re-Potting of all Electrical Connectors. When it was discovered that the original potting compounds in F-4 electrical connectors deteriorate in adverse weather, particularly in Southeast Asia, corrective procedures were initiated at the beginning of the year with TCTO 1F-4-859. TCTO 859 replaced the potting with neoprene plugs that have a ten year life span. In mid-year, TCTO 986, with silicone rubber plugs that have an indefinite life span, was released to the field.

TCTO 986 is currently being accomplished in conjunction with programmed depot maintenance by Air Asia, Det 9 Taiwan, and by CASA Getafe, Det 19, Spain. At Det 19, one prototype and four production aircraft have been completed as of 30 Jun 73. However, a major problem developed at Det 19 when it was discovered that TCTO 986 did not identify all the equipment check-out requirements. Furthermore, the contractor did not have test equipment or trained personnel to handle any requirements. A conference was held 13-15 Jun at Det 19 to try to resolve these problems. Representatives from OCAMA, USAFE, and Det 19 attended. It was decided to supplement the TCTO to identify the operational checks required. OCAMA would then supply the contractor with the necessary equipment, and develop a training program for his personnel.<sup>29</sup> Det 19 QA is monitoring the program to identify other problem areas as they arise.

10. KC-135, MOD/PDM/Drop In.

a. Programmed depot maintenance on the KC-135 is being accomplished by the Boeing Company at Wichita, Kansas (Det 21). This is a long term contract that is continuing from last year and will run into FY 74. A total of 154 aircraft were processed through MOD/PDM this year. The most significant quality problem encountered was failure of the water injection tank coating. A major rework and repair program was developed to solve it. A more minor problem involved cracked "B" nuts on hydraulic lines. The cracks were minute in most cases and were probably the result of improper material, improper torquing, or a combination of both. Investigation into this problem is continuing.

b. In addition, TUTO LC-135-915, Reinforcement of the KC-135 Fuel Boom, is being carried out in conjunction with the PDM contract. The TUTO is in two parts: "A" Kit and "B" Kit. "A" Kit consists of the installation of a doubler, which is riveted inside the main structure tube as additional support for the carriage rollers on the telescoping tubes. The outer structure is then inspected. If it is found to be cracked, a "B" Kit, which includes a new outer structure tube, is installed. The TUTO was accomplished on 117 booms in FY 73. This program is also continuing into next year.

c. Finally, a total of 126 drop-in aircraft were processed at Det 21. Included in this total were those requiring water injection tank rework and inspection and replacement of nose landing gear rib chords due to excessive corrosion.<sup>30</sup>

11. B-52, MOD/PDM. Several contracts for B-52 modification and maintenance are also being accomplished at Det 21. One of these is the B-52 repaint program. 89 aircraft were repainted this year. There were no major quality problems, save for some incoming discrepancies. These were corrected by having the previous maintenance facility take appropriate action. A second contract is the B-52 Electro-Optical Viewing System (EVS). This involves the development and production of kits to provide electronic viewing capability for the B-52. The capability consists of Steerable Television and Forward Looking Infrared. The kits are furnished as group A and group B. Group A equipment is made by Boeing Co. Group B equipment is made by Boeing and five subcontractors. The manufacture of Group B equipment is especially critical as it must be done in an environmental controlled area.

Extensive testing of the completed kits was required at the start of the program. A Phase B reliability test was conducted from 12 June - 22 Sep 72, and a Phase C production reliability demonstration test was conducted from 20 Jan to 31 May 73. Det 21/QA provided surveillance over both phases of testing. No major problems were encountered.<sup>31</sup>

12. U-21 PDM. On 28 June 72, Lockheed Aircraft Service Singapore (LASS) was awarded a contract for U.S. Army U-21 programmed depot maintenance. Quality responsibilities for this contract came under Det 11 OL Singapore. Problems began to develop as the first aircraft were completed. Early in 1973, customer complaints regarding the quality of work performed were received.<sup>32</sup> Corrective procedures were initiated immediately. On 7-8 March, a quality audit of a completed U-21 was conducted at St. Louis by a Quality Assurance Specialist from HQ AFPMC and Army Aviation Service Command (AVSCOM) personnel.<sup>33</sup> On 19 March, the Director of Quality, AFPMC, held a conference on the U-21 program.<sup>34</sup> AVSCOM sent a Quality Assurance Specialist to Det 11 OL from 17 May to 13 June to provide assistance to the contractor.<sup>35</sup> However, no immediate improvements were noticed. On 25 May, LASS was formally notified that a serious quality program existed which endangered government acceptance of aircraft. Another quality audit will be performed to determine whether or not the government should suspend acceptance of the product.<sup>36</sup>

13. C/KC-135 MOD. April 1973 saw the completion of the C/KC-135 modification contract at E-Systems, Inc., Donaldson Division, Det 4, Greenville, S.C. The contract was originally awarded in January 1972.

The E-Systems facility achieved an outstanding quality record throughout the entire contract period. A total of 441 aircraft were delivered and the AFTO Form 64 zero defects rate was 91.6 percent.<sup>37</sup> The contractor was able to achieve this by organizing an aggressive zero defects program with established goals. In recognition of this achievement, the contractor will be presented an award certificate, signed by the commander, AFLC and presented by the commander, AFCMC in July 1973.

SUPPORTING DOCUMENTS

1. AFLCM 23-1, 1 June 73, p. 14-13.
2. Letter - Special Training for Fiscal Year 73, F-4 Aircraft Installation of Leading Edge Slats, 4 Oct 72.
3. Letter - Specialized Training, 16 Jan 73.
4. Letter - Establishment of Trainee Program, 3 Apr 73.
5. Letter - USAF Officer Quality Assurance Training Program, 22 May 73.
6. Directorate of Quality Assurance Management Plan for FY-74, 1 Jul 73, pp. 10-12.
7. AFCMC Program Plan 73-3, Miami OL Transfer to DCAS, Items 21 and 22.
8. AFCMC Program Plan 73-3, Phasedown of Det 8 and Assumption by Det 2, Preface.
9. Letter - Program Plan 73-3, 27 Jul 72.
10. AFCMC Program Plan 72-1, 1 Dec 72, p. ii.
11. Message - 170831Z Jul 72, AFCMC Program Plan 73-1, Discontinuance of Seoul OL.
12. AFCMC Program Plan 73-1, 22 May 72, Annex A.



13. AFCMC Program Plan, Phasedown of Det 6 OL Moultrie, 21 Feb 73.
14. Letter - Request for Approval of AFCMC Quality Assurance Workshop, 9 Apr 73.
15. Agenda, AFCMC Quality Assurance Workshop.
16. Trip Report - AFCMC Far East Engineers Conference, 12 Oct 72.
17. Report of Contractor Quality Review Contract F04606-72-C-0574, 5-13 Jul 72.
18. Trip Report - Follow-Up Review of Contractor Quality, 15 Aug 72.
19. Letter - Follow-Up Report of Contractor Quality Review, Contract F04606-72-C-0574, 16 Aug 72.
20. Communication - Electronic Program Data Sheet - Scope Conn.
21. Letter - Combat Grande (451D), 24 Jul 73.
22. Summary of C-R Programs; Line 6 441A OMD.
23. Communication-Electronic Program Data Sheet - 490L avion.
24. Communication-Electronic Program Data Sheet - 440L OTH Radar.
25. Message - 161600Z May 73, Contract Administration, Pacer Orange and Pacer Ohio.
26. Trip Report - Report of Visit to Det 6 OL, Moultrie, GA., 19-22 Sep 73.
27. Letter - Special Inspection of Special Air Mission Fleet Components.
28. Interest Item, Col Schulz's Trip to Europe, 19 Sep 73.
29. Trip Report - CASA Getafe and USAFE, 20 June 73.
30. From Historical Report submitted by Det 21, 2 Oct 73, pp. 8-10.
31. From Historical Report submitted by Det 21, 2 Oct 73, pp. 10-13.
32. Letter - Headquarters, MAAG, Republic of China, 28 Feb 73.

33. Letter - Quality Audit Inspection Conducted on U-21 Aircraft 66-18073.
34. Message - 161500Z May 73, Notification of Visit.
35. Trip Report - Report of Findings - AVSCOM QA Visit 17 May - 13 Jun 1973, 12 Jun 73.
36. Letter - Product Acceptance, Contract DAAJOI-72-D-0082.
37. Letter - Zero Defects Achievement Award, 10 May 73.

#### PRODUCTION

The Directorate of Production issues guidance and exercises surveillance over the production management function at AFMCMC contract administration offices (CAOs) located throughout the world. AFMCMC CAOs administer a variety of contracts for the maintenance and overhaul of aircraft and engines as well as for other services and supplies required by the Department of Defense. The Directorate exercises surveillance over the following production functions: pre-contract planning, pre-award surveys, technical evaluation of cost proposals, production surveillance and progress reporting, evaluating "over and above" manhours, utilization surveys of industrial plant equipment, contractor labor relations, priorities and allocations system, industrial transportation management, value engineering and industrial preparedness program.

#### Organizational Changes:

29 July 1972, Major Richard W. Burton, assigned as Director AFMCMC/PD.

1 Apr 1973, Major Richard W. Burton, promoted to Lieutenant Colonel.

Administrative Progress and Problems

a. The Directorate's production policies were subject to further development and definition during the period of this report. The problem of maintaining currency with the events occurring in each of the worldwide AFCMC Detachments continued to be formidable. The problem of maintaining current management visibility was complicated by the difficulties in timely communication with our overseas Detachments and by the dynamic situation in the Far East Detachments whose contracts supported military activities in South East Asia. Following are examples of techniques which were developed and implemented to control this problem:

(1) Centralized Detachment Management. Emphasis was placed upon centralizing control of status and staff support to the individual AFCMC Detachment. Each AFCMC Detachment was assigned to a staff production technician for monitorship. Monitorship by the staff technician consisted of review of all correspondence, update of status, evaluation of trends and problems and initiation of staff action as appropriate. The staff technician therefore maintained current status on production and progress of corrective actions on actual or anticipated problems affecting the Detachment's production mission. The staff supporting action of the Directorate to the Detachment consisted of initiating and coordinating corrective actions involving the contract, supply support, engineering, etc., through the Air Force and service agencies.

(2) Detachment Progress Control. The staff technician maintains a notebook which reflects, by detachment, current management data and summaries of significant problems and trends on aircraft programs being administered.

This notebook provides management with a readily available source of current status involving the overall status of the Detachment and aircraft programs administered. The procedure of maintaining currency of status and summaries in the form of the notebook precludes extensive review of the voluminous reading files each time an inquiry is generated regarding the production progress of a Detachment/aircraft program. Additionally precise data is readily available to the staff in the event that the staff technician is absent or where information must be obtained after normal duty hours.

(3) Delinquency Control. Utilizing the exception principle of management, concentrated staff action is focused on those aircraft which become delinquent or which are anticipated to become delinquent. A wall chart is maintained by each staff technician depicting the status of each delinquent aircraft and status of actions taken by AFMCC to affect corrective action by the responsible activity (Systems Manager, PCS, contractor, etc.). Each Detachment delinquency is reviewed and updated no less frequently than bi-weekly upon receipt of the Detachment prepared Delinquent Aircraft Status Report (RCS: CMC-PD(AR)201). In addition to the bi-weekly review, updates and appraisals are made throughout the week upon receipt of correspondence, telecons, etc., pertaining to the delinquent program. The highly visible graphic technique of delinquency control enables the AFMCC production staff to readily identify top priority problems requiring management attention.

Mission Progress and Problems.

a. Assistance and guidance to production personnel at the detachments continued at a high level during the period covered by this report.

This assistance and guidance took many forms such as new or revised AFCMC regulations, informal guidance pertaining to the production function, orientation of new detachment commanders and production personnel, staff assistance visits, and technical assistance visits.

(1) New or revised regulations.

(a) AFCMCR 84-1, Production Surveillance and Progress Reporting Changes, dated 13 July 1973 redefined the criteria for submission of production progress reports (DD Form 375 series) on current and anticipated contract delinquencies.

(b) AFCMCR 178-2, Management Information Report (MIR), RCS: CMC-XM-4, Section 5, Production dated 15 Jan 73. This revision resulted from an extensive reappraisal and identification of the essential elements of management data required by AFCMC/PD to evaluate current production status by Detachment/contract/aircraft and to formulate performance trends.

(c) AFCMCR 70-1, Pre-Award Surveys has been staffed, coordinated and is currently in process of publication. The revision is based upon the revised AFLCR 70-12, Pre-Award Survey which assigns the responsibility for conducting Pre-Award Surveys on AFUMC cognizant contractors to AFCMC/Detachments. The revision also incorporates the AFCMC Form 13 which established a standard Pre-Award Survey Register in AFCMC activities.

(d) AFCMCR 70-22, Facility Capability, RCS: CMC-PD (SA) 7302, was published on 29 Jun 73 to prescribe a systematic method of obtaining facility capability data of assigned contractors.

The data will be obtained on a semi-annual basis for use in evaluating detachment workload requirements and determining general facility capabilities and capacity for anticipated procurement actions.

(e) AFCMC Supplement 1 to AFLCR 65-9 was issued on 20 Nov 72 to provide policy guidance on contract maintenance planning as provided by the detachments in support of the AMAs in preparing work packages for future procurements.

(f) AFCMCR 320-1, Value Engineering Incentive Program was rescinded on 1 May 73 since the 5 Apr 73 edition of AFLCM 70-7 contained detailed procedures for accomplishing the program at the operating level.

(2) Staff Assistance Visits. The Directorate provided team members on the CONUS, Europe and the Far East SAV, a total of eight separate visits. Direct discussion of current policies and procedures by the Directorate staff and detachment personnel at the working level is a most effective means to implement the Commander's policies. Additionally discussion of conditions at the working level provides the staff with realistic operational data from which to formulate proposed AFCMC policies and evaluate overall Detachment/AFCMC progress.

b. Management Control. The AFCMC Management Information Chart Book was revised after an extensive reevaluation of the production functions at the Detachment level and a reappraisal of those significant statistical elements of production data which most effectively identified the status, progress and trends occurring within the field activities. Particular emphasis was placed on identification of current or potential problems requiring management action based on progress in achieving the established objectives.

The Production Section of the chart book consists of nine charts depicting overall production workload, overall aircraft completions/in work, total contracts under production surveillance/delinquent, M&O contracts under production surveillance/delinquent, non-M&O contracts duration of non-M&O delinquent contracts, and delinquency rates by detachment.

c. Organizational Development:

(1) Detachment 16 C/L, Upper Heyford, England, became operational on 6 February 1973. The operating location was established to provide more direct on-site production management of TF-41 engine spares produced by Smith Industries, Lucas Aerospace, and Rolls-Royce.

(2) Delinquency Posture. During the preceeding FY, the delinquency rate for M&O contracts was 8% and 6% for non-M&O contracts. During the period covered by this report (FY73) the delinquency rate for M&O contracts was 3.8% and 5.2% for non-M&O contracts.

(a) Improvement in M&O Delinquency Rate. The improvement in M&O delinquency rate from FY72 to FY73 was due to the efforts of Directorate and Detachment and buying office personnel in the preplanning of the M&O programs. Increased capability to identify and resolve potential delinquencies has resulted from more systematized planning and control of initial lay-in and timely GFM support during the contract production phase.

(2) Non-M&O Delinquency Rate. The non-M&O delinquency rate was reduced by .8% during the period of this report.

The non-M&O contracts were limited generally to Det 2 O/L St Augustine, Fla., Det 4 Greenville, S. C., Det 16 O/L Upper Heyford, England, Det 21 Boeing Wichita and Det 22 Saudi Arabia. The five Detachments administered on an average of 1166 non-M&O contracts per month with an average of 60 delinquencies per month for an average delinquency rate of 5.2% per month against a 6% standard. The non-M&O delinquency rate is predominately attributed to those contractors located in the British Isles who produce spare parts for the TF-41 engine. The production difficulties experienced on the TF-41 spares have been caused by severe financial, managerial and labor problems experienced by the British contractors. The TF-41 engine spares contracts, currently administered for production surveillance by Det 16 O/L Upper Heyford average approximately 262 contracts per month, with a monthly average of 47 delinquencies for an average 17.9% monthly delinquency rate. TF-41 contracts represent 22.4% of the total AFMCM non-M&O contracts administered per month, but constitute approximately 78.3% of the monthly non-M&O contract delinquencies. The overall AFMCM non-M&O delinquency rate, excluding the TF-41 spare part procurements, averaged 1.4% per month.

Employee Training:

A total of 424 hours was devoted to off-base training at AFIT and USALMC for Directorate personnel. On 4 Jan 73 Mr. Jean M. LaFleur, Jr., (GS-1150-12) reported to AFIT for the one year resident course in Graduate Logistics Management. In addition to the above three directorate employees are enrolled in graduate-level studies at local universities during non-duty hours.



INDUSTRIAL PROPERTY

MISSION. The Directorate of Industrial Property issues guidance and exercises surveillance over property administration and plant clearance functions performed by the detachments, including review of contractors' programs, to insure adequate care, accounting, protection and disposition of Government property in their possession.

ORGANIZATIONAL CHANGES. Several major changes occurred within the Directorate during the fiscal year. In July 1972, Mr. William Specht returned to duty as an Industrial Property Management Specialist after having served a year with the U.S. Army Property Disposal Agency, Vietnam. Subsequently, in December 1972, Mr. Specht transferred to AFLC/MMRRU. The vacant GS-1103-11 position was abolished. In October 1972, Mr. James Clement filled the position of Technical Assistant which had been vacant since Mr. Alfred Langham retired in June 1972. Capt Richard Morse transferred in July 1972 and the vacant Industrial Property Management Specialist position was filled by Capt David Schuur in November 1972. In May 1973 the decision was made to abolish the position occupied by Capt Schuur. This action became effective in July 1973 when Capt Schuur transferred to the Directorate of production.

ADMINISTRATIVE PROGRESS AND PROBLEMS.

1. Transition of Personnel. With an authorized strength of only five manspaces at the end of the fiscal year (six spaces prior to abolishing one GS-1103-11 position), it is readily apparent that the numerous changes listed above would tend to disrupt the work of the Directorate. The July-September 1972 period was truly a challenging one since both the military and GS-1103-13 positions were vacant and the Director was newly assigned. Fortunately, personnel of the Directorate exhibited real teamwork, and all duties were performed without delay and in a high quality manner.

2. Manpower and Personnel Management. The Directorate of Industrial Property was involved in many facets of manpower and personnel work during the year. Making an objective assessment of functional manpower requirements is an integral part of each staff assistance visit. As a result of this "close look" and a satisfactory rapport with the detachments, unneeded manpower spaces were eliminated at Detachments 4, 9, 11 and Udorn FO, and the groundwork was laid for eliminating one position at Detachment 6. Studies of increasing workload and manpower requirements resulted in additional personnel being assigned to Detachments 3 and 22 and to the AFPMC Contracts Branch of the Defense Attache Office in Saigon, Vietnam.

a. The directorate was also quite active in assisting the various detachments in recruiting and filling manpower vacancies as they occur. The wide geographical dispersion of AFPMC manpower in the CONUS, Europe, and the Far East present unique and challenging personnel problems. The placement assistance provided by the directorate has been indispensable to the effective accomplishment of the overall AFPMC mission.

b. Training and career development received increased emphasis in the Directorate during FY73. Both completed and needed training (per DOD 1430.10-M-1) were charted for all GS-1103-XX personnel throughout AFPMC. The directorate also participated in the development of an AFPMC Master Development Plan. The anticipated retirement dates for GS-1103-XX personnel was also plotted as a part of a long range plan for phased replacement of an aging workforce.

3. Publications. An inherent staff function is the review and up-dating of publications.

In recent years the DOD has also emphasized the need for eliminating unnecessary publications. In FY72 a great deal of effort was put forth by both AFLC/PPM and HQ AFCMC toward a complete revision of AFLCM 70-7, Administration and Maintenance of Overhaul Contracts. This directorate made substantial contributions to that effort. The new AFLCM 70-7 was published on 5 April 1973. One innovation was to broaden the scope so that Chapter 4, Industrial Property, would apply to all types of contracts--not just those for maintenance and overhaul. This procedure enabled the AFCMC to cancel the following publications in February 1973: AFCMCR 70-2, Property Administrator Survey Summaries; AFCMCR 70-3, Plant Clearance Officers; AFCMCR 70-7, Report of Excess and Surplus Contractor Inventory; AFCMCR 70-8, Scrap Sales; and AFCMCR 70-9, Appointment of Property Administrators. Recognizing that there is a great deal of redundancy between AFLCM 70-7 and ASPR, in June 1973 the directorate proposed an additional re-write of AFLCM 70-7, eliminating approximately 50% of the redundant sections dealing with industrial property and plant clearance.

a. In March 1973 HQ AFCMC learned of a HQ USAF plan to eliminate ASPR XXIV, Disposition of Personal Property in Possession of Contractors, by consolidating this section with ASPR XIII, Government Property. Among other improvements, this would provide for the appointment of one representative of the contracting officer, whereas there are now two--the Property Administrator and the Plant Clearance Officer. At most field detachments AFCMC has appointed the same individual to these two duties. The directorate concurred in the proposed change and offered several suggestions for its effective implementation.

b. In December 1972 HQ AFCMC became aware of the critical interface between the USAF Supply System and effective production surveillance of maintenance and overhaul contracts. Steps were initiated to publish an AFCMC Pamphlet on expediting. The directorate's input for this pamphlet was prepared in January 1973.

c. The directorate furnished AFLC/PPM comments and rationale to support some aspects of ASPR Case 72-97, Performance of Property System Surveys Involving small amounts of Government Property. The features of the case supported by AFCMC, involving a proposed change to ASFS Number 3, provide for a limited form of property surveillance when contractor's possess GFP valued at no more than \$50,000. The rationale for such a change is to eliminate costly and unnecessary property surveillance and surveys where the contractor controls very little GFP. This procedure would also be consistent with Type A and Type B plant surveillance prescribed by AFLCM 70-7.

d. The staff was involved in numerous other publications efforts too numerous to discuss here; however, the publications work discussed above is representative.

4. Management Reporting. A basic responsibility of management in any organization is to exercise control of the volume, timeliness and quality of work. One technique is to make on site inspections and evaluations. For a headquarters to control widely dispersed locations, however, a system of management information reporting is also essential. In the area of industrial property, regular reporting is established by ASPR B-311, ASPR 24-302.3, AFLCM 70-7 and AFCMCH 178-2. The directorate also established a one-time Government Property Summary Report, effective 30 June 1973.

a. ASPR B-311 requires all contractors annually to submit a DD Form 1652, Financial Report of Government Property, covering all Government property in their possession as of 30 June. HQ AFCMC obtained these reports and forwarded them through channels. The Defense Supply Agency issued computer printouts for use throughout DOD for management and budgeting purposes.

b. As provided in ASPR 24-302.3 field units of AFCMC quarterly submitted the DD Form 1638, Report of Excess and Surplus Contractor Inventory, to AFCMC/IP. These reports provide essential management data reflecting the effectiveness of the contractor inventory utilization and disposal program. HQ AFCMC submitted a summary report to HQ AFPC each quarter.

c. In implementation of ASPS Number 3, AFLCM 70-7 requires each AFCMC property administrator to prepare a survey schedule and survey plan by 15 January of each year. The property administrator is also required to complete a system survey summary by the end of each calendar year. A copy of each of these was sent to AFCMC/IP, where they were reviewed for content. The staff then provided guidance and assistance in those areas needing improvement. The property administrators also provided AFCMC/IP a copy of follow-up surveys for each category found to be unsatisfactory. This "exception reporting" permitted the staff to provide more effective assistance to both the detachment concerned and to the Commander of AFCMC.

d. The principal management data is obtained via the monthly Management Information Report (MIR), RCS: CMC-XM4. A major revision of the prescribing directive, AFCMCR 178-2, was made in January 1973. This revision, along with Change 2 (March 1973), resulted in a refinement of the data elements covering industrial property and plant clearance.

Total number of elements was reduced from 36 to 27, while simultaneously adding four elements applicable to loss, damage, destruction and unusual consumption of Government property. The latter elements were added to replace the more lengthy Industrial Property Management Report, an AFLC quarterly report which was cancelled in September 1972. The MIR has proved to be a very useful management tool. Key elements are extracted, summarized and published monthly in a brochure. These key data are distributed to all detachments as well as to all deputies at HQ AFLC. The AFCMC/IP staff scrutinized each field report every month. Charts and line graphs were plotted and trend analyses were made. Appropriate corrective actions then were taken. There have been numerous instances in which detachment commanders have been required to establish special projects and reporting to the AFCMC Commander on critical problems. Areas of greatest activity involved contractors stocking excessive CFM, unsatisfactory property category surveys and the ACD's withdrawal of the Government's approval of contractors' property systems.

e. During FY73 the staff became aware of a need for additional management data which would portray industrial property workload. Much of the needed data was available from the Financial Report of Government Property. Since other elements were needed regarding number of line items, however, a one-time report, Government Property Summary (RCS: CMC-IP(OT)73001) was established, with a 30 June 1973 cut-off date. The results of that report are shown in attachment 1. (Detachment 16 report is missing due to the PA position being vacant for three months.) These data will be very useful in making manpower studies.

5. Inspections, Staff Visits and Other Evaluations. On site reviews and evaluations are indispensable to effective management.

a. The AFLC Inspector General inspected HQ AFCMC and all detachments (except DAO/Saigon and Detachment 22) during 13 March-15 May 1973. This inspection report will be used as a management tool throughout AFCMC. Valid deficiencies already are being corrected. All detachments will be asked to look at deficiencies found at other locations and establish a checklist to preclude the same deficiencies from developing elsewhere. The AFCMC has also launched an extensive self-inspection program, with full participation by the AFCMC/IP staff.

b. AFCMC/IP participated fully in the AFCMC Staff Assistance System, AFCMCR 11-1, during FY73. A total of nine staff assistance visits/reports were made, including two visits to the Far East, one to Europe and six to CONUS detachments.

c. During August 1972 to January 1973 the Air Force Audit Agency visited Detachment 21 and Boeing-Wichita, and Detachment 6 and Aero-Lake City. The Report of Audit 5000-3, Interservice Audit of the Management of Depot Level Contract Maintenance Programs, was issued 19 March 1973. There were six areas requiring action by AFCMC. Both the reply to the audit report and directions to all detachments were issued on 1 May 1973. One of the directed actions was for detachments to forward AFCMC/IP a copy of their procedure relating to "uneconomical to repair criteria" on components removed during maintenance work on the end item (aircraft or engine). The staff will study all of these procedures to assure that they are effective tools for controlling costs.

6. Plant Clearance. The statistics listed herein give an indication of plant clearance activity during FY73. The case workload is quite low in comparison to the amount of GFP on contracts since most property disposal overseas is handled by redistribution and marketing at USAF bases in lieu of through plant clearance procedures.

Plant clearance statistics for FY 1973:

- a. Total cases opened - 319
- b. Total Cases completed - 385
- c. Monthly averages, active cases - 92.5
- d. Monthly average, cases over 150 days - 0.75

7. Special Projects. Various one-time projects were accomplished during FY73. Some were done as a directorate project while others concerned individuals assigned to an AFCMC team. Only the more significant ones are discussed here.

a. The Director of Industrial Property, Major William E. Pyle, served as project officer for Project Enhance Plus during October 1972 to March 1973. That effort is described elsewhere in this report.

b. During January-June 1973 Maj Pyle also headed an AFCMC Procurement Management Review (PMR) Committee. Other committee members were the Technical Assistants in each directorate/staff office. The AFCMC Commander chartered the committee to review previous USAF PMR reports (AFR 20-13) and use the findings as a springboard for an in-depth review and correction of AFCMC management deficiencies. The committee met about ten times and assigned 78 action items. Most involved action by the staff, however several involved joint staff/detachment action. All but five were completed by 30 June 1973, and corrective actions on these are still in process. The planned May-June 1973 PMR of HQ AFCMC and Detachments 5, 6 and 21 has been deferred until the Spring of 1974.

c. During February-March 1973 Capt Schuur served as a member of a special AFCMC quarterly security inspection team. The team was responsible for numerous improvements in the internal AFCMC Security Program.



d. Maj Pyle was the AFCMC Project Officer for Exercise High Heels 73, a defense communications exercise conducted in March 1973. AFCMC participation was minimal.

e. HQ AFIC has recognized the need for improved contract terminology to enable contractors to meet the requirements of AFM 67-9 and AFR 125-22 in regard to security of weapons and ammunition. AFCMC/IP chaired a team effort to secure a data base from the detachments for use in developing the necessary contract clauses. Other organizations on the team were AFIC/ICS, AFCMC/FS and AFCMC/TM. The required data was collected by a Report of Weapons Received, RCS: CMC-IP(AR)7201, during the period 12 October 1972 - 9 January 1973.

f. AFCMC/IP actively participated in numerous program plans involving major projects, such as opening/closing of new detachments or operating locations. At the end of FY73 the following plans contained open items in the areas of industrial property and/or plant clearance:

- (1) 73-2, Reactivation of Detachment 19 OL Seville.
- (2) 73-4, Activation of Detachment 3 Dallas TX.
- (3) 73-5, Phasedown of Detachment 5 Jamaica NY.

1 Atch  
Govt Prop Sum Report

RCS:CMC-IP(OT)73001		GOVERNMENT PROPERTY SUMMARY REPORT										Data as of 30 June 1971					
DET	CONTRACTOR	MATERIAL		SPECIAL TOOLING		SPECIAL TEST EQUIP		FACILITIES				MILITARY PROPERTY		MISG		RDS	
		LineItem	\$ Valu	Units	\$ valu	Units	\$ Valu	Units	\$ valu	Units	\$ Valu	Units	\$ valu	LineItem	\$ Valu		
12	Israel Aarift	1,700	245,000	3	9,000								16	35,000		1	41,000
5	Lockheed	5,265	1,040,360					5	18,130	29	94,378						
11	Thai-An	11,090	1,284,000	370	163,000	130	399,000										
	R-Systems	2,800	1,900,000			27	150,000										
	Philco Ford	6,100	6,600,000														
4	R-Systems	7,510	1,139,572	420	525,320	325	405,351	7	57,390	4	131,712						
19	Canal Getafe	9,405	2,304,677	4,395	937,713	262	723,127	110	515,264	13,460	909,112						
1901	OCMA	11,533	1,705,648					4	11,274	166	257,092						
21	Boeing	12,250	1,442,007	33,975	2,006,978	incl'd spec tooling		917	1,255,009	50,815	2,326,658			6	1,281,045		
6	Aero	15,107	1,047,562	62	142,244	11	113,876										
13	China Airlines	4,640	362,932	12	2,328			66	196,352	224	360,144			13	2,205,000		
2	AMA	3,914	503,562	254	32,223	13	21,054	5	36,350	5	12,304			15	0	14	0
3	AD	2,529	1,552,034	836	62,034	71	17,392										
3	Dallas Airport	1,250	479,732					13	234,361	4	15,812			32	3,501,273		
3	S.S. Airmotiv	5,000	944,362	630	101,507									11	332,264		
1110	Air America	55,000	2,120,971	300	35,000	175	25,000	64	280,205	7,325	2,289,994	940,303					
1101	LASE	37,000	4,305,000	197	43,000	46	25,000			24	170,000						
2	Fairchild	5,242	3,222,330	406	237,480	231	333,420	38	165,154	520	433,094			163	90,812		
2	Air America	15,000	2,022,000	1,368	3753,670			307	191,390	287	1,503,954						
2P2	C.A.F.	5,500	803,273	496	161,755	67	774,387	27	195,364	694	391,273						
10	Unavailable																
TOTAL		230,310	6,611,700	41,524	2,014,204	1,375	1,927,802	2,152	1,460,292	83,260	3,255,602	1,701,4		196	4,951,237	25	2,140,533

AFLC FORM 192C  
SEP 64

PC  
4700

GENERAL PURPOSE DATA SHEET 39  
128 LINES - 11 1/2 INCHES

ATTACHMENT 1

AFLC-WFAFB-11-28-64

CONTRACT MANAGEMENT

PERSONNEL STRENGTH (Last Day of Reporting Period)

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
AUTHORIZED	3	0	14	17
ASSIGNED	2	0	10	12
ATTACHED	0	0	0	0

AFCMC  
ACTIVE CONTRACTS  
TOTAL

---

(Millions)

<u>PRIME</u>	
CONUS.....	512.10
OVERSEAS.....	221.98
<u>SUPPORT</u>	
CONUS.....	10.92
OVERSEAS.....	98.11
TOTAL.....	843.11

CONTRACT MANAGEMENT

MISSION: The Directorate of Contract Management formulates contract administration policy and program direction for the contracts assigned at contractor facilities over which AFLC has cognizance, and provides guidance to the detachments in implementing DOD, Air Force and AFLC policy. The Directorate exercises surveillance and provides technical direction on contract administration functions performed by detachments including contract negotiation support, contract enforcement, contract interpretation, pricing, review of contractor's purchasing and other business systems, work requests and other contract administration functions enumerated in ASPR I-406. The Directorate collects and analyzes management data to determine the adequacy of performance of the contract administration mission and initiates action to correct noted deficiencies. Maintains liaison with procuring activities to assure effective support and problem solving between those organizations and the detachments. Monitors the appointment, performance and termination of Administrative Contracting Officers (ACOs). The Directorate also provides prime administration of the AFLC worldwide competitive contract field team program.

MISSION PROGRESS AND PROBLEM: Accomplishment of the contract administration mission continued to be based primarily on the management-by-exception principle. Considerable emphasis was placed on the monthly Management Information Reports (MIRs) which are compiled by the detachments and report the status of events and critical contract administration areas. These reports are analyzed by Headquarters staff to identify unfavorable trends and to initiate positive corrective action where needed.

The findings of the AFLC IG Team and other inspection activities were also used to monitor detachment contract administration accomplishments and problems. The Staff Assistance Visits (SAVs) by the Headquarters contract administration personnel were particularly effective in identifying areas in the contract administration process needing corrective action and in recommending procedures for obtaining the needed improvement. A total of 31 (24 Civilians and 7 Military) ACOs were assigned as of June 1973. The AFCMC Contracting Officer's Performance Evaluation Board in reviewing the performance of the ACOs found that all were performing satisfactorily. Since the language in the AFLC Model Contract can simplify or complicate the contract administration process, considerable attention was given to improving the Model Contracts. Ideas and recommendations were solicited from the detachment ACOs and a consolidated recommendation for improvement was made to HQ AFLC. Another area receiving special study and attention was work requests. An AFCMC committee, with a representative of the contracts directorate as chairman, was formed to study all aspects of work request policies and procedures with the goal of standardizing the procedures at all detachments to the maximum possible extent. The committee found that complete standardization was not possible or desirable. The factors that should as a minimum be included in all work request documents were identified and recommended formats were prepared and distributed to all detachments. An AFCMC Supplement to AFLC Manual 70-7 was developed to further implement the AFLC guidance for the administration of maintenance and overhaul contracts to assure that detachment ACOs were furnished the maximum guidance necessary for the proper administration of AFLC Mod/PDM contracts.

Other major special projects undertaken during the fiscal year included the development of special procedures for overseas contractor acquisition and payment for material items acquired in the CONUS, the development of standardized language for the Ground and Flight Risk Clause, and an ACO Self-Inspection Checklist to assure compliance with established policies and procedures. An attempt was made to significantly reduce the total number of overage contracts for which the center has responsibility. Several of the physically completed contracts from the former Miami office were brought to the Headquarters and assigned to a Staff ACO for closing action. Constant pressure was also applied to the DCAA Auditors and the ACOs to expedite closure of the overage contracts. The Directorate provided special on site assistance to the Vietnam detachment in support of the critical Project Enhance Program and the establishment of a field office at Bien Hoa Air Base, Vietnam. A Staff ACO was assigned to Vietnam on a TDY basis during November and December 1973. Assistance was also provided on a TDY basis during the transition period by Mr. Block, the ACO at Detachment 19 and Mr. Byset, the ACO at Detachment 9 OL Taichung. The assistance of these people aided materially in the successful implementation of Project Enhance and the subsequent establishment of the Defense Attache Office. Mr. Thomas K. Mishima, Staff Contract Administrator, retired from Civil Service effective 30 June 1973. Mr. Sam Putna who had served for five years as the ACO at Detachment 16 joined the Headquarters Staff on 9 July 1972.

CFT HISTORY: The Contract Field Team (CFT) operation has continued to progress in terms of professional performance in the management of the manifold CFT programs assigned.

Two events occurred during the year concurrently, and because of their interdependence are expected to have a major impact throughout the succeeding year. First, in a continuing effort to refine procedural guidance, a series of succeeding directives have been published by HQ AFLC. The chapter on CPT proposed last year appeared as Chapter 5, AFLCM 66-8, in March 1973. In June 1973, the AFLCM 66-8 chapter was replaced by a separate directive, AFLCR 66-33. Within AFPMC, the Directorate published AFPMCR 70-21 which provides further detailed guidance in the management of these unique efforts. The second event involved an in-depth study of CPT management by a team from the office of the HQ USAF IG. The IG investigated CPT management at HQ AFLC, AFPMC, OCAMA, WRAMA and four selected worksites. Several significant findings resulted which may prove fruitful in improving the overall management of the CPT program. A substantial change in the scope of CPT workload occurred in the few months preceeding the 28 March 1973 ceasefire in Vietnam. CPT was selected as a major vehicle for carrying out the Vietnamization effort, replacing the USAF military advisory personnel. In all, \$24 Million in CPT workload for the year involved 66 orders at a peak of 163 worksites, valued in all at \$44.5 Million.



FLIGHT TEST AND SAFETY

MISSION: Exercises operational surveillance over flight activities of the detachments responsible for the testing and acceptance of aircraft; administers the standardization and evaluation program for Air Force flight crews located at the contractor's facilities; administers surveillance of contractor flight operations personnel and procedures at cognizant facilities; exercises surveillance over safety functions and ground/industrial safety activities.

ORGANIZATIONAL CHANGES: The structure and the authorized and assigned strength remained relatively constant throughout the year. Major Charles W. Ashworth became the Chief, Flight Safety in April 1973, filling the vacancy created by the departure of Lt Colonel James M. Foley. The Director, Chief of Flight Test, and Chief, Ground/Industrial Safety positions were occupied by Lt Colonel Jack C. Womack, Major Robert A. Butt, and Mr. Raul E. Saralegui, respectively. Action to obtain additional full-time safety positions was a continuing endeavor. This effort was considered extremely critical because of constantly varying work loads and nonstandard environments which, at many operating locations, involved the peculiar and incompatible customs and mores of foreign contractor personnel. Two additional, full-time safety positions, GS-018-10, were authorized during the year: One was for Detachment 11, Bangkok, Thailand; the other for Detachment 11 Field Office Udorn RTAFB, Thailand. Our clerical staff remained unchanged for this period. Mrs. Patricia K. Myers and Mrs. Penny C. Irby fulfilled these responsibilities in the face of the ever increasing flow of official correspondence.

ADMINISTRATIVE PROGRESS AND PROBLEMS: This Directorate has continued to strive for complete compatibility between the work load commitment, the capabilities and availability of trained personnel, and the guidance and direction provided to accomplish the mission. One area of constant consideration is the requirement to issue supplemental directives to define those tasks and responsibilities which are peculiar to detachment-level contract administration. This Headquarters formulated and published the following documents during the reporting period.

AFCMCR 60-6 Emergency Protection and/or Evacuation of Aircraft

AFCMCR 60-7 Theft and Unlawful Seizure (Hijacking) of Aircraft

AFCMCR 127-1 AFCMC Accident Prevention Plan

The Management Information System was further refined to enable better use of available data. The detection of undesirable trends in the general safety area continued to be a prime target for management action. The result was an increase in the correspondence to subordinate units to forewarn them of potentially dangerous situations. An increase in certain data from our flight test functions provided a better view of work loads versus authorized manning which eventually led to the deletion of excess spaces. This will continue to be an area of due concern because of austere conditions, varying and unpredictable programs, and our requirement to functional check flight aircraft which are no longer in the active force inventory.

MISSION PROGRESS AND PROBLEMS: The worldwide scope and the extensive area of responsibility of this Headquarters is pointedly reflected by the year-end statistics: ten thousand functional check flight and engineering-test flying hours and over sixteen thousand personnel sorties were logged in over twenty-five mission-design-series (MDS) aircraft.

The aircraft ranged from the tiny O-1 to the mighty B-52; locations varied from the sophisticated airfield, such as McConnell AFB, Kansas, to the small civilian airport, such as Lake City, Florida; aircrews consisted of AFPC personnel civilian contractor personnel other service personnel and foreign nationals over seventy in number.

With few exceptions the numerous standardization and evaluation assessments, conducted by higher headquarters teams as well as AFPC Staff Assistance Visits, were satisfactory. This was noteworthy because many of our flight crewmembers were comparative strangers to MAJCOM requirements and general contract management techniques, and were subject to relatively quick turnover. As an example the "one-deep" pilot position at AFPC Detachment 11 FO Udorn requires that the pilot there maintain a fully operational flight test and safety office, quality and perform flight missions in three different aircraft, and perform the duties as a designated Government Flight Representative (for contractor flight operations); all within a one year tour of duty assignment.

Conducting the operations described above inherently created a tremendous impact upon response and fulfillment of another aspect of our mission - SAFETY. Throughout the period Safety awareness - operational, administrative, procedural, and accident prevention - was thoroughly emphasized. These actions were instrumental in achieving some rather elite goals at all levels of the command. At the headquarters level, an annual Ground Safety Seminar was convened in May 1973.

Representatives from all CONUS detachments and selected overseas detachments received detailed information regarding the AFCCM Accident Prevention Plan, Management's Influence on Safety, the ASPR Ground and Flight Risk Clause, the Explosive/Egress Safeguarding Program, and other selected subjects. Subsequently, the overseas representatives conducted mini-Seminars within their geographical area of responsibility.

In conjunction with the Far East mini-Seminar, the AFCCM and the Air Force Communications Service combined their efforts to plan a future seminar to be held at Camp John Hay, Philippines. The goal of this seminar would be to broaden the scope of the attendees in related areas of safety concern.

In another move to improve the capability of our detachment safety personnel the European Safety Representative from Detachment 19, Getafe, Spain attended the New York University Ground Safety Officer's Course (AFIT Short Course) in New York. Until that point in time, a fully qualified individual was not available for the European geographic area.

Other training was scheduled to further qualify our safety personnel and thereby enhance mission accomplishment. Safety specialists from Detachment 2, Crestview, Florida, Detachment 4, Greenville, South Carolina, and Detachment 6, Lake City, Florida attended a National Safety Council Safety Training Institute course, The Fundamentals of Occupational Safety. This training was valuable in providing safety organizational guidance and an insight into the related aspects of industrial safety.

The success of having surmounted most of the training problems, the high accident/incident potential, and the almost continuous orientation of new personnel was duly noted during the year.

The receipt of the US Air Force Flight Safety Award (for meritorious achievement in flight safety during 1972) was an honor of singular distinction in AFLE. Another award, the National Safety Council's Certificate of Perfect Record, was presented to the AFCMC for maintaining a disabling injury accident-free record in ground safety during 1972.

These achievements were representative examples which signified the diligence and the can-do attitude of headquarters and field activity personnel alike. Continuation of the training effort and emphasis focused on professionalism are the key features for the coming year.

PLANS AND MANAGEMENT

MISSION: Provides planning and management services, issues guidance, and exercises control over management information systems, administrative procedures, program analysis, budget, security, manpower, TDY, and financial requirements; provides liaison with host bases on administrative and logistical support of HQ AFPMC and field activities.

Issues guidance and exercises control over administrative functions performed by the detachments, including manpower, budget, security, travel, TDY, training and program status reporting.

Manages the AFPC plan for rotation of AFPMC civilian technical and professional personnel.

MISSION ACCOMPLISHMENTS: The Plans and Management office entered FY 73 with the objectives begun in FY 72, which were: (1) To streamline the management information system to provide optimum feedback to HQ AFPC, the Commander/Vice Commander AFPMC, and our detachments. (2) Program our financial and manpower resources for effective utilization, (3) Adapt to the operations planning method in activating and closing detachments and operating locations and (4) Enhance the administrative arm of AFPMC both at Headquarters and in the field detachments.

These objectives, generally, were satisfied during FY 73 as the planning and vision of previous years became reality.

The nucleus of the detachment data collection system is contained in AFPMCE 178-1, Management Information System and 178-2, Management Information Report (MIR).

The Management Information Report provides for the monthly reporting of close to 200 data elements in all functional areas of contract management. These data not only provide the staff with month-by-month performance indicators, but they also enable the center to portray trends over extended periods of time. A picture is worth a 1000 words and the data collected provides graphic pictures from which judgment may be made and assistance rendered in a timely manner if required.

The effective utilization of resources is a perpetual management problem. During FY 73 we were successful in maintaining the reduction in grade structure of the overall civilian work force at the GS-9 level.

A major achievement of the Plans and Management Office/XM has been the development and implementation of AFMCR 40-1, AFMCR Rotational Plan. All U. S. civilian personnel, with the exception of clerical assistance are subject to rotational assignment after they have been at a contractor's facility for three years. Each individual eligible completes AFMCR Form 3, AFMCR Relocation Preference Questionnaire. (See atch 1). From time-to-time the Rotational Review Board, established at the Center, convenes and reviews civilian positions and makes recommendations to the commanders on fill actions and reassignments. We believe that our barometer of success is indicated by the high quality production of the contractors. Expertise in picking the right person for the job is indicative of the success of this program. The Budget Analyst continues to work with the Commander/Vice Commander in managing the AFMCR travel budget. Our goal has continued to be effective because military air and transient accommodations are utilized when available.

Our detachments have also adopted this philosophy and as a result our overall travel costs remain well within our FY 73 budget.

The operations planning method first utilized during FY 72 has continued to be effective during FY 73. The Plan is developed, stating the objective and broken down into functional areas in a manner to ensure an orderly sequence of actions to be accomplished. As a dynamic organization the AFCMC must be able to respond to increases or decreases in workload at a moments notice. Our operations planning method gives us this flexibility.

Failure to explore the value of the AFCMCR 178-4 Commander's Assessment Report generated by the Plans and Management Office would be a mistake because this monthly report serves a vital role in keeping the Command Section as well as each functional area abreast of the accomplishments within each detachment. The report portrays an assessment by the commander at each facility. It is not intended as a vehicle to air problems. Problems if they exist are reported immediately via message.

In October of 1973 the AFCMC was faced with a crisis in manning as the Peace Negotiations in Vietnam indicated some progress of Peace becoming a reality. AFCMC/XM was alerted by the Commander to the fact that all U. S. Military Forces would be withdrawn. Our interest centered around Detachment 14 AFCMC, Vietnam. Working with the AFCMC staff and AFLC Chief of Staff Office (AFLC/CSM) contingency plans were developed to convert the detachment from a combined military/civilian manned organization to a complete civilian organization.



On 3 November 1973, a message was transmitted by HQ AFPMO to all AFPMO detachments requesting volunteers for TDY to Vietnam by January 1973.

In the meantime AFPMO/XM:

- a. Identified and established the nucleus of civilian positions required in Vietnam.
- b. Identified the manpower resources and skills available from within AFPMO for TDY to Vietnam.
- c. Submitted to AFPC/DPC the skills required by AFPMO for TDY to Vietnam which were not available from within AFPMO resources.
- d. Established the orderly phase-out of military personnel and the PCS civilian replacement time schedule.

By March 1973 the Civilian chief of the AFPMO organization in Vietnam as well as his deputies and the majority of the personnel required for Vietnam was either identified or in place in country.

All of the above actions were possible due to the familiarity and expertise of the AFPMO/XM staff with the workings of the Centralized Overseas Referral and Recruitment office and the procedures pertaining to getting U. S. Civilian employees overseas. A representative from AFPMO/XM participated and assisted AFPC in this endeavor.

Detachment 14 AFPMO is now identified as the DAO Air Force Division Branch, referred to on the AFPMO Organizational Chart as DAO/Saigon.

As attachment two to the Plans and Management/XM section of this history there is a listing of Awards and Decorations received by personnel in AFPMO.

AFCMC RELOCATION PREFERENCE QUESTIONNAIRE																																																																																							
PART I																																																																																							
A. NAME (Last, First, MI)					B. ORGANIZATION			C. SCD																																																																															
								DAY	MONTH	YEAR																																																																													
D. DATE ASSIGNED TO PRESENT POSITION			E. PRESENT JOB TITLE		F. GS SERIES AND GRADE		G. DATE DEPARTED CONUS																																																																																
DAY	MONTH	YEAR					DAY	MONTH	YEAR																																																																														
PART II																																																																																							
A. I (am) (am not) registered in the Automated Overseas Employment Referral Program (AOERP). (Cross out inapplicable word/s)																																																																																							
B. I (have) (have not) submitted a Standard Form 171 to the Civilian Personnel Officer, 2750th AB Wing. (Cross out inapplicable word/s)																																																																																							
C. Indicate your preference of the 3 geographical areas of assignment by marking 1, 2 or 3 beside each area:																																																																																							
(1) CONUS			(2) FAR EAST			(3) EUROPE																																																																																	
D. I (do) (do not) have return rights to a CONUS organization. (Indicate organization, job title and grade of position below if answer is affirmative):																																																																																							
E. Indicate your availability for relocation to each of the organizations listed below by placing a check mark in the appropriate box next to each activity:																																																																																							
ORGANIZATION				P			R			N																																																																													
HQ AFCMC, WPAFB OH				<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td></tr> </table>																																										<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td></tr> </table>																																									
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DAO/Saigon, Vietnam																																																																																							
DAO/OL, Bien Hoa, Vietnam																																																																																							
Det 16, Wiesbaden AB, Germany																																																																																							
Det 16 OL, Prestwick, Scotland																																																																																							
Det 15 OL, Rochester, England																																																																																							
Det 16 OL, Upper Heyford, England																																																																																							
Det 18, Tel Aviv, Israel																																																																																							
Det 19, Madrid, Spain																																																																																							
Det 19 OL, Alverca, Portugal																																																																																							
Det 21, Wichita KS																																																																																							
Det 22, Dhahran, Saudi Arabia																																																																																							
Det 22 OL, Taif, Saudi Arabia																																																																																							
CODES: "P" - Willing to Move to Activity Only With a Promotion																																																																																							
"R" - Willing to Move to Activity on Rotational, Lateral, Reassignment Basis																																																																																							
"N" - Not Willing to Move to this Activity																																																																																							
F. Typed Name _____ Date _____ Signature _____																																																																																							
G. Commanders'/Directors' Recommendations: (See Para 4d(2), AFMCR 40-1)																																																																																							
SEE INSTRUCTIONS FOR PREPARATION ON REVERSE SIDE																																																																																							

AFCMC FORM 3 (REVISED) JUL 73

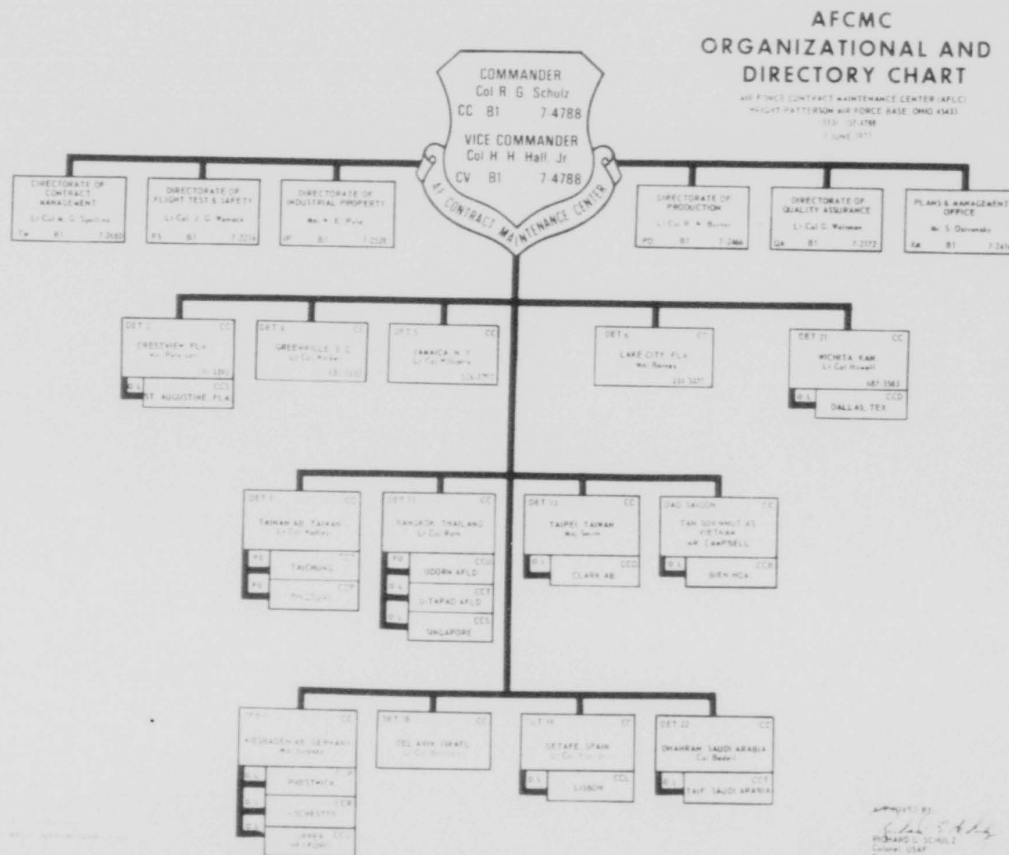
PREVIOUS EDITIONS OF THIS FORM OBSOLETE

AFLC-WPAFB-JRIL 73 550

Attachment 1

AWARDS AND DECORATIONS

28 February 1973, Mr. Rue S. Berryman: Outstanding Performance Award  
1 March 1973, Mr. Jesse L. Coalter: Outstanding Performance Award  
15 March 1973, Capt Larry E. Harry: Air Force Commendation Medal  
5 April 1973, Mr. Charles P. Feaster: Quality Salary Increase Award  
13 April 1973, Mrs. Betty D. Mihaly: Sustained Superior Performance Award  
14 May 1973, Mrs. Eleanor M. Kearns: Outstanding Performance Award  
14 May 1973, Lt. Col Marvin G. Spallina: Meritorious Service Medal (First Oak  
Leaf Cluster)  
15 May 1973, Gen Charles E. Buckingham presented USAF 1972 Flight Safety Award  
to Richard G. Schulz, Commander AFMC  
29 May 1973, Miss Carol E. Huff: Sustained Superior Performance Award  
1 June 1973, Gen Charles E. Buckingham presented USAF 1972 Ground Safety Award  
to Col Richard G. Schulz and Raul E.  
Saralegui  
8 June 1973, Mr. Charles H. Galbreath: Sustained Superior Performance Award  
13 June 1973, Capt Robert L. Davidson, Jr.: Meritorious Service Medal  
29 June 1973, Mr. Thomas K. Mishima: Significant Achievement Award



HEADQUARTERS AIR FORCE CONTRACT MAINTENANCE CENTER (AFMC)

HISTORICAL "BIRDS EYE" VIEW

OVERALL PICTURE

JULY 1972 - JUNE 1973

AFCMC WORKLOAD  
 AIRCRAFT AND ENGINE CONTRACTS (M&O)  
 FY 1973

	<u>QUANTITY REMAINING ON CONTRACT</u>	<u>NUMBER COMPLETED DURING FY 73</u>
CONUS		
AIRCRAFT	326	1204
ENGINES	50	107
FAR EAST		
AIRCRAFT	274	1021
ENGINES	110	85
EUROPE		
AIRCRAFT	43	273
ENGINES	60	
TOTAL	863	2690

PROGRAMS UNDER AFCMC COGNIZANCE

AIRCRAFT:

A-37	C-117	C-131	F-101	O-1
AU-24	C-118	C-135	F-102	T-28
B-52	C-119	C-137	F-105	T-29
C-7	C-121	C-140	CH-47	T-41
C-46	C-123	C-141	HH-3	U-8
C-47	C-124	F-4	UH-1H	U-17
C-54	C-130	F-5	UH-34	U-21

ENGINES:

J-47	J-60	J-57	T53L13
26WD	R-4360	R-3350	R-2000

AFSCM CUSTOMERS

. PACAF	. ARMY	. VNAF
. USAFE	. NAVY	. CANADA
. SAC	. COAST GUARD	. MAP COUNTRIES
. TAC	. NATIONAL GUARD	. AFCS
. MAC	. MAAG/ATTACHE	
. ADC	. AFSC	



PRODUCTION

WORKLOAD

(CONUS)

. ACTIVE CONTRACTS - \$512.1 MILLION  
(FACE VALUE)

. MAJOR PROGRAMS

. B-52, C-124, C-130, C-141 VC/C-140,  
K/VC-135 VC-118, VC-137, F-101, F-102,  
F-105

. J-47, J-57, J-60, R2000

## CONUS MAJOR PROGRAMS

CONTRACTOR	LOCATION	PROGRAM
FAIRCHILD REPUBLIC	CRESTVIEW, FLORIDA	F-105, T-29, F-102
DALLAS AIRMOTIVE	DALLAS, TEXAS	J-60, R-2000
SOUTHWEST AIRMOTIVE	DALLAS, TEXAS	J-47, J-57
LING-TEMCO-VOUGHT	GREENVILLE, S CAROLINA	F/BF-101
LOCKHEED AIRCRAFT	JAMAICA, NEW YORK	VC-135, VC/C-140, VC-137, VC-131 VC-118
AERO CORPORATION	LAKE CITY, FLORIDA	C-124 C-130, C-141
FAIRCHILD REPUBLIC	ST AUGUSTINE, FLORIDA	AIRCRAFT SPARES
BOEING COMPANY	WICHITA, KANSAS	B-52, KC-135

MANPOWER  
AUTHORIZATION  
(CONUS)

	<u>OFFICERS</u>	<u>AIRMEN</u>	<u>CIVILIANS</u>	<u>TOTAL</u>
HEADQUARTERS	14	2	46	62
DETACHMENTS	25	12	186	223
TOTAL AUTH	39	14	232	285

PRODUCTION

WORKLOAD

(EUROPE)

. ACTIVE CONTRACTS - \$110.2 MILLION  
(FACE VALUE)

. MAJOR PROGRAMS

. C-5A COMPONENTS, C-54  
C-131, F-4, F-5, T-29, C-47, C-123

. TF-41 SPARES

. "L" SYSTEMS: 440L, 490L, GAREX,  
SCOPE COMM, 441A

## EUROPEAN MAJOR PROGRAMS

CONTRACTOR	LOCATION	PROGRAM
OCMA	PORTUGAL	T-29, C-123, VC-47 DIM. & PHASE
LUCAS GAS TURBINE EQUIPMENT	BIRMINGHAM	TF-41 SPARES
ROLLS ROYCE LTD	DERBY	TF-41 SPARES
ELLIOTT BROS.	ROCHESTER	C-5A COMPONENTS
AUTOMATIC ELECTRIC CO.	10 SITES THROUGHOUT GERMANY, GREECE, ITALY, SPAIN, ENGLAND	MODIFICATION OF 490L SWITCHING CENTERS
RCA	CLASSIFIED	441A
RAYTHEON CO.	CLASSIFIED	O&M AND RETROFIT FOR 440L
IAI	TEL AVIV	IRAN/PE I-29/C-131/ C-54/C-47
CASA	GETAFE	F-4 IRAN/MOD
CASA	SEVILLA	F-4 MOD
PHILCO FORD	19 SITES, GERMANY BELGIUM, UK	PROJECT SCOPE-COMM
GUSTAV RING	OSLO, NORWAY	CONTROL TOWER SWITCHING SYSTEM
NORTHROP CORP.	SAUDI ARABIA	F-5 PILOT/MAINTENANCE TRNG

MANPOWER  
AUTHORIZATION  
(EUROPE)

	<u>OFFICERS</u>	<u>AIRMEN</u>	<u>US CIVILIANS</u>	<u>DNEN</u>	<u>TOTAL</u>
AUTH	17	19	57	8	100

PRODUCTION

WORKLOAD

(FAR EAST)

. ACTIVE CONTRACTS - \$111.8 MILLION  
(FACE VALUE)

. MAJOR PROGRAMS

. C-7, C-47, C-123, F-4,  
CH47 (ARMY), T-28, C-119,  
C-130, U-21  
FLYING SVS

. 440L, 490L, 441D

## FAR EAST MAJOR PROGRAMS

CONTRACTOR	LOCATION	PROGRAM
AIR ASIA	TAINAN AS	F/BF-4, MOD/PDM USNC118, C117 MAINT
CHINESE AIR FORCE (2ND AMA)	TAICHUNG FO	C-47 PDM, 463L
CHINESE AIR FORCE (1ST AMA)	PINGTUNG FO	F-4 PDM
AIR VIETNAM	SAIGON	A-3/B WING MOD INSP CH-47 7AF OFLM, C-119 PDM
THAI AM	BANGKOK	C-7 PDM, C-47 MOD/P1, T-28 MOD, TRANSIT MAINT, O1 REHAB
AIR AMERICA	UDORN FO	DIM, FLYING/MAINTENANCE SVS, U-8 DLM
CHINA AIRLINES	TAIPEI	C-123 PDM, RF104 MOD
RAYTHEON	CLASSIFIED	443L
GENERAL ELECTRIC	CLASSIFIED	441D
LAS	SINGAPORE	C-130 CORROSION, EC121 PDM, U-21 MAINT, C-54 PDM
AUTOMATIC ELECTRIC	7 SITES	MODIFICATION OF 493L AUTOVON SWITCHES



MANPOWER  
AUTHORIZATION  
(FAR EAST)

	<u>OFFICERS</u>	<u>AIRMEN</u>	<u>US CIVILIANS</u>	<u>DHFN</u>	<u>TOTAL</u>
AUTH	29	32	98	31	190

AFCMC  
ACTIVE CONTRACTS  
TOTAL

---

(\$ MILLIONS)

CONUS.....	512.1
FAR EAST.....	111.8
EUROPE.....	110.2
TOTAL.....	734.1

## MANPOWER STATUS

AUTHORIZED

(COMBINED)

	<u>OFFICERS</u>	<u>AIRMEN</u>	<u>CIVILIANS</u>	<u>DHFN</u>	<u>TOTAL</u>
HQ	14	2	46	--	62
CONUS DETS	25	12	186	--	223
EUROPE	17	18	57	8	100
FAR EAST	29	32	98	31	190
TOTAL	85	64	387	39	575

EFFECTIVE 1 JANUARY 1971, AFMCMC WAS  
DESIGNATED IN CONTRACTS AS HAVING  
PRIME CONTRACT ADMINISTRATION FOR ALL  
COMPETITIVELY AWARDED CPT CONTRACTS.  
NON-COMPETITIVE CPT CONTRACTS ARE  
ASSIGNED TO DETACHMENTS OR DCAS AS  
APPROPRIATE FOR PRIME ADMINISTRATION.

FY 73 CFT EXPENDITURE

<u>CONTRACTOR</u>	<u>NO. OF ORDERS</u>	<u>CURRENT FUNDED VALUE</u>
QUALITRON AERO INC.....	32.....	\$4,596,668.
LEAR SIBLER INC .....	15.....	30,029,477.
DYNALECTRON CORP .....	19.....	10,089,718.
TOTAL.....	66.....	44,715,863.

<u>MDE</u>	<u>QTY</u>	<u>MAJOR CONUS PROGRAMS</u> <u>TYPE WORK</u>	<u>LOCATION</u>
C-119	30	DIM	3 Bases
T-38	593	MOD	6 Bases
F-106	40	MOD/MAINT	2 Bases
F-102	81	PDM	10 Bases
F-105	128	MOD/MAINT	5 Bases
F-100	375	MOD/MAINT	15 Bases
F-100	483	CLASS IV SAFETY OF FLIGHT MOD	20 Bases
UH-1	143	MOD/MAINT	14 Bases

MAJOR OVERSEA PROGRAMS

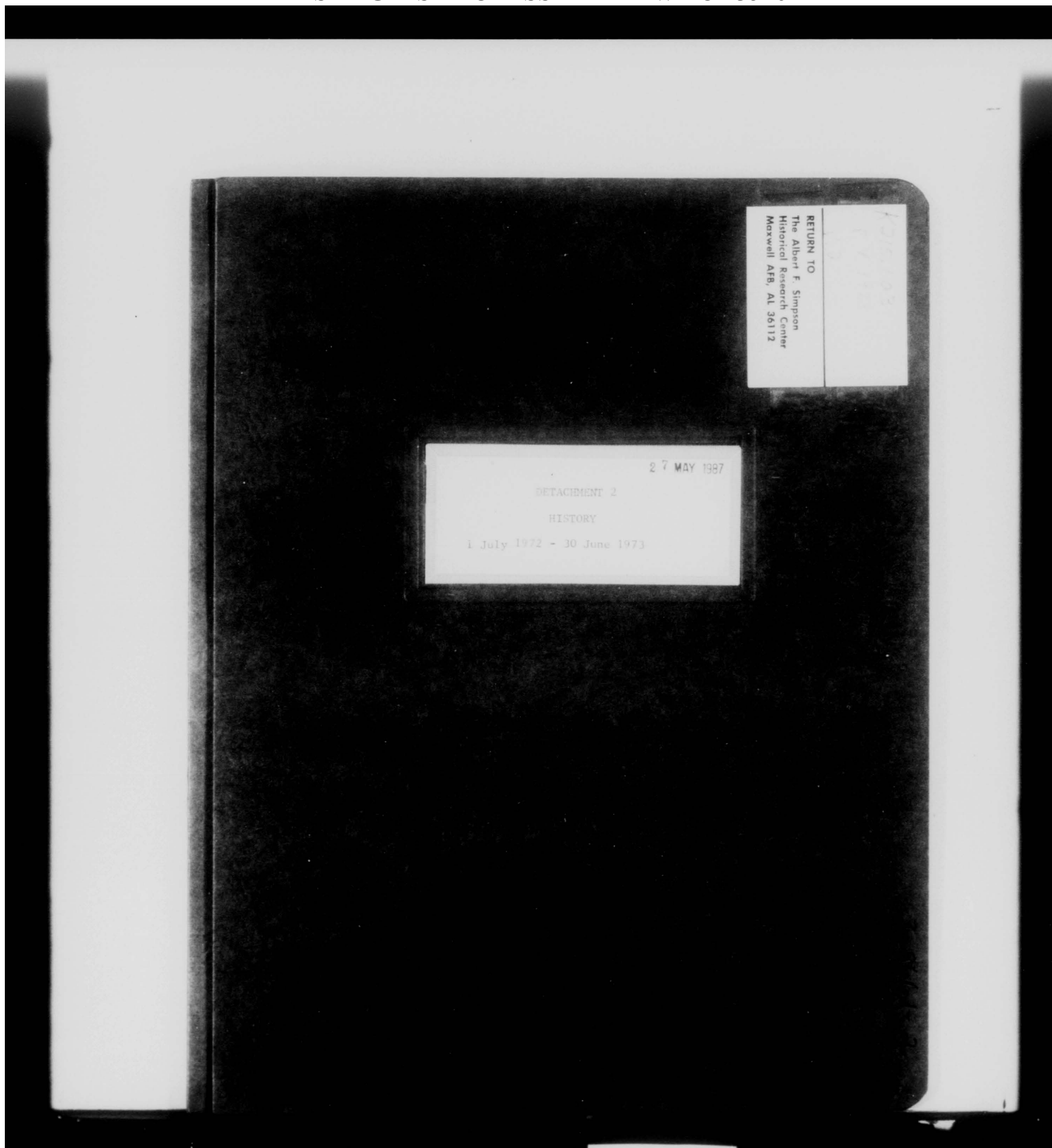
<u>MDS</u>	<u>QTY</u>	<u>TYPE WORK</u>	<u>LOCATION</u>
C-123	8	PDM	Kulis ANG Base AK
F-104	20	TCTO/MAINT	Muniz AB Puerto Rico
Various Types (11)	792	Corrosion Control	Kadena AB Okinawa
UH-1, CH-47 EC-47, C-7, C-119, A-37, C-130, F-5, C-119	?	Training of VNAF Personnel and Maint of VNAF Maint & Equip	Vietnam (10 sites)

APCMC OBJECTIVES

- . DEVELOP A MORE EFFICIENT AND EFFECTIVE CONTRACT ADMINISTRATION ORGANIZATION THROUGH:
  - . MORE PRE-AWARD INVOLVEMENT
  - . UPGRADING THE PROFICIENCY OF OUR PEOPLE
- . ACHIEVE UNIFORMITY IN DEALING WITH INDUSTRY ON THE ADMINISTRATION OF GOVERNMENT CONTRACTS.
- . ACHIEVE INCREASED CUSTOMER SATISFACTION THROUGH MORE TIMELY DELIVERIES AND IMPROVED QUALITY.
- . PROMOTE MEANINGFUL SAFETY PROGRAMS.
- . MOVE TOWARD AUTOMATING THE MANAGEMENT INFORMATION REPORT AND OTHER SELECTED REPORTS.







IRIS WORKSHEET		006 OLD REEL NUMBER
016 CALL NUMBER (10AN) K215.103 V.2	005 IRIS NUMBER (10AN) 00917079	
026 OLD ACCESSION NUMBER (12AN)	014 MII ROFILM REEL/FILM NUMBER 002219.2264 000 421	
SECURITY WARNING/ADMIN MARKINGS		
RD FR CN SA WI NF PV FO FS NO CONTRACT PROPRIETARY INFO	ORAL HISTORY CAVEAT 01 02 03 04	THIS DOCUMENT CONTAINS NATO _____ INFO
501 DOCUMENT SECURITY		
501	DOWNGRADING INSTRUCTIONS	
U	DECLASSIFY ON	REVIEW ON
CLASSIFICATION AND DOWNGRADING INSTRUCTIONS FOR		
502	TITLE / ABSTRACT / LISTINGS	
028 REF 00917079	DEST DUPOF	027 NUMBER IN AUDIO REEL SERIES
INSERT TO	DUPOF	
CATALOGING RECORD		
MAIN ENTRY (Use one) (150AN)		
100 PERSONAL NAME	109 ISSUING AGENCY	129 TITLE AS MAIN ENTRY
Air Force Contract Maintenance Center		
TITLE (Use one) (DO NOT USE IF TITLE IS MAIN ENTRY) (180AN)		
220 History of Detachment 2		
OR CHECK		
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<input type="checkbox"/> 224C CHECO MICROFILM	<input type="checkbox"/> 226Q CORRESPONDENCE	<input type="checkbox"/> 228Z PAPERS
<input type="checkbox"/> 227P CALENDAR		
250 TITLE EXTENSION ENTER VOLUME NUMBER, PARTS, ETC. (20AN)		
V.2		
DATES: ONLY 264 OR 265 MUST BE COMPLETED. SUPPLY BOTH IF KNOWN		
264 INCLUSIVE DATE 72 07 01 TO 73 06 30		IF DATE ESTIMATED, CHECK HERE <input type="checkbox"/>
265 DATE OF PUBLICATION		300 TOTAL PAGES

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HISTORY OF DETACHMENT 2 AFMC

Crestview, Florida

RETURN TO	V 2	K215.103
		FY 1973
		27 MAY 1987

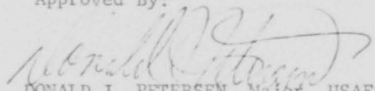
MAIL ROOM  
MAIL ROOM, 2031 AL 86112

1 July 1972 - 30 June 1973

by

JOHN R. LATERRIERE  
Det 2 Historian

Approved By:

  
DONALD J. PETERSEN, Major, USAF  
Commander

AIR FORCE CONTRACT MAINTENANCE CENTER  
UNITED STATES AIR FORCE

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3-8661-2  
00917079

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ANNUAL HISTORICAL REPORT				REPORTS CONTROL SYMBOL: HAF-CHO(AR)7101	
1. NAME OF UNIT: Det 2, AF Contract Maintenance Center		2. LOCATION: Crestview, Florida		3. PERIOD: FROM 1 Jul 72 TO 30 Jun 73	
4. NAME AND LOCATION OF NEXT HIGHER HEADQUARTERS: Air Force Contract Maintenance Center Wright-Patterson AFB OH 45433					
5. PERSONNEL STRENGTH (Last Day of Reporting Period)					
			CIVILIANS		
	OFFICERS	AIRMEN	USCE	FN	TOTAL
AUTHORIZED	3	1	25	0	29
ASSIGNED	3	1	22	0	26
ATTACHED	0	0	0	0	0
6. STATEMENT OF MISSION INCLUDING CHANGES (Continue on Separate Sheet):					
<p>Accomplish contract management and operational surveillance of Air Force and other agency contracts, as assigned, including quality assurance, contract administration, production surveillance, industrial property administration, aircraft flight test and acceptance, and flight and ground safety.</p>					
ORGANIZATIONAL CHANGES:					
<p>a. During FY73, several civilian personnel changes were made here at Detachment 2 and OL Det 2.</p> <p>(1) Det 2. Allen L. Stephens reported in 21 Aug 72 to assume the duties of Chief of Quality Assurance. Earnest McDonald, GS-9 QAS, transferred to Sung Shan AB, Taiwan 15 Sep 72. Oather E. Perkins, GS-11 Industrial Specialist, transferred to Det 6, Lake City, Florida 27 Nov 72 and George R. Benner, GS-11 Industrial Specialist, returned from Lake City to Crestview 11 Dec 72. Leo J. Seelhorst, GS-11 Industrial Specialist, transferred to Det 11, Udorn FD, Thailand 18 Mar 73. Theresa Nores, GS-4 Clerk Stenographer, transferred to Patrick AFB, Florida 18 May 1973.</p> <p>(2) OL Det 2. Detachment 8, St Augustine, Florida was deactivated and redesignated OL Det 2 1 Aug 72. At that time, 7 civilians were assigned. Edna G. Nesbit terminated 19 Aug 72, Helen L. Alexander, Sidney C. Beech and Edward Lapinski transferred effective 2 Sep 72, and Jake M. Holley, GS-9 QAS arrived 8 Jan 73.</p>					

b. The Detachment also had several changes in military personnel. TSgt Francis W. Coggins, reported 23 Feb 73 to fill the position of NCOIC, Management Services, vacated by TSgt Robert D. Collins who transferred to Kusun AB, Korea, 2 Nov 1972. Major Donald J. Petersen assumed command 17 Apr 73, and Lt Colonel Franklin C. Mach departed 20 Apr 73 for IRAN.

8. OUTSTANDING ACHIEVEMENTS:

a. Det 2, Flight Test and Safety received the AFCMC Flight Test and Safety Award again this year for the third consecutive year.

b. Charles W. Wilson and Florasteen A. Davis received Outstanding Performance Ratings with Quality Step Increases. Glenda G. Gordon received a Sustained Superior Performance Award.

c. George V. Michael, Marvin P. Prine, and William T. Birdwell received Certificates of Significant Achievement for their outstanding performance on the F-105 \*AIMS/CADC/Flap Track Modification program.

9. MISSION PROGRESS AND PROBLEMS: Following is a narrative of progress and problems encountered during this reporting period in the administration of assigned contracts:

a. Contract F09603-71-C-1131, C-119 Reconditioning and Modification of 7 Aircraft for a Military Assistance Program (MAP). This contract was production complete on 17 Jul 72 with all aircraft delivered on-schedule.

b. Contract F04606-72-C-0050, Inspection and Repair as Necessary (IRAN) and Analytical Condition Inspection (ACI) of 14 F-105B Aircraft. The contract flow time was 135 days on ACI and 90 days for IRAN. All aircraft were delivered on or ahead of schedule by 27 Oct 72.

\*AIMS: A - Air Traffic Control Radar Beacon; I - Identification Friend or Foe;  
M - Military Mark 12; S- System. CADC: Central Air Data Computer

c. Contract FO4606-72-C-0574, F-105 AIMS/CADC/Flap Track Modification. This contract covered 175 F-105B/D/F/G aircraft. The schedule was started at 21 work days decreasing to 15 days. The last aircraft departed on-schedule on 24 Jan 73.

d. Contract FO4606-73-C-0288, Reconditioning and Modification of T-28A aircraft to a T-28D-5. This is a MAP contract with 39 aircraft on the basic contract with an option of 11 additional aircraft. The first aircraft was input on 9 Nov 72 and the option for the additional aircraft was exercised by P00003 on 13 Apr 73. From the early stages of production, the contractor moved ahead of schedule with 15 aircraft delivered by 30 Jun 73.

e. Contract FO4606-73-C-0434, IRAN/ACI on F-105B aircraft. This contract was for 9 aircraft with an option for 3 more. The work progressed smoothly and 3 aircraft were delivered by June 1973. During Jun 73, an inspection of the electrical connectors on the F-105 aircraft revealed a reversion of the potting compound. This problem grounded most of the F-105B aircraft and an emergency procurement was initiated by SMAMA to have the defective potted connectors replaced on 41 aircraft by Fairchild Republic Company. As a result, the remaining 6 aircraft on the IRAN program were scheduled for this work, the option was exercised which added 3 more aircraft to the IRAN program and 5 more added on the "Drop-in" clause for connector replacement. In addition, a Letter Contract (FO4606-74-C-0138) was initiated adding 17 more to the program. Another contract (FO4606-74-C-0218) was awarded to Fairchild for Programmed Depot Maintenance (PDM) on 5 F-105B aircraft with connector replacement as a requirement. On 28 Jun, another letter contract (FO4606-74-C-0021) was awarded to Fairchild by SMAMA for PDM/ACI on 33 F-105D aircraft.

f. In Feb 73, WRAMA and Fairchild Republic Company entered into a contract (FO9603-73-C-0936) for Design, Engineering, Manufacture, and Test of Group



"A" Kits on C-119G aircraft. The kit was to be prototyped on one aircraft with 12 additional kits to be manufactured. The object was to increase the capability of coastal air surveillance through the use of infra-red Night Observation Sight (NOS), Extended Radar System and Flare Launch Capability. One kit was produced, installed and prototyped on the aircraft before WRAMA terminated that portion of the contract which included 12 additional kits. All test flights on this contract were performed by contractor personnel. The aircraft was subsequently flown to Davis-Monthan AFB for storage.

g. In March 1973, Sperry Rand Corporation was awarded a contract (F08635-73-C-0100) by the Armament Development and Test Center (ADTC) at Eglin AFB, Florida. The contract called for the design and conversion of F-102A aircraft into QF/PQM-102A target systems. Fairchild Republic Company was selected by Sperry Rand as a primary subcontractor to perform most of the work at the Crestview facility. The contract called for 6 targets with an option for two more. Additionally the contract required development of flight control systems with automatic stabilization and control in response to commands from a remote ground station. The Aerospace Ground Equipment (AGE) and shop test equipment peculiar to the QF (Man-rated) and PQM (Non-man-rated) configuration were also required. The final objective is to provide an operational target system that meets Air Force requirements for a full size, maneuvering, afterburner target in evaluation of air-to-air weapon systems. The flight test responsibility for this contract rests with the contractor. Program is progressing satisfactorily with deliver to Holloman AFB, NM scheduled for Nov 73.

h. The St Augustine facility (OL Det 2) continues its surveillance of "hardware" items delivered under numerous contracts awarded to Fairchild Republic by Army, Navy, DSA, and Air Force procurement activities. The contractor is awarded contracts for engineering services type contracts as

well as occasional contracts for aircraft modification kits. In Sep 72, contract F09603-71-C-2356 for modification and test of a C-123K aircraft pesticide spray system was completed on schedule. Contract surveillance at St Augustine was accomplished by telecon and some TDY.

i. The flight test programs on all contracts progressed smoothly and without accident. The quality of aircraft put up for test flights varied from acceptable to excellent.

j. Through critical reviews of the contractor's reports of Government Furnished Material (GFM), significant reductions have been made in the amount of GFM being retained by the contractor. The amount of industrial facilities has been reduced by approximately 75% over the past year. The Detachment plans to completely phase-out government owned facilities at the contractor's plant by Dec 74. Through the cooperation of the System Manager and the AMA Procurement Offices, the quality of the contract Appendix Bs has greatly improved. The Detachment expects to make further contributions in this area to assure that contract Appendix Bs are quality documents.

10. CONTRACTOR'S PERFORMANCE:

a. Past accomplishments of Fairchild Republic Company led to the award of contract F04606-73-C-0574 for performance of AIMS and Flap Trap Modifications on 175 aircraft. The joint efforts of Fairchild, Det 2, and SMAMA led to the successful completion of this contract in 10 months. All aircraft were delivered in advance of schedule with mutual benefits realized by all members of the procurement team.

b. Another major procurement made possible by previous successes on difficult contracts resulted in the award of contract F04606-73-C-0288 for reconditioning and modification of 50 T-28 aircraft. Approximately 90% of this contract has been accomplished with all aircraft delivered several weeks

weeks in advance of the contract delivery schedule.

c. In addition to the programs identified above, the contractor has performed during this period a number of contracts either on or ahead of delivery schedule and has delivered quality and economical products to the government.

d. During this period, the Crestview facility has developed and strengthened a solid management core which is available to the government for utilization in meeting the mission objectives of both the procuring and using activities throughout the Department of Defense.

e. The contractor's quality control performance continues to be acceptable. His attitude and responsiveness to noted defects are good and various quality control procedures have been updated during this period to insure continued effectiveness.

f. The one area in which the contractor falls below par at times is Ground Safety. Constant effort is required with the contractor management personnel to secure lasting corrective action. Improvement has been noted and no major accidents have been experienced. Two reportable ground incidents have occurred. One, F-105B Windshield, 2 May 73, and two, F-105B FOD to engine, 4 Jun 73. Not chargeable to the contractor.

#### 11. ADMINISTRATIVE PROBLEMS:

a. During this period, the Contract Administration activity was in the process of closing out production complete contracts previously being administered by Det 1 at Clearwater, Florida. The Det 2 ACO was assigned primary responsibility for negotiating the settlement of all residual transactions involving direct material labor on all production complete contracts performed at the Fairchild facilities at St Augustine, St Petersburg, and Crestview. The total outstanding direct labor transactions exceeded 50,000. This imposed an almost impossible workload on the one ACO assigned.

b. Delays were experienced in the closeout of production complete contracts and settlement of direct materials transactions due to irregularities and inconsistencies in contract language. This language was subject to varying interpretations by the DCAA Auditors, Contracting Officers at procurement sources, Contract Administrators and the contractor. Other delays were experienced in closing out these contracts due to the unavailability of DCAA Auditors. In other cases, progress was slow due to controversial and/or questionable cost items found by DCAA Audits.



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FY 1973	
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RETURN TO	
APPROVED	
27 MAY 1997	
3 ANWILL, AFB AL 36112	

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3-8661-3  
00917080

IRIS WORKSHEET		006 OLD REEL NUMBER
016 CALL NUMBER (10AN) K215-103 V.3	005 IRIS NUMBER (10AN) 00917080	
026 OLD ACCESSION NUMBER (12AN)	014 MICROFILM REEL/FILM NUMBER 2398-00436	
SECURITY WARNING/ADMIN MARKINGS		
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NO CONTRACT	PROPRIETARY INFO	THIS DOCUMENT CONTAINS NATO _____ INFO
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501 U	DOWNGRADING INSTRUCTIONS	
	DECLASSIFY ON	REVIEW ON
CLASSIFICATION AND DOWNGRADING INSTRUCTIONS FOR		
502 TITLE / ABSTRACT / LISTINGS		
028 REF. 00917028	DEST DUP OF	027 NUMBER IN AUDIO REEL SERIES
INSERT TO	DUP OF	
CATALOGING RECORD		
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100 - PERSONAL NAME	109 - ISSUING AGENCY	120 - TITLE AS MAIN ENTRY
Air Force Contract Maintenance Center		
TITLE (Use one) (DO NOT USE IF TITLE IS MAIN ENTRY) (150AN)		
220 History of Detachment 4		
OR CHECK:		
<input type="checkbox"/> 2210 ORAL HISTORY	<input type="checkbox"/> 222E END OF TOUR REPORT	<input type="checkbox"/> 223H HISTORY (AND SUPPORTING DOCUMENTS)
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<input type="checkbox"/> 227P CALENDAR		
230 TITLE EXTENSION: ENTER VOLUME NUMBER, PARTS, ETC. (20AN)		
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264 INCLUSIVE DATE 72 07 01 TO 73 06 30		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		

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HISTORY OF  
DETACHMENT 4, AIR FORCE CONTRACT MAINTENANCE CENTER  
DONALDSON CENTER  
GREENVILLE, SOUTH CAROLINA 29605

1 JULY 1972 - 30 JUNE 1973

APPROVED	13	K215.103
DATE		F/1973
REVISION		
MANUAL		
NO. AL. 8819	27	MAY 1987

Prepared by  
Capt C. Glen Shaffer, Jr.  
Historian  
Detachment 4 AFCMC

Approved by:

*C. Glen Shaffer Jr.*  
C. GLEN SHAFFER, JR.  
Captain, USAF

AIR FORCE CONTRACT MAINTENANCE CENTER (AIR FORCE LOGISTICS COMMAND)  
UNITED STATES AIR FORCE

UNCLASSIFIED

3-866-3  
00017080



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MISSION AND RESOURCES

MISSION

The mission of Detachment 4 was to provide related services of contract administration, flight test, quality assurance surveillance, production assistance, and industrial property control as required by all Defense Department contracts awarded to E-Systems, Inc., formerly Ling-Teneco-Vought Electrosystems (LTVE), located at the Donaldson Center in Greenville, South Carolina. Incidental to this primary mission was the secondary mission of providing personnel support and service for the Air Force officers, enlisted personnel and civilian employees assigned to the Detachment.

Within the Detachment there were six separate functional areas of responsibility, apart from the command section, which had overall responsibility for mission accomplishment. This accomplishment was a function of interrelationships and coordination between the six sections.

The mission of each section within the Detachment was as follows:

- a. The Plans and Administration Section provided guidance and assistance relating to correspondence, records,

publications, postal functions, administrative orders, distribution and storage, and authorized reproductions and printing. This section kept and maintained the master reference library of all required publications, and stocked and issued operational supplies relating to office work. In addition to being the custodian for classified material, the NCOIC of the Plans and Administration Section was the transportation agent for the Greenville area for the transportation officer, Detachment 21, Headquarters Air Force Contract Maintenance Center, Wichita, Kansas.

b. The Contract Administration Section administered the terms of contracts assigned to Detachment 4 AFMCC. This section was responsible for the negotiation of over-and-above items, and approval of contract change letters and change information letters. It was also responsible for monitoring the funding of each contract assigned for administration.

c. The Flight Test Section had the mission of assuring that aircraft repaired by E-Systems met the quality specified by Air Force standards set forth in applicable contractual documents. This section insured that all matters and records pertaining to pilot proficiency and qualifications were maintained. The mission of the Flight Test Section also included responsibility for flight and ground safety.

d. The Quality Assurance Section determined the conformance of the product to contract requirements based upon the contractor's objective evidence of quality and quantity. Evaluation was accomplished in accordance with AFLCM 74-1. The contractor's written policy control procedures, as required by MIL-C-45208A, supplemented by portions of MIL-Q-9858A, formed the basic foundation for the quality operations. The Air Force Quality Assurance Representative was responsible for evaluating and assuring that the contractor's written quality program or inspection system procedures were adequate.

e. The Production Section was responsible for constant surveillance of the contractor's performance. This surveillance was based upon historical data, daily progress reports, and overall production flow. The Production Section was also responsible for value engineering change proposals, Armed Services Procurement Planning functions of the Industrial Readiness Mobilization Program, reporting of labor-management disputes, and the performance of pre-award surveys. The industrial specialists assigned gave technical assistance to the contractor as coordinated with technical representatives and engineers from the Air Materiel Areas. Expeditious action on Government-furnished property required to avoid work stoppage was taken by the

Industrial specialists, whenever necessary, via AMA production management, item managers, or Joint Aeronautical Materiel Activity Committee (JAMAC).

f. The Industrial Property Section had authority and responsibility for accomplishing the property control and plant clearance programs. The Property Section planned and executed the surveillance of, and evaluated and approved the contractor's industrial property management system. This section was also responsible for developing and applying a system survey program for each contract under cognizance by the Detachment 4 Industrial Property Officer.

#### PERSONNEL

As of 30 June 1973, Detachment 4 APCMC was manned by five military officers with the primary function of administration and flight test. Twenty civilian employees functioned as specialists in contract administration, quality assurance, production, property, with related support personnel. The civilian force was comprised of two GS-12s, four GS-11s, eight GS-9s, two GS-5s, two GS-4s, and two GS-3s. A roster of assigned personnel is attached as Appendix 1. Major personnel actions occurring during the year are listed in Appendix 2. Of particular significance was the reassignment/attrition of the KC-135 crew consisting of Captain Charles W.

Ashworth, Major Donald E. Chaney, Captain John R. Ehrlich, and Master Sergeant Charles B. Nelson. In addition, Master Sergeant Douglas F. Holicky retired with over 30 years of military service. Awards and special recognitions received by Detachment personnel are also listed in Appendix 2.

TRAINING

Military training was in the form of F/RF-101 and KC-135 pilot proficiency check-outs, functional check flight familiarisation, standard evaluation, and other required survival training in accordance with AFM 60-1. In addition, AFIT short courses were provided military personnel for career development. Civilian personnel training was accomplished throughout all sections as required.

OPERATIONS

The workload at Detachment 4 is directly related to the number and complexity of the contracts administered by the Detachment. This workload is reflected in Appendix 3. To further illustrate the size workload accomplished at Detachment 4, production statistics for all major programs are outlined in Appendixes 4 through 8. All aircraft were delivered within the scheduled contract flow time or within approved extension time. The quality was of a high standard as is indicated in the APTO 64 reporting section of Appendixes 4, 5, and 6. For the outstanding quality record achieved by E-Systems, Inc., the Zero Defects achievement award was approved for presentation to the contractor. Presentation of the award was scheduled to be made during July 1973, and will be reported upon in the next historical report.

MAJOR EVENTS

On 9 April 1973, the Detachment was inspected by the AFIC Inspector General and they found the Detachment 4 mission effectiveness to be excellent. General Inspection PN 73-17A-F, 18A-D, and 19 NN 73-20 of the Headquarters AFIC Inspector General states:

"The administration of organizational and people-oriented programs is excellent. Personnel are highly motivated and knowledgeable in their duties. The Security, Flight Operations, and Safety Programs are being conducted in an excellent manner. The Industrial Property Branch is operating in a highly effective manner and is maintaining excellent coordination with the contractor. The Quality Assurance function is performing in a highly satisfactory manner, but some improvement is required in the area of contractor procedural reviews. Contract Administration and Production are effectively accomplishing their mission with Production being managed in an excellent manner."



## APPENDIX 1

## PERSONNEL ROSTER - AS OF 30 JUNE 1973

<u>GRADE</u>	<u>NAME</u>	<u>TITLE</u>
Lt Col	Walker, William L.	Commander
Maj	Chaney, Donald E.	Tanker Navigator
Maj	Mattson, Matt C.	Chief, Flight Test
Capt	Shaffer, C. Glen, Jr.	Production Officer
Capt	Whitley, Russell V.	Fighter Interceptor Test Pilot
MSGt	Vacant	Administrative Supervisor
GS-12	Vacant	Supvry Quality Assurance Specialist
GS-12	Kowal, Martin (NMI)	Supvry Industrial Specialist
GS-12	Whatley, Martha H.	Administrative Contracting Officer
GS-11	Burns, William A.	Supvry Quality Assurance Specialist
GS-11	Crocker, William M.	Industrial Property Mgmt Specialist
GS-11	Houck, Donald A.	Supvry Quality Assurance Specialist
GS-11	Rouse, Peter J.	Industrial Specialist
GS-9	Baugh, Charles L.	Quality Assurance Specialist (Aero)
GS-9	Davis, Clyde M.	Industrial Property Mgmt Specialist
GS-9	Dressler, John (NMI)	Quality Assurance Specialist (Aero)
GS-9	Hallman, George P.	Quality Assurance Specialist (Aero)
GS-9	O'Dell, Robert F.	Quality Assurance Specialist (Aero)
GS-9	Ramsey, Bobby D.	Quality Assurance Specialist (Elec)
GS-9	San Miguel, Mike (NMI)	Safety Specialist
GS-9	Valentine, Forrest E.	Quality Assurance Specialist (Aero)
GS-5	Johnson, Evelyn G.	Secretary (Comd)
GS-5	Nyhof, Peggy G.	Procurement Clerk
GS-4	Ayers, Mary Ann	Clerk-Stenographer (Property)
GS-4	Johnson, Mary S.	Clerk-Stenographer (Quality)
GS-3	Sanger, Peggy O.	Clerk-Stenographer (Production)
GS-3	Vinson, Peggy C.	Clerk-Stenographer (Contracts)

APPENDIX 2

MAJOR PERSONNEL ACTIONS/AWARDS AND SPECIAL RECOGNITIONS

MAJOR PERSONNEL ACTIONS

ASSIGNMENTS:

Master Sergeant Charles B. Nelson, Aircraft Maintenance Technician, was assigned on 24 July 1972.

Peggy O. Sanger was assigned as a GS-2 Clerk-Typist 1 April 1973.

Peggy C. Vinson was assigned 30 April 1973 as a GS-3 Clerk-Stenographer.

DEPARTURES:

Charles F. Shipley, Jr., GS-12 Supervisory Contract Administrator, transferred to DCASO, Burlington, North Carolina on 26 August 1972.

Major Ralph C. Mayton, Jr., F-101 Fighter Interceptor Pilot, retired 31 August 1972.

Charles J. Burgess, GS-9 Quality Assurance Specialist, retired 29 December 1972.

Mary L. Bynum, GS-3 Clerk-Typist, resigned 10 February 1973.

Rhonda M. Southern, GS-4 Clerk-Stenographer, resigned 17 February 1973.

Captain John R. Ehrlich, KC-135 Pilot, resigned his commission on 15 April 1973.

Captain Charles W. Ashworth, KC-135 Pilot, was transferred to Headquarters AFCEM, Wright-Patterson AFB, Ohio, on 23 April 1973.

Master Sergeant Douglas F. Holicky, Administrative Supervisor, retired 30 April 1973.

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John L. Tucker, GS-9 Quality Assurance Specialist, transferred to Detachment 6, AFCMC, Lake City, Florida, on 25 May 1973.

Dianne R. Jarrell, GS-4 Clerk-Stenographer, resigned 26 May 1973.

On 2 June 1973, Major Donald E. Chaney, KC-135 Navigator, departed TDY for 343 days to attend the University of Nebraska under "Operation Bootstrap."

M. A. Crume, GS-12 Supervisory Quality Assurance Specialist, transferred to Detachment 18, AFCMC, Tel Aviv, Israel, on 24 June 1973.

Master Sergeant Charles B. Nelson, Aircraft Maintenance Technician, retired 30 June 1973.

PROMOTIONS:

Martha H. Whatley, Contracting Officer, was promoted to GS-12 on 12 November 1972.

AWARDS AND DECORATIONS

Captain Russell V. Whitley was integrated into the Regular Air Force on 17 July 1972.

Major Ralph C. Mayton, Jr. received the Meritorious Service Medal on 31 August 1972.

On 19 October 1972, Captain John R. Ehrlich received the Distinguished Flying Cross.

Captain Russell V. Whitley received clusters 1 through 5 to the Air Medal on 19 October 1972. On 5 February 1973, he was presented the Air Force Commendation Medal and the Distinguished Flying Cross.

A certificate of service in recognition of ten years of Federal employment was presented to Peggy C. Nyhof on 19 October 1972. Also, a Quality Salary Increase was awarded to Mrs. Nyhof for sustained superior performance during the period 1 March 1972 through 28 February 1973.

On 1 December 1972, John Dressler received a certificate of service recognizing thirty years of Federal service.

Master Sergeant Douglas F. Holicky received a "Certificate of Excellence in Administration" on 1 December 1972. On 30 June 1973, he was presented the Meritorious Service Medal for outstanding service as an Administrative Supervisor during the period 30 January 1968 to 1 May 1973.

Major Donald E. Chaney was awarded the Air Force Commendation Medal (Second Oak Leaf Cluster) for outstanding achievement as a C/KC-135 functional check flight navigator for Detachment 4 during the period 6 April 1972 to 2 April 1973.

Mike San Miguel, Jr. received a monetary award (\$100) on 13 April 1973 for his suggestion pertaining to the liquid oxygen sample collector.

Captain Charles W. Ashworth received the Air Force Commendation Medal (First Oak Leaf Cluster) for meritorious service while assigned as a C/KC-135 functional check flight test pilot for Detachment 4 from 20 April 1972 to 15 April 1973.

Master Sergeant Charles B. Nelson received the Air Force Commendation Medal (First Oak Leaf Cluster) for meritorious service as an aircraft maintenance technician for Detachment 4 during the period 24 July 1972 to 30 June 1973.

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## APPENDIX 3

## CONTRACTS ADMINISTERED BY DETACHMENT 4

1 July 72 - 30 June 73

<u>CONTRACT NUMBER</u>	<u>MO/YR AWARDED</u>	<u>MO/YR COMPLETED</u>	<u>WORK SPECIFIED</u>	<u>DOLLAR VALUE</u>	<u>AWARDED TO</u>
F33657-71-C-0204	Jul 70		Facilities		E-Systems
F42600-71-D-0001	Sep 70	Aug 72	IRAN/Mod F/RF-101 acft	\$6,391,494	E-Systems
F41608-70-A-4015 QPO1	Sep 70	Aug 72	Rep/Mod CF-101 B/F Acft, ME-13, MB-5, and Selected MG-13 AGE	3,474,881	E-Systems
F09603-71-D-0913	Nov 70	Jan 72	Repair Fuel Cells	32,292	E-Systems
F34601-71-C-3175	Jan 71	Jan 73	Engineering, Prototype & Test Mod 1586, KC-97 Acft	285,473	E-Systems
F42600-71-C-2306	Apr 71	Aug 72	Mod of F-101B Aircraft	2,090,865	E-Systems
F42600-72-C-0004	Aug 71		IRAN/Mod F/RF-101 Acft	11,182,150	E-Systems
F04611-72-C-0012	Sep 71	Nov 72	Mod of one T-33 Instr. Panel	90,200	E-Systems
F09603-72-D-0825	Nov 71	Aug 72	Rep. Fuel Cells	23,641	E-Systems
F34601-72-C-2409	Jan 72	Apr 73	Mod KC-135 Acft	2,280,934	E-Systems
F33657-72-C-0492	Jan 72	Apr 73	Ground Test Pave Fire System Appl. F4 Acft	247,566	E-Systems
F33657-72-C-0586	Feb 72	Feb 73	De-Mod 2 F4 Acft	220,808	E-Systems
F34601-72-C-3628	May 72	Apr 73	Fab 5 kits for KC-135B A/C/cockpit mod	10,109	E-Systems
F42600-73-C-0384	Aug 72	Mar 73	AGI/Engineering Svcs, F101B Acft	84,914	E-Systems

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<u>CONTRACT NUMBER</u>	<u>MO/YR AWARDED</u>	<u>MO/YR COMPLETED</u>	<u>WORK SPECIFIED</u>	<u>DOLLAR VALUE</u>	<u>AWARDED TO</u>
F42600-73-D-0195	Aug 72		Repair Fuel Cells	\$ 12,777	E-Systems
F42600-73-C-0456	Aug 72	Jan 73	Fab 27 Seal Assys	3,258	E-Systems
F42600-73-C-0041	Aug 72	Jul 73	Data Appl. to F-101 Technical Manuals	75,861	E-Systems
F34601-73-C-0807	Aug 72	Feb 73	Installation of AMS Mod, 74 C/KC-97 Acft	135,327	E-Systems
F42600-73-C-0421	Sep 72	Dec 72	Fab 26 Stab. Rod Assys.	5,435	E-Systems
F42600-73-C-0579	Oct 72	Mar 73	Fab 36 Engine Mount Links	2,714	E-Systems
F42600-73-C-0681	Oct 72	Jan 73	Fab 45 Aileron Seal Assys	4,618	E-Systems
F42600-73-C-1057	Oct 72	Dec 72	Fab 87 Heat/Vent Orifice	1,473	E-Systems
F09603-73-C-0573	Nov 72	May 73	Rep. 11C-130 Fuel Cells	50,236	E-Systems
F41608-73-C-2031	Jan 73		Fab 308 F-102 Kits	42,119	E-Systems
F09603-73-A-0435 QP01	Jan 73	Jun 73	Fab 7 Access Covers	2,709	E-Systems
F42600-73-C-1745	Jan 73	May 73	Fab 34 Bellcrank Assys.	5,938	E-Systems
F09603-73-A-0435 QP02	Mar 73	May 73	Fab 31 Window Assys.	3,033	E-Systems
QP03	Mar 73	Jun 73	Fab 36 Bellcranks	3,634	E-Systems
QP06	Mar 73	Jun 73	Fab 45 Hydraulic Elbows	5,779	E-Systems
QP08	Apr 73		Fab 52 Elbows	2,810	E-Systems
F09603-73-C-1226	Apr 73		Fab 4 Fitting Assys.	1,964	E-Systems
F34601-73-C-2412	Jun 73		Fab 94 Kits Appl. C/KC-97 Acft	13,399	E-Systems

## APPENDIX 4

## F/RF-101 PDM PROGRAM

CONTRACT F42600-72-C-0004

The purpose of the program was to accomplish depot level maintenance and complete special and major time compliance technical orders (TCTOs) for the F/RF-101 aircraft. These aircraft were all delivered on schedule with an outstanding quality record.

Aircraft Processed . . . . .	68
Average Scheduled Flow Time (Calendar Days) . . . . .	80
Average Actual Flow Time (Calendar Days) . . . . .	94
Basic Fixed Price Contract Hours . . . . .	4736
Average Over and Above Hours Per Aircraft . . . . .	890
AFTO 64 Reporting (Average Per Aircraft)	
Critical . . . . .	0.02
Major . . . . .	0.59
Minor . . . . .	5.28
Zero Defects . . . . .	14.7%
Average Number of Functional Check	
Flights Per Aircraft . . . . .	2.0

APPENDIX 5

KC-135 MODIFICATION PROGRAM

CONTRACT F34601-72-C-2409

The completion of this \$2,280,934 contract, which commenced on 22 January 1972, was highly significant since it substantially reduced the flying operation at Detachment 4 and the logistical support effort required to insure that the aircraft were delivered on schedule. The program involved 441 KC-135 aircraft and was completed on 2 April 1973. Throughout the program, approximately 20 KC-135 aircraft were stationed on the facility at any one time. These aircraft were moved on a ten work-day flow schedule with two inputs and outputs each day. This major modification to the KC-135 aircraft involved the installation of AIMS, windshield wipers, rudder hydraulic actuator fitting, hydraulic fuses in the pilot's brake liner, rebalancing of the elevator controls, and the weight and balance of the aircraft. All aircraft were delivered on schedule with an outstanding quality record. The exceptionally good results achieved under this program were accomplished in spite of several major obstacles such as a labor dispute and strike at the facility,



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shortages of major Government components for the AIMS installation and a long period of adverse weather at the completion of the program. Based on the outstanding quality record and an overall 91 percent Zero Defects record, the contractor, E-Systems, Inc., Donaldson Division, was presented the Zero Defects Achievement Award.

Aircraft Processed. . . . .	289
*Averaged Scheduled Flow Time (Calendar Days). . . . .	13
*Average Actual Flow Time (Calendar Days). . . . .	12
*Basic Fixed Price Contract Hours. . . . .	808
*Average Over and Above Hours Per Aircraft . . . . .	49
AFTO 64 Reporting (Average Per Aircraft)	
Critical . . . . .	0.01
Major . . . . .	0.06
Minor . . . . .	0.02
Zero Defects. . . . .	95%
Average Number of Functional Check Flights Per Aircraft. . . . .	1

\*Statistics for the last 29 aircraft, which were produced with a reduced work requirement, are not included in these statistics.

APPENDIX 6

C-97 AIMS MODIFICATION

CONTRACT F34601-71-C-3175 PROTOTYPE  
CONTRACT F34601-73-C-2412 KITS  
CONTRACT F34601-73-C-0807 INSTALLATION

Detachment 4 had contractual surveillance responsibility for the AIMS installation on 76 C-97 aircraft. Three contracts, in an amount of \$434,199, were awarded for this program which involved engineering, development of two prototypes, testing, fabrication of kits and installation of the system. During the period 6 September 1972 through 5 January 1973, 76 aircraft were delivered on schedule with a very favorable quality record. The program was accomplished on schedule in spite of critical parts shortages of Government-furnished AIMS components. Through continuous coordination with the prime Air Materiel Area and using organizations, Detachment 4 was able to obtain the components or develop work around procedures which prevented costly work stoppages and insured that the delivery schedule was met and the Air National Guard mission requirements would not be jeopardized.

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*Aircraft Processed . . . . .	76
Average Scheduled Flow Time (Calendar Days). . .	7
Average Actual Flow Time (Calendar Days) . . . .	8
Basic Fixed Price Contract Hours . . . . .	149.5
Average Over and Above Hours Per Aircraft. . . .	21.1
AFTO 64 Reporting (Average Per Aircraft)	
Critical . . . . .	.03
Major. . . . .	.23
Minor. . . . .	.45
Zero Defects . . . . .	66%

\*Includes two prototype C-97 aircraft.

APPENDIX 7

T-33 INSTRUMENT PANEL MODIFICATION

CONTRACT F04611-72-C-0012

A firm fixed price contract was awarded to E-Systems, Inc. for \$90,200 to accomplish the modification of the T-33 aircraft. Aircraft 52-9846 was modified to accommodate a performance, stability and control (PSC) data acquisition system for use in training missions by the Aerospace Research Pilot School (ARPS) located at the Air Flight Test Center (AFTTC), Edwards AFB, California. The scope of the modification included:

- Engineering design of the system, and its installation.
- Documentation of the system installation.
- Fabrication of parts for the system installation.
- Installation and interconnections of all GFE and CFE component parts.
- Calibration and checkout of the system.
- Rework of the front and rear cockpits to accommodate the added instrumentation components.
- Rework of the nose bay area to accommodate equipment removal, relocation and installation.

Installation of instrumentation throughout the aircraft in areas such as ailerons, rudder, elevator and elevator spring tab.

The end item was an aircraft with instrumentation capability to record the position of controls and control surfaces, altitude of the aircraft, and the force required to maintain control positions and aircraft performance data. This information provides a basis for analyzing the aircraft's actual performance, stability and control against theoretical calculations. The program was successfully completed on 9 November 1972, and the aircraft delivered to the using organization.

APPENDIX 8

F-4 "PAVE FIRE" PROGRAM

CONTRACT F33657-72-G-0492  
CONTRACT F33657-72-G-0586

Detachment 4 provided support for the "Pave Fire" project which was the procurement of a highly classified weapon system to be used in F-4 fighter aircraft. The contract involved research, development, manufacture of a prototype, test, and deployment to SEA for field testing and trials of a new and highly sophisticated system. The Detachment had complete responsibility for contract administration and assist program management of this 30 million dollar procurement which involved a series of follow-on phase contracts with E-Systems, Inc., and their subcontractor, RCA. Aeronautical Systems Division (ASD), the requirements activity, had never tried environmental testing a new weapon system under field conditions before this time. This method of procurement proved to be very successful and served as a basis for future research and development procurement programs. By field testing the system before production, substantial savings were derived and a product which met mission requirements was produced. The SEA deployment phase for field environmental testing was completed

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September 1971. During the reporting period, the modification and testing program was completed under Contract F33657-72-C-0492. Upon completion of all testing, the aircraft were then de-modified under Contract F33657-72-C-0586 and the "Pave Fire" program completed.





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RETURN TO  
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FY 1973

HISTORY OF  
DETACHMENT 5  
AIR FORCE CONTRACT MAINTENANCE CENTER  
1 July 1972 - 30 June 1973

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00917081  
3-2661-4

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016 CALL NUMBER (10AN) K215.103 V.4	005 IRIS NUMBER (10AN) 00917081	
026 OLD ACCESSION NUMBER (12AN)	014 MII ROFILM REEL/FRAME NUMBER 000000000000000000000000	
SECURITY WARNING/ADMIN MARKINGS		
RD FR CN SA WI NF PV FO PS NO CONTRACT PROPRIETARY INFO	ORAL HISTORY CAVEAT 01 02 03 04	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		
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HISTORY OF DETACHMENT 5, AIR FORCE COMBAT PATROL  
1 July 1972 - 30 June 1973

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Major Glenn H. Tysen  
Historian

APPROVED BY:

*Clyde B. Williams*  
CLYDE B. WILLIAMS, 1st Lt., USAF  
Detachment Commander

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AIR FORCE COMBAT PATROL COMPANY, 101ST AIRBORNE DIVISION, 101ST AIRBORNE DIVISION

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I. MISSION:

A. Mission Statement:

Provide overall management and agency interface for administration of contracts executed by DCMA and other government agencies, in the Lockheed Aircraft Service Company-New York Facility for which plant cognizance is assigned to the Air Force Logistics Command by the Department of Defense. This includes contract administration, property administration, production, quality assurance and flight test and acceptance responsibilities.

B. Personnel:

1. Arrivals:

(a) Mr. Jerry Belkin, GS-11, Industrial Property Specialist arrived from DCAS, New York on 11 September 1973 to fill the position of Property Administrator/Plant Clearance Officer.

(b) Capt Glenn H. Myers, 10270, reported for duty on 25 February 1974 from the 7500th Air Base Squadron (7500ABWS), West Ruislip, England as NCOIC of Detachment Administration.

2. Departures:

(a) Mr. Irving Neiberg, GS-11, Industrial Property Specialist, retired on 11 September 1973.

(b) Mrs. Margaret Czysnaski, GS-1, Clerk-typist, departed in May 1973 for a like position with Federal Aviation Authority, New York.

C. Contract Renewal:

1. During May 1974, the Detachment and the Contractor - Lockheed Aircraft Service Company were notified that the contract for the VIP/SAM Fleet would not be renewed with Lockheed Aircraft Service Company, but would be awarded to E Systems, Greenville, Texas.

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1. Master Sergeant selected and assumed this grade on 1 May 1974.

3. With this announcement the option period was exercised with four F105 aircraft and one drop-in aircraft<sup>1</sup> to be worked on during the option period.

4. The Detachment Commander, Lt Col Williams upon this notification immediately formulated two preliminary phase out plans for the Detachment. This was necessitated by the fact that AFSC surveillance of the FY74 contract was not determined. In June 1973, the determination was made that DCAS, Dallas, Texas would be the surveillance authority, and the Detachment's previously prepared phase out plan was forwarded to Headquarters Air Force Contract Maintenance Center, Wright Patterson AFB, Ohio for approval and publication of a formal programming plan.

## II. OPERATIONS:

### A. Contract Administration:

1. On 1 July 1972 the Detachment was administering twenty five contracts with a face value of \$27,400,000.00 this was reduced to ten contracts by 30 June 1973 with a face value of \$15,600,000.00.

2. Through increased contract administration efficiency and closer coordination and cooperation with the production and quality assurance sections all delivery schedules were met or exceeded, quality of work and total operation were improved. In addition the skill of these activities was developed within the Detachment on over and above work on quality and manhour standards (appendix 4) which produced the inclusion of more work into the basic package.

3. In addition to administering the contracts, the Administrative Contract Officer (ACO) processed approximately 480 work requests. Through thorough screening by the ACO the Detachment obtained a better quality MDR with a more detailed

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<sup>1</sup> Aircraft VC-137C, S/N 72-7000 referred to in press releases and other publications as Air Force One.

breakout of the operation and manhours required to perform the work.

3. Production:

1. This year marked the end of the first full cycle under the phased maintenance concept. Each of the aircraft in the VII/SAM Fleet have been through each phase of programmed depot maintenance (appendix 5). There were sixteen F4U aircraft delivered to the using organization, (89th Military Aircraft Wing (MAC)), plus two drop-in aircraft and two aircraft for field test for a total of twenty two aircraft of this total there were five delinquent aircraft deliveries with none chargeable to the contractor. It should be noted that two aircraft: VC-137, S/N 58-6971 was delivered to the contractor two days late by the using organization but was delivered on schedule by the contractor. VC-137, S/N 58-6972 was delivered to the using organization one day ahead of schedule due to the using organization having an essential mission need for the aircraft. The average contract flow time versus the actual average flow time is shown in appendix 6.

2. In addition to the normal phased maintenance the production section monitored the repaint (polyurethane) of all the remaining unpainted (polyurethane) aircraft in the VII/SAM Fleet, two VC-135's had the fourth structural update completed and all main landing gear side brace actuator fittings (JW-60) were replaced on all VC-140 aircraft. The production section also provided constant surveillance of approximately eight hundred components which were in the overhaul pipeline at any one time. The Detachment production personnel also worked closely with the contractor production personnel in the areas of support management, special procedures instruction and communication between the two sections. These efforts produced a mutual understanding of the contractor personnel and the Detachment production personnel with each others production

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problems and gave each of them a desire to help solve each others problems so that a quality, on-time delivery of aircraft could be made to the using organization.

C. Flight Operations:

1. There were no flight crews assigned to the Detachment to perform functional check flights. Aircrews were provided by the 89th Military Airlift Wing (MAC), Andrews AFB, Maryland to accomplish these checks. These crews while performing check flights were under the operational control of Air Force Logistics Command, so that all flight orders and other essential paper work was produced by Detachment personnel. There were twenty two functional check flights accomplished with all twenty two aircraft being accepted with a zero abort rate.

2. During this period the flight planning facility under Senior Master Sergeant Frazer had to be relocated, and in conjunction with this move all facilities, equipment, charts, etc. were surveyed so that an improved flight planning facility would be the end result. Outdated and outdated information and aids were destroyed and new aids, charts, maps, etc. were requisitioned, also an easy to read chart was prepared listing all local flight planning telephone numbers, the overall value of this survey was a reduced time and more efficient usage of time by aircrews in their flight planning. Operating Instructions were also revised and rewritten so that in the absence of the designated flight operation individual, others could successfully complete this function in a minimum of time.

III. MAINTENANCE AND SUPPLY:

A. Quality Assurance:

1. The quality assurance section through visits to the using organization, increased training and mission understanding of the assigned Quality Assurance Specialists was striving for a zero defect program on all aircraft, they obtained these results on five aircraft as opposed to four aircraft in previous reporting periods.



also a marked decrease was made in the number of major and minor defects reportable on AFDC Form 44. There were one major defect and fifty five minor defects reported, this represented a reduction of five major and one hundred minors reportable in the previous year. It is to be noted through the training and flight understanding program that the on-floor quality assurance specialists reported three major and two hundred thirty two minor defects, this was a one hundred percent increase in previous years, this increase of surveillance resulted with the lowering of the reportable defects.

The quality assurance section also closely monitored the contractors Special Production Instructions (SPI's) so that a recurrence of defects was prevented. The section also worked with the contractor in the update of his technical order library also in the proper handling of the library to insure that currency was maintained, plus the on-floor quality personnel insured that the technical orders were properly used. The contractors work books were reviewed, updated and expanded where required. These quality assurance actions were completed with the section one quality assurance specialist unassisted.

### B. Safety:

1. There were no reportable safety deficiencies for the Detachment, this can be directly attributed to the inclusion of a Safety for Commissioned Officer on the detachment pending militarization. The inclusion of this safety specialist made it possible that potential hazards were spotted and promptly corrected on the shop floor, also suggested work procedure changes were safely analyzed in house rather than as previously requiring submission to out of house activities, this enabled the contractor to more efficiently place changes into use and produce a better maintained aircraft.

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<sup>1</sup> Detachment 5, AFMCC, Historical Report for the period of 1 July 1977 - 30 June 1978.

2. The safety position as it applies to this Detachment is one of interpreting the restrictions under the contract and using a common sense approach to resolve the differences between the contractor and Detachment safety personnel, as a result of this approach the safety sections were operating in a harmony usually only achieved by a single unit.

C. Industrial Property:

1. The VIP/SAM program is required to adhere to a unique scheduling of aircraft into the Lockheed Aircraft Company facility, which is that there is to be no more than two aircraft of the same type out of service at any one time. This situation caused an overage in the amount of spare parts being maintained in specified time limits, the Industrial Property Specialist requested and received approval from the Purchasing Contracting Officer, OCAMA Tinker AFB, Oklahoma to maintain these spare parts for a longer period thus enabling the government to realize a savings on the reacquisition costs, also on the amount that could have been realized with normal disposal.

2. The annual Government Property System Survey of Lockheed Aircraft Service Company property control system was completed on 15 December 1972. As of 30 June 1973, nine categories were completed on the FY73 system survey. No unsatisfactory categories were disclosed as a result of these surveys.

3. The following actions were taken on the inventories:

(a) Residual inventory was transferred from completed contract F34601-71-C-3458 to FY73 contract F34601-73-C-3990.

(b) All excess C-119 inventory consisting of 1328 line items with a total value of \$69,000 was shipped to WAMA, Robins AFB, Georgia in accordance with a WAMA message of November 1972.

(c) During June 1973, programming was established so that all residual material except that quantity required for the option aircraft would be shipped to the new contractor, "E" Systems,

Greenville, Texas. The quantity and value by aircraft type of this material was determined to be:

C - 131 -- 214 line items - \$7,000.  
C - 132 -- 1597 line items - \$21,000.  
C - 137 -- 2550 line items - \$111,700.  
C - 140 -- 4985 line items - \$642,000.

(d) All other facilities and obsolete material (except Navy owned equipment) has been reported for disposition to the appropriate agencies.

#### IV. SPECIAL PROBLEMS:

A. The main problem encountered with the contractor was his failure to completely staff many of his administrative functions. This action resulted in loss time in production, receiving information for management reports and information not readily available for operating personnel. Through the efforts of Col Williams the Detachment Commander, many meetings were held with Lockheed Aircraft Service Company to resolve these staffing problems. These functions were fully staffed through these efforts and all information is now accurate and received in a timely manner and is also available to all personnel as needed.

B. Another problem was lack of coordination and cooperation between the Detachment and contractor. This is primarily a leadership responsibility for as the leader institutes his actions and decisions so the subordinated will follow in like manner with a decrease of efficiency. Colonel Williams through his vast experience was able to see this problem and through his leadership and example the problem was resolved and relations between the Detachment and contractor reached an all time high, thus ensuring a better contract fulfillment for the United States Air Force by reason of increased efficiency and a better production schedule maintained and delivery of aircraft on schedule.

#### V. VISITORS:

A. Distinguished Visitors:

1. Brigadier General C. B. Buckingham visited the Detachment on 22 March 1973 for a familiarization visit on Detachment operations and problems.

2. Colonel Harold E. Hall Jr., AFMCC Vice Commander visited the Detachment on 28 March 1973 to discuss contract administration.

3. Colonel W. E. Renfro, OCAMA visited the Detachment accompanied by three procurement specialists on 29 March 1973 to discuss procurement and production items.

B. Other Visits:

1. Mr. Robert McKay, GS-13, AFMCC and Mr. Greg E. Daniels, GS-14, AFMCC/JA visited the Quality Assurance Section of the Detachment in March 1973 to discuss vendor surveillance.

2. Numerous other visits were made by personnel from AFMCC, OCAMA and WPAKA on matters relating to contract surveillance, contract administration, property disposal, safety, and other staff and assistance visits.

VI. PERFORMANCE:

The Air Force Logistics Command Inspector General Team headed by Lt Col Hine and consisting of seven other members conducted the annual inspection of the Detachment during the period of 1 thru 6 April 1973. The Detachment received an overall rating of Satisfactory, the Detachment had been previously rated as marginal. It is to be noted the Detachment was given excellent ratings in the areas of: Commanders control and surveillance of contractor operations; improvement made in all Detachment operations; safety. The Detachment was also commended for its personnel discipline and military bearing. There were no major or repeat write ups for the Detachment.

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APP  
1

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ROSTER OF KEY DETACHMENT PERSONNEL

DETACHMENT COMMANDER	Lt Col Clyde E. Williams
ADMINISTRATIVE CONTRACT OFFICER	Mr. Sidney A. Diamond, GS-17
PRODUCTION OFFICER	Captain Phillip L. Carr
INDUSTRIAL PROPERTY OFFICER	Mr. Jerry Melvin, GS-11
QUALITY ASSURANCE	Mr. John Vincent, GS-11
SAFETY	SM1st Barry Mikalyi
FLIGHT PLANNING	SM1st Richard S. Frazer
ADMINISTRATION	MSgt Glenn H. Myers

MANNING

	1 July 1972		30 June 1973	
	Auth	Asgd	Auth	Asgd
Military	5	5	Military	5
Civilian	16	15	Civilian	16

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APP  
2

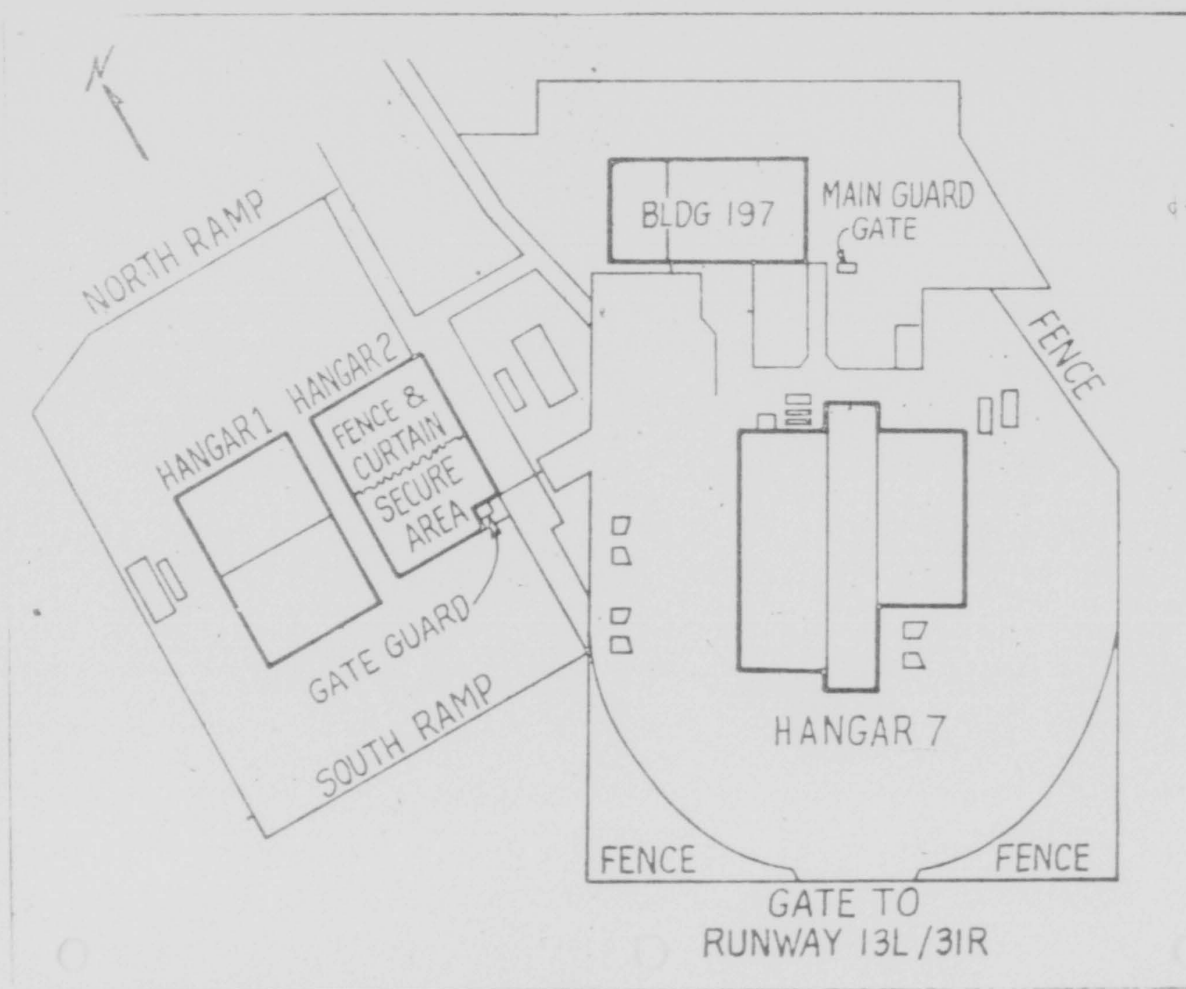
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LOCKHEED AIRCRAFT SERVICE COMPANY OF NEW YORK  
ROSTER OF KEY PERSONNEL

BASE MANAGER	Mr. J.C. Zinn
DEPUTY BASE MANAGER	Mr. J. Gumbert
SAFETY	Mr. J. Pantano
FINANCIAL SERVICES	Mr. A. Molloy
INDUSTRIAL RELATIONS	Mr. A. Deane
BASE AIRCRAFT PROGRAM MANAGER	Mr. J. Russo
COMMERCIAL SUPPORT SERVICES	Mr. E. Sella
QUALITY ENGINEERING	Mr. W. Miller



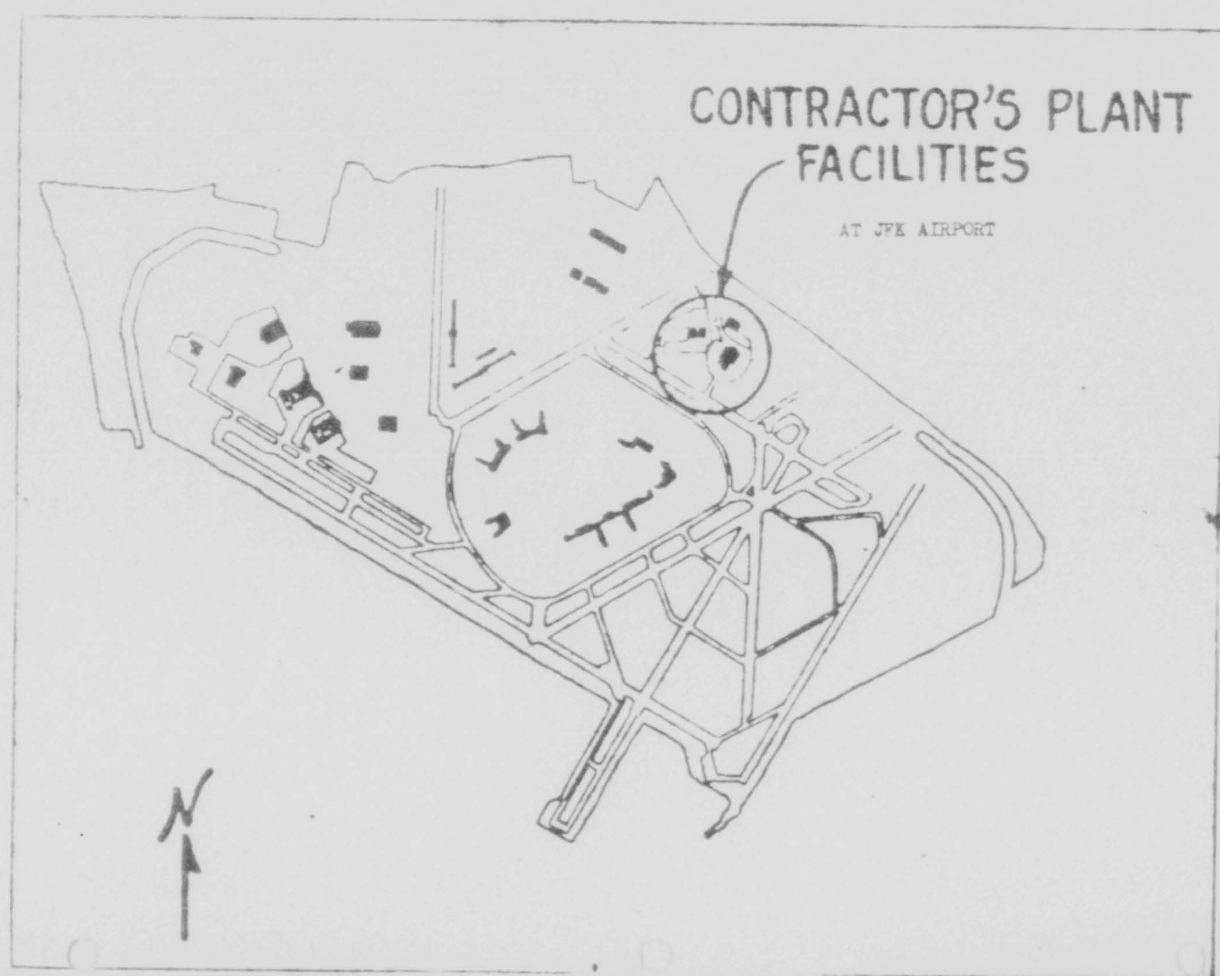
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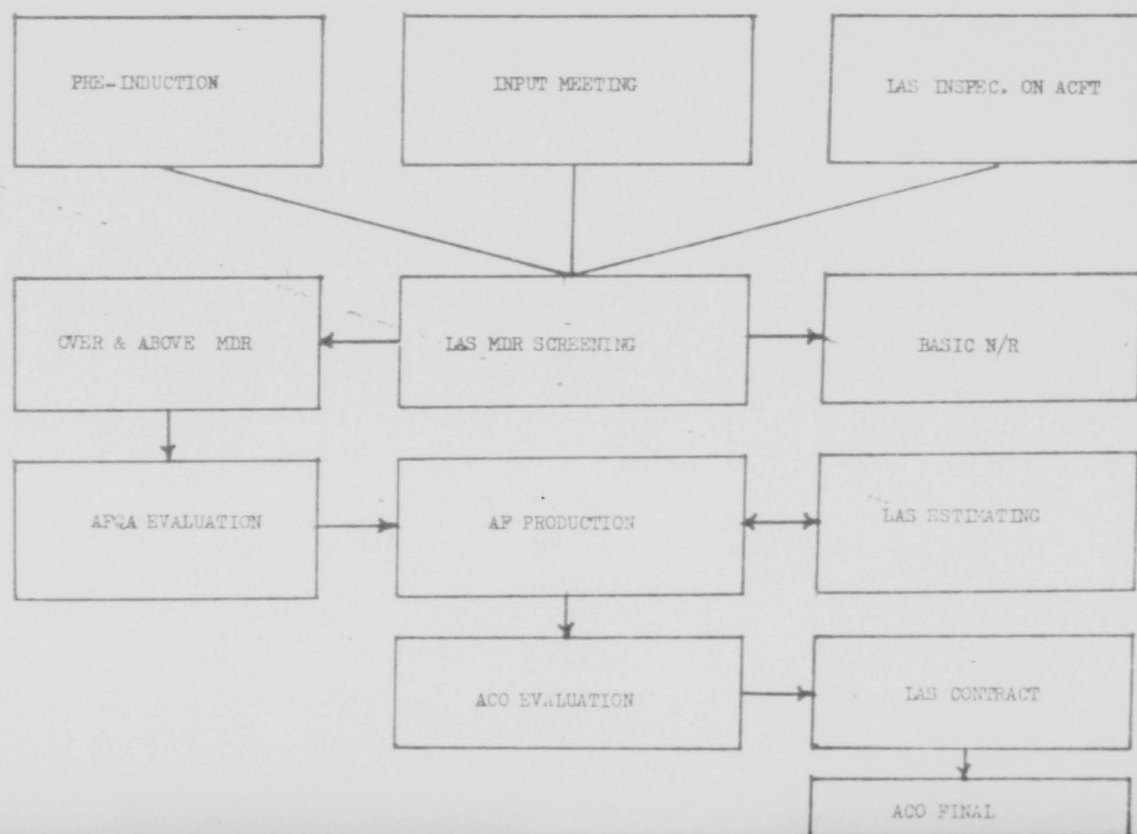
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APP  
5

MDR  
OVER & ABOVE FLOW CHART



APP  
6

TYPICAL THREE PHASE WORK SUMMARY

PHASE ONE:

Gear Change  
Hydraulic Systems  
Engines and Engine Pylons  
Exterior Aircraft Fuselage

PHASE TWO:

Interior and Exterior of Wing, Wing Control Surfaces  
Fuel Systems  
Air Conditioning and Pressurization Systems

PHASE THREE:

Empennage and Control Surfaces  
Interior Aircraft  
Electrical Systems<sup>1</sup>

ADDITIONAL WORK AS REQUIRED:

Strip and Paint  
Corrosion Repair  
AFMO 103 Requirements  
Post Flight Defects  
TCO/TC Requirements<sup>2</sup>  
Cosmetic Defects

- 
1. Extensive due to communication system.
  2. Fleet Maintained to the latest change.

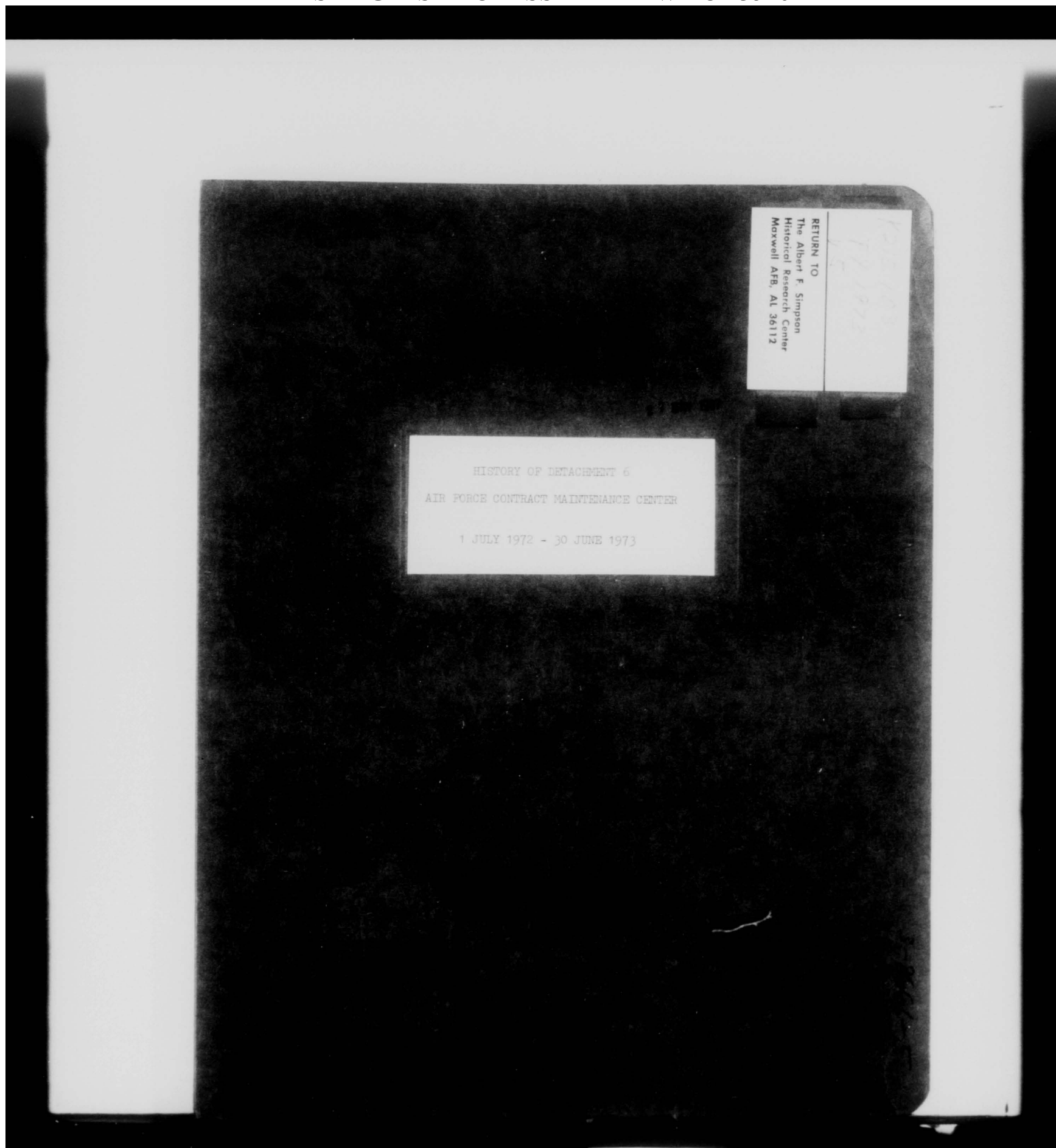


APP  
7

15  
AVERAGE CONTRACT AND AVERAGE ACTUAL FLOW TIME  
COMPARISON

Type aircraft	Contract Flow Time	Actual Flow Time
VC-135	27	27
VC-137	26	26
VC-118	35	36
VC-140B	18	17
C-140A	86	86
VC-131H	36	36





IRIS WORKSHEET		006 OLD REEL NUMBER
016 CALL NUMBER (10AN) K213.103 V.5	005 IRIS NUMBER (10AN) 00917082	
026 OLD ACCESSION NUMBER (12AN)	014 MICROFILM REEL/FILM NUMBER 00917082-196	
SECURITY WARNING/ADMIN MARKINGS		
RD FR CN SA WI NF PV PO PS NO CONTRACT PROPRIETARY INFO	ORAL HISTORY CAVEAT 01 02 03 04 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. 00917078 INSERT TO _____	DEST DUPLICATION OF _____ DUPLICATION OF _____	027 NUMBER IN AUDIO REEL SERIES
CATALOGING RECORD		
MAIN ENTRY (Use one) (100AN)		
100 - PERSONAL NAME	109 - ISSUING AGENCY	120 - TITLE AS MAIN ENTRY
Air Force Contract Maintenance Office		
TITLE (Use one) (DO NOT USE IF TITLE IS MAIN ENTRY) (100AN)		
220 History		
OR CHECK:		
<input type="checkbox"/> 2210 ORAL HISTORY	<input type="checkbox"/> 2228 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) Vol 5		
DATES: ONLY 264 OR 265 MUST BE COMPLETED. SUPPLY BOTH IF KNOWN		
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APPROVED	V.5	KO15.103
DATE		FY 1973
27 MAY 1987		

HISTORY OF DETACHMENT 6  
AIR FORCE CONTRACT MAINTENANCE CENTER

1 JULY 1972 - 30 JUNE 1973

Approved by:

*Warren S. Barnes*  
WARREN S. BARNES, Major, USAF  
Commander

**UNCLASSIFIED**

AIR FORCE LOGISTICS COMMAND, UNITED STATES AIR FORCE

3-866L-5  
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Chapter 1

ORGANIZATION AND MISSION

Detachment 6 Air Force Contract Maintenance Center (AFCMC) is a component of Air Force Logistics Command (AFLC) located at Lake City, Florida. Detachment 6 had two Operating Locations under its cognizance during this period. They were located at Moultrie, Georgia, and Miami, Florida. The histories of these Operating Locations are covered in separate sections.

The mission of Detachment 6 is to provide overall management and agency interface for administration of contracts executed by major Air Force commands and other Government agencies, in those contract maintenance plants for which plant cognizance is assigned to the Air Force Logistics Command by Department of Defense. This includes contract administration, property administration, production surveillance, quality assurance and flight test and acceptance responsibilities.

Chapter 2

RESOURCES AND ADMINISTRATION

ADMINISTRATION

The Administrative Section controlled the flow of correspondence throughout the detachment. The Administrative Section also controlled visits to the detachment and contractor facility. Between 1 July 1972 and 30 June 1973, 57 visits were made to the detachment. One hundred and thirty-one people participated in these visits.

MANPOWER AND PERSONNEL

Detachment 6 was authorized seven military and 34 civilian personnel on 1 July 1972 with seven military and 35 civilians (one overhire) assigned. On 30 June 1973 this authorization was seven military and 32 civilian personnel authorized with six military and 30 civilian personnel assigned.

Captain Robert E. McGhee arrived at this detachment on 31 July 1972 from St. Augustine, Florida, as Production Officer.

Mr. Raymond F. Cumb, Industrial Property Officer, retired effective 23 August 1972. Mr. Donald R. Alexander, who was on site as an overhire, assumed Mr. Cumb's duties.

On 5 September 1972, Mr. Paul J. Semones, AFQAR, transferred to Detachment 14 Hq AFPMC in Saigon, Vietnam. On 6 September, Mr. Jimmy D. Callaway, Industrial Specialist, resigned.

Major Warren S. Barnes assumed the duties of Detachment Commander on 9 September 1972 after Major Harlyn W. Van Sloten's transfer to DCAS Baltimore on 7 September 1972.

Mr. James C. Wauford arrived on 24 September 1972 from DCAS Cleveland to assume the duties of Supervisory AFQAR, GS-12.

On 15 November 1972, MSgt Bernard G. Taylor was reassigned to Headquarters AFLC, Wright-Patterson AFB, Ohio.

Under the provisions of the AFCMC Rotation Plan, Mr. Oather E. Perkins and Mr. George E. Benner, Industrial Specialists, exchanged duty stations. Mr. Perkins transferred from Detachment 2 AFCMC, Crestview, Florida to Detachment 6. Mr. Benner transferred from Detachment 6 to Detachment 2. This transfer was accomplished 11 December.

Major Henry J. Glowacki, Pilot, retired from the U.S. Air Force on 31 December 1972.

On 5 January 1973, Miss Brenda F. Croft, GS-3 Clerk-Typist, resigned. Effective 11 January 1973, Mr. L. E. Harvey, GS-11 Quality Assurance Specialist, retired. Mr. William S. Gillian was promoted from a GS-9 Quality Assurance Specialist to a GS-11 Quality Assurance Specialist to assume Mr. Harvey's duties.

MSgt Angelo Alva, Administrative Supervisor, was transferred to the USAF Hospital at Eglin AFB, Florida, on 21 February 1973.

Mr. Mario V. Hugas, GS-9 Quality Assurance Specialist, transferred to Detachment 19 Hq AFCMC in Getafe, Spain, on 21 March 1973.

On 6 April 1973, MSgt Horace M. Brock arrived at this detachment to assume duties as a Flight Engineer in the Flight Test and Safety

Section. He was previously assigned at DCAS, Brownsville, Texas. SSgt Kenneth P. Harris arrived at this detachment on 27 April 1973 from Robins AFB, Georgia, to assume duties as Administrative Supervisor.

Mr. Larry J. Phillips, GS-12 Contract Administrator, transferred to Detachment 13 Hq AFMC, Taiwan, on 28 April 1973. On 28 May 1973, Mr. John L. Tucker, GS-9 Quality Assurance Specialist, arrived at Detachment 6.

#### TRAINING

This detachment received 8 allocations for formal training during this period. Mr. Jimmy D. Callaway, Industrial Specialist, attended the Advanced Production Management #279, 11-27 July 1972, at Wright-Patterson AFB, Ohio. Mr. Larry J. Phillips, Contract Administrator, attended the Contract Law Course, 26 September - 6 October 1972, at Wright-Patterson AFB, Ohio.

Mr. John M. Dobbs, GS-9 Quality Assurance Specialist, attended the Weight and Balance Course at Chanute AFB, Illinois, 18-29 September 1972. Mr. William S. Gillian, GS-11 Quality Assurance Specialist, attended the Evaluation of Producer's Quality Programs Course held at Rock Island, Illinois, 27 November - 1 December 1972. Mr. Donald R. Alexander, GS-11 Industrial Property Management Specialist, attended the Advanced Contract Administration Course #178, 20 March - 5 April 1973 at Wright-Patterson AFB, Ohio. The Aircraft Control Course held at Sheppard AFB, Texas, was attended by Mr. R. T. Spurling, GS-9

Quality Assurance Specialist 11-20 April 1973. On 17-27 April 1973, Mr. Charles H. Young, Jr., attended the Advanced Property Administration Course #161 at Wright-Patterson AFB, Ohio.

Mr. Henry G. May, GS-11 Industrial Specialist, attended the Advanced Production Management Course #279, 30 May - 15 June 1973, at Wright-Patterson AFB, Ohio.

In addition to the formal training courses attended, other types of training were received by various detachment personnel. MSgt Richard V. Merritt, Flight Engineer, attended the Flight Engineer Course C-121 Aircraft, 2-31 August 1972, at McClellan AFB, California. Mr. Edward J. Hershock, Ground Safety Officer, attended a seminar on Fundamentals of Occupational Safety held in Jacksonville, Florida, 5-9 March 1973. MSgt Richard V. Merritt received Physiological Training at Moody AFB, Georgia, 29-30 April 1973. Major Allan C. Hathcock, Chief of Flight Test and Safety, received a C-130 Proficiency Flight Check at Robins AFB, Georgia, 24 May 1973. MSgt Horace M. Brock and MSgt Richard V. Merritt, Flight Engineers, received C-124 Flight Training at the 165th Military Airlift Group, Savannah, Georgia, 14-31 May 1973.

Detachment 6 was represented at 10 conferences during this period. Major Harlyn W. Van Sloten, Detachment Commander, and Mr. John D. Hasenfuss, GS-11 Quality Assurance Specialist, attended a conference on the C-130 Work Specification 24-26 July 1972 at Robins AFB, Georgia.

Major Warren S. Barnes and Mr. Charles H. Young, Jr., attended a Pre-Award Survey on T-34 Aircraft, Butler Aviation, Miami, Florida, 5-8 September 1972, held at the Miami Operating Location. Mr. Larry J. Phillips and Mr. Henry G. May attended a conference on C-130 Work Package at Robins AFB, Georgia, 8-10 November 1972. The Pre-Award Survey held at the Miami Operating Location on C-117 Aircraft, Propeller Services, Miami, 15-16 November 1972, was attended by Captain Robert E. McGhee and Mr. Charles H. Young, Jr.

Mr. Hamilton S. Foster and Mr. Charles H. Young, Jr., attended a Material Support and Post Award Conference on T-34 Aircraft held at the Miami Operating Location, 27 November - 1 December 1972.

Mr. Jay D. Hill attended a conference on Industrial Mobilization Production Planning held at Robins AFB, Georgia, 1-2 February 1973. Captain Robert E. McGhee and Mr. Larry J. Phillips attended negotiations on the delivery schedule for T-34 aircraft 13-14 February 1973 at the Miami Operating Location.

Negotiations on the incorporation of TCTO 1C-130-857 into Contract F09603-71-C-1400 was held at Robins AFB, Georgia, 10-13 April 1973. These negotiations were attended by Mr. Larry J. Phillips and Mr. Henry G. May.

Mr. James C. Wauford attended the AFCMC Quality Assurance Workshop 14-19 May 1973. Captain Robert E. McGhee and Mr. Henry G. May attended negotiations on the revised Contract F09603-71-C-1400, 15-18 May 1973, at Robins AFB, Georgia.

BUDGET

Between 1 July 1972 and 30 June 1973, the detachment spent \$9,430.78 of \$11,650 authorized for temporary duty. Holiday and overtime expenditures were 312 manhours and 572 manhours, respectively. Telephone and teletype expenditures for this period were \$3,571.45. The budget for office supplies was \$1,100.00.

An Imprest Fund for \$50.00 per month was authorized by Headquarters AFIC. A total of \$243.12 was spent for office supplies and services through that fund.

SPECIAL INTEREST ITEMS

MSGT Richard V. Merritt received the AFICM Outstanding NCO of the Year Award for the period 1 July 1972 - 30 June 1973. He received the award out of a field of 56 NCO's in Headquarters AFICM and its detachments throughout the world.

The detachment received a Certificate of Merit for 100% Combined Federal Campaign participation. This award was for outstanding leadership and support of the Combined Federal Campaign.

Several civilian personnel received awards for superior/ outstanding performance for the period 1 March 1972 - 1 March 1973. A Quality Salary Increase was awarded to Mr. C. P. Hattenstein, GS-9. Sustained Superior Performance Awards were presented to Mrs. O. Wynelle Bateman (Moultrie O/L), Mr. L. C. Countryman (Moultrie O/L), Mr. Fred Opis (Miami O/L), and Mrs. Elizabeth C. Roberts. Outstanding performance awards were presented to Mr. H. G. May, Mrs. Janet L. Kiddy, and Miss Paula R. Bridges.

Chapter 3

LOGISTICS

In keeping with its mission, Detachment 6 provided contract administration activities in support of government contracts at Aero Corporation, Lake City, Florida, a subsidiary of Whitehall Electronics Corporation, Dallas, Texas. Three major DOD procuring activities had contracts with Aero Corporation between 1 July 1972 and 30 June 1973: The Sacramento Air Materiel Area (SMAMA), the Warner Robins Air Materiel Area (WRAMA), and the Naval Air Systems Command. To effectively accomplish its mission, the detachment was divided into five functional areas, exclusive of administration which has been discussed previously, each with distinct responsibilities: Contract Administration, Industrial Property, Quality Assurance, Production, and Flight Test and Safety.

CONTRACT ADMINISTRATION

The Contract Administration Section acted as the focal point for all formal contact with the contractor. This section monitored the contractor's actions to insure adherence to the terms of the contract and compliance with the provisions of the Armed Services Procurement Regulation (ASPR). During FY 73 the Contract Administration Section monitored 13 major Aero Corporation contracts and approximately 22 contracts for Miami area contractors.



Contract FO9603-73-C-0694 for Progressive Depot Maintenance (PDM) and Analytical Condition Inspection (ACI) of 14 C-124 aircraft was awarded by WRAMA in January 1973. As of 30 June 1973 the face value of this contract was \$930,480.00. Total expenditures as of 30 June 1973 were \$189,043.52.

Contract FO9603-73-D-1193 for Radome Repair was awarded by WRAMA in April 1973. As of 30 June 1973 the estimated face value of this contract was \$89,012.50.

Aero Corporation Contracts FO9603-71-C-1400, IRAN Air Force C-130 aircraft; FO4606-71-C-0158, IRAN/Progressive Maintenance of Air Force/ Navy C-121 aircraft; N00019-71-C-0069, Progressive Aircraft Rework of Navy C-130 aircraft; FO4606-72-C-0432, IRAN of F-104 aircraft; N00019-72-C-0625, Periodic Depot Level Maintenance of P-2 aircraft; FO9603-72-D-1275, Radome Repair; and FO9603-72-D-1426, Radome Repair, were awarded in previous fiscal years but were still active during FY 73. Total face value of these contracts as of 30 June 1973 was \$28,522,824.00; total expenditures as of 30 June 1973 were \$22,787,564.00.

The following Aero Corporation contracts were physically completed during FY 73:

<u>Contract</u>	<u>Physical Completion Date</u>
FO9603-71-C-0291	July 1972
FO4606-71-C-0158	January 1973
N00019-72-C-0625	February 1973
FO4606-72-C-0432	March 1973

Aero Corporation Contracts FO9603-72-D-0088, FO9603-70-D-0045, and FO4606-71-C-0690 were closed in April 1973. Contracts N00019-69-C-0136 and FO4606-70-C-0238 were closed in October 1972.

INDUSTRIAL PROPERTY

At the end of the fiscal year Aero Corporation had on hand the following inventory:

GOVERNMENT FURNISHED MATERIALS

<u>Contract</u>	<u>Line Items</u>	<u>Dollar Value</u>
FO9603-73-C-0694	2210	\$ 395,548.00
FO9603-72-D-1275	37	\$ 2,837.00
N00019-71-C-0069	9329	\$1,879,288.00
FO9603-71-C-1400	3531	\$1,269,889.00
	<u>15107</u>	<u>\$3,547,562.00</u>

GOVERNMENT FURNISHED EQUIPMENT

<u>Contract</u>	<u>Line Items</u>	<u>Dollar Value</u>
FO9603-73-C-0694	28	\$ 18,960.84
FO9603-72-D-1426	1	\$ 12,532.00
FO9603-71-C-1400	43	\$224,625.28
	<u>72</u>	<u>\$256,118.12</u>

Continual emphasis has been placed on the timely declaration and processing of excess by the contractor. This emphasis has resulted in the contractor not exceeding the contract requirements of 2.5 and 4 months stock on hand since September 1972. The timely processing of excess government furnished property has resulted in \$2,780,743.00 being returned to the applicable inventory manager to fulfill other requirements.

In addition, lateral support to other activities contributed to the reduction of NORS hours. This was possible through rapid response by the detachment and expedite action by the contractor.

The following plant clearances were completed in FY 1973:

PLANT CLEARANCE CASES

Number of Plant Clearance Cases	26
Total Line Items	4083
Total Dollar Value - Acquisition	\$255,323.88
Total Dollar Value - Received from Sales	\$ 1,315.60
Total Dollar Value - Redistribution	\$124,123.00
Total Dollar Value - Donated	\$ 52,094.00
Total Dollar Value - Abandoned	\$ 5.40
Total Dollar Value - Withdrawn for Use	0

SCRAP

Number of Scrap Sales	2
Total Pounds	19,800
Total Dollar Value - Acquisition (Est)	\$ 52,250.00
Total Dollar Value - Received	\$ 1,130.00

SALVAGE METAL DRUMS

Number of Drum Sales	1
Total Number of Drums	137
Total Dollar Value - Acquisition (Est)	\$ 1,027.50
Total Dollar Value - Received	\$ 226.05

The following contracts have been completed and property clearances signed during FY 1973: Contract F09603-71-C-0291, Air Force C-141 and Contract F04606-71-C-0690, Air Force F-104.

QUALITY ASSURANCE

During the second quarter, under the direction of the new Air Force Quality Assurance Representative, an intensive self-appraisal of the quality assurance resources, objectives, organization, and procedures was conducted. As a result of the appraisal, objectives

were redefined, resources were redistributed, Air Force Quality Assurance Control Centers were restructured and reorganized, Quality Assurance procedures and instructions were revised, and the branch management information system was refined.

Throughout the year, further refinements were undertaken when feedback data indicated a need.

Three major objectives were undertaken. These were: (1) improve morale among Quality Assurance members, (2) reduce overtime, and (3) reduce customer complaints. These objectives were achieved.

As a result of budget constraints and despite an increase in workload, one Quality Assurance Specialist position was relinquished. Each member of the Quality Assurance Branch met the challenge of accomplishing additional work with fewer people. The members of the branch have demonstrated a high degree of professionalism and dedication. They are not ashamed of their patriotism and devotion to duty.

With the branch personnel operating at near peak performance toward the end of the fiscal year, an ambitious project was initiated for the purpose of a very comprehensive study of virtually every phase of the contractor's operations to determine whether significant contract noncompliances exist. This project is in addition to the normal application of the Procurement Quality Assurance Program. It was instigated as a result of improved management information feedback. The objective of the project is to determine ways of reducing costs to the government as a result of inefficient contractor actions associated with over and above work requests, cannibalization, requests for waiver,

flight line maintenance, and related activities. A corollary objective is to improve the quality of the products and services rendered as a result of improvements in work instructions, inspection instructions, calibration procedures, personnel qualifications, improved support equipment condition, improved control of subcontracted supplies and related factors.

This project is being conducted using simplified operations research procedures. Virtually, the only constraint imposed on the conduct of the project is that the contractor must not be required to do anything beyond the scope of the contracts. If the project succeeds, the contractor should realize benefits arising from more efficient operations, and the government should realize significant benefits in the reduction of over and above claims.

#### PRODUCTION

The Production Branch continued to monitor the production flow through the contractor's plant. Production surveillance was maintained over the Air Force C-130, Navy/Air Force C-121, Air Force C-124, Air Force F-104, Navy C-130 and Navy P-2.

The Navy awarded the contractor a contract to process 10 P-2 aircraft under emergency procurement, excluding a requirement to perform a pre-award survey. These were high priority aircraft and required continuous expedite actions throughout the length of the contract. This program was completed in January 1973. The Air Force/Navy C-121 program was completed in January 1973.

Industrial Specialists and supervisors continued to provide interface between the contractor and contracting agencies in the areas of reporting, coordinating and assisting with problems elimination through providing technical support. The Production Branch continued to be the detachment focal point for Pre-Award Surveys, Post Award Conferences, Pre-Negotiation Conferences, and acting as the host activity for visiting technical assistance personnel in support of the contracting agencies. The detachment participated in a total of 4 Pre-Award Surveys, 4 Post Award Conferences, and 7 Pre-Negotiation Conferences during the year. Visits by representatives from contracting agencies recurred frequently during the year.

Significant events that occurred during the year include:

- Award of C-124 PDM Contract.
- Air Force exercised option to continue C-130 PDM, to include Outer Wing Modification, for one year.
- Outer Wing Modification accomplished on two Navy special mission C-130 aircraft.

#### FLIGHT TEST AND SAFETY

The Flight Test and Safety Section was responsible for insuring the adequacy of the contractor's work by performing acceptance and functional check flights. Air Force Detachment 6 crews participated in 92% of these flights.

At the end of this period five people were assigned to Flight Test and Safety - two pilots, two flight engineers, and one ground safety officer.

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The AFCCM Flight Test and Safety Award was presented to our Flight Test and Safety Section for the period July 1972 - January 1973. The award was presented to our Flight Test and Safety Section for its outstanding supervision, management and airmanship.

A new flight planning room was established for incoming/outgoing crews as well as for local FCF flight planning.

An environmentally controlled P.E. Room was erected in the area of the flight test office.

ADDENDUM 1

HISTORY OF DETACHMENT 6 OPERATING LOCATION  
MOULTRIE, GEORGIA

1 JULY 1972 - 30 JUNE 1973



Chapter 1

ORGANIZATION AND MISSION

This Operating Location, located at Moultrie, Georgia, has been under Detachment 6's cognizance since 1969. The mission of this Operating Location was to provide surveillance of the F-104 contract (FO4606-72-C-0432) being worked by Aero Corporation at Moultrie, Georgia.

Personnel on site consisted of one clerical and two Quality Assurance personnel. All other areas of contract administration were handled by the detachment at Lake City.

This Operating Location was closed 31 March 1973 upon physical completion of the F-104 contract.

Chapter 2

RESOURCES AND ADMINISTRATION

MANPOWER AND PERSONNEL

This Operating Location was authorized three civilian personnel - two Quality Assurance personnel and one clerical personnel.

Mr. J. R. Irvin, GS-11 Quality Assurance Specialist, arrived 23 July 1972 from Detachment 16 Hq AFPMC. He was transferred to Warren AFB, Wyoming on 7 April 1973.

Mrs. O. Wynelle Bateman, GS-4 Clerk-Steno, resigned 6 April 1973. Mr. Lewis C. Countryman, GS-9 Quality Assurance Specialist, transferred to Robins AFB, Georgia, 7 April 1973.

TRAINING

Mr. J. R. Irvin, GS-11 Quality Assurance Specialist, attended an F-104 Familiarization Course at Luke AFB, Arizona, 21 August - 1 September 1973.

BUDGET

For the period 1 July 1972 - 31 March 1973, a total of \$4100 was authorized for TDY for the purpose of F-104 pilots performing functional check flights of F-104 aircraft. Of this authorization, \$3583.90 was used.

The telephone bill for this same period was \$511.03.

Chapter 3

LOGISTICS

CONTRACT ADMINISTRATION

Contract F04606-72-C-0432 was contractually completed on 15 May 1973. As of 30 June 1973 the Unliquidated Obligation (ULO) on this contract was \$34,104.66.

INDUSTRIAL PROPERTY

During July of 1972, a high point was reached in the dollar amount of Government Furnished Material on hand.

\$184,947.00 Investment -- Months Stock 2.9  
\$137,191.00 Expense -- Months Stock 8.3

Due to responsive action from the contractor, excess was shipped in August 1972, which resulted in a decline of on hand assets to:

\$88,585.00 Investment -- Months Stock 1.2  
\$41,802.00 Expense -- Months Stock 1.9

The contractor continued to identify and ship excess prior to completion of the last aircraft.

In November 1972, the contractor cancelled all due-in stock replenishment requisitions in preparation for contract completion. The contractor, in December 1972, requested disposition instructions for all GFE and non-stock listed items of material.

The excellent response from the contractor resulted in the final site clearance by 28 March 1973. A total of only 12 days had elapsed since the departure of the last aircraft.

At the time of the site closure, all surveys had been completed on time and all categories considered satisfactory. The final GFM Report was received on 6 April 1973 indicating a zero balance.

#### QUALITY ASSURANCE

The Quality Assurance branch successfully maintained control over the contractor's quality program by applying the continuous audit procedures as prescribed by AFLCM 74-1.

Several quality problems relative to the F-104 rewire program were encountered. However, as a result of proper management techniques by the Detachment Commander, AFQAR and personnel assigned, these problems were expeditiously detected and resolved.

There were no on-site production personnel assigned during this period; therefore, some production surveillance was required of the assigned QA personnel.

#### PRODUCTION

Aero Corporation started out well on this contract. The work was performed at Moultrie, Georgia (Spence Field) because of the longer runway. As the program progressed, the contractor began to

experience problems retaining adequate well-trained personnel to perform work. This happened because the trailer industry nearby was subsidized by another agency of the government and wages were higher. Other nearby industries contributed to this "drain-away" effect. This problem never diminished. The second major problem was that the contractor failed to project his parts needs in time to prevent work stoppages.

The Sacramento Air Materiel Area (SMAMA) was content to allow Detachment 6 to do all of the work and had to be prodded to perform at all. They contributed to the ultimate delinquencies of the contract by failing to furnish GEM in time to preclude delinquencies. They also tried to dictate rules from a distance that would have been better left to Detachment 6. For instance, a rule was that the contractor had to use all new electrical connectors, but there were none available. Detachment 6 wanted SMAMA's permission to use good, older connectors if no new ones were available. SMAMA refused permission until September 1972. SMAMA sent an investigative team in September 1972 to determine if Detachment 6 accusations against SMAMA were true; their conclusion was that the Government up to that point "was at fault or predominantly at fault" for lack of GEM. From September 1972 on, the government corrected its problems. Any delinquency from this point on was caused by Aero Corporation for lack of manpower, failure to project needs, and poor management.

Detachment 6 contributed to the delinquencies by not having a permanent on-site Industrial Specialist; however, this was directed by Hq AFMCMC. The connector problem was resolved by Detachment 6 when SMAMA was finally forced to allow Detachment 6 to decide on use of old connectors. Detachment 6 realized, too, that the original contract required the contractor to project his parts needs five days or less prior to work stoppage. AFM 67-1 says the minimum delivery of parts on the highest priority (02) is eight days. Detachment 6 Production Section established an agreement with Aero Corporation that all of his needs would be projected 20 days or less prior to work stoppage. This forced Aero Corporation to manage and knocked out SMAMA's argument that they could not furnish parts in five days. The 20 day requirement worked so well, we suggest that it be incorporated into future contracts of this nature.

The contract was delinquent and production extended from September 1972 until March 1973. Detachment 6 tried to get SMAMA to demand monetary gains from the contractor. They refused. Their idea was that they wanted Aero Corporation to be so late - on record - that they would never again receive an Air Force contract at Moultrie, Georgia. This is somewhat justified because of the contractor's poor management and lack of concern. Any effort of any government agency to put work into Moultrie, Georgia, should have a very thorough analysis prior to any thought of acceptance.

FLIGHT TEST AND SAFETY

The Government Flight Representative at the Lake City detachment also handled the Flight Test and Safety duties and responsibilities at this Operating Location.

The actual test flights on the F-104 aircraft were performed by pilots on a TDY basis. These pilots were from Edwards AFB, California; Luke AFB, Arizona; and the Puerto Rico Air National Guard.

ADDENDUM 2

HISTORY OF DETACHMENT 6 OPERATING LOCATION  
MIAMI, FLORIDA

1 JULY 1972 - 30 JUNE 1973



Chapter 1

ORGANIZATION AND MISSION

On 1 August 1972, the administration office for Propeller Service of Miami, Inc., Butler Aviation-Miami, Inc., Aerodex, Inc., and American Airmotive contracts was changed from Detachment 8, St. Augustine, Florida, to Detachment 6, Lake City, Florida. In May 1973 cognizance of the following contracts of the Miami area contractors was changed from Detachment 6 to DCASO-Miami:

Butler Aviation-Miami, Inc. - Contracts FO9603-72-A-1000, FO9603-73-M-1402, FO9603-73-M-1668, FO9603-73-C-1134, FO9603-73-C-1228, FO9603-73-C-1237, FO9603-73-C-1314, F34601-73-C-0837, FO4606-73-D-0002, FL1608-73-D-0502, and N00019-73-C-0190.

Propeller Service of Miami, Inc. - Contracts FO9603-72-D-0605, FO9603-72-D-0606, FO9603-71-D-0693, FO9603-71-D-0792, FO9603-73-A-0120, FO9603-73-D-0360, FO9603-72-D-1394, and FO9603-73-D-0399.

Aerodex, Inc. - Contracts FL1608-67-C-2200, FL1608-70-C-0900, FL1608-69-D-0245, and FL1608-68-D-0616.

On site surveillance was provided by an Officer-in-Charge and Quality Assurance personnel. Other areas of contract administration were handled by the detachment at Lake City.

Chapter 2

RESOURCES AND ADMINISTRATION

MANPOWER AND PERSONNEL

This Operating Location was authorized one military and four civilian personnel - an Officer-in-Charge, one clerical and three Quality Assurance Specialists.

Major Marcus H. Coody arrived at this Operating Location on 29 December 1972 to assume the duties of Officer-in-Charge. As part of these duties as Officer-in-Charge, Major Coody also performed the test flights in the T-39 aircraft.

At the time of change in plant cognizance, there were two personnel assigned at this Operating Location - Mr. Fred Opis, GS-9 Quality Assurance Specialist, and Mrs. Estelle M. Saffelder, GS-4 Clerk-Steno. Mrs. Saffelder resigned on 23 December 1972.

Mr. Charles H. Worrall, GS-9 Quality Assurance Specialist, arrived 11 December 1972. Mr. Edward T. Nitka arrived 7 January 1973 from Detachment 9 Hq AFMC to assume the duties of Supervisory Quality Assurance Specialist, GS-11. Mrs. Brenda Buckley arrived in March 1973 as a GS-3 Clerk-Steno (Temporary).

TRAINING

Major Coody received T-34 Qualification Training 28 January - 1 February 1973 at U.S. Naval Air Station, Saufley Field, Pensacola, Florida.

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BUDGET

Telephone expenditures for this Operating Location for this period was \$810.55.



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ANNUAL HISTORICAL REPORT RCS: HAF-CHO(AR)7101

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FY 1973  
27 MAY 1987

1. Name of Unit: Detachment 9, Air Force Contract Maintenance Center (AFCMC)
2. Location: Tainan, Taiwan; Taichung, Taiwan; Ping Tung, Taiwan
3. From 1 July 1972 through 30 June 1973
4. Name and Location of Next Higher Headquarters: Hq AFCMC, Wright-Patterson AFB, Ohio 45433.

## 5. Personnel strength

## a. Tainan:

	<u>OFFICERS</u>	<u>AIRMEN</u>	<u>USCE</u>	<u>LN</u>	<u>TOTAL</u>
Authorized:	6	10	14	9	39
Assigned:	6	10	11	9	36

## b. Taichung:

	<u>OFFICERS</u>	<u>AIRMEN</u>	<u>USCE</u>	<u>LN</u>	<u>TOTAL</u>
Authorized:	2	3	11	5	21
Assigned:	2	3	11	5	21

## c. Ping Tung:

	<u>OFFICERS</u>	<u>AIRMEN</u>	<u>USCE</u>	<u>LN</u>	<u>TOTAL</u>
Authorized:	3	4	4	5	16
Assigned:	3	4	4	5	16

## 6. Statement of Mission Including Changes:

Provide management direction and control over contract management functions at contractor plants assigned to the Air Force Logistics Command (AFLC) by the Department of Defense (DOD) for plant cognizance. Insure economical, effective and efficient administration of modification and overhaul contracts and other contracts placed in the various contractors plants in accordance with contractual terms and procurement regulations. Provide material support to the contractor's performing under US Government contracts to the extent directed by those contracts.

## 7. Mission Activities and Evaluation:

The primary mission of Detachment 9, AFCMC is to assure that the Air America/Air Asia Co. Ltd. and the Chinese Air Force, 1st and 2nd AMA's

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provide PACAF Tactical Fighter Wings, US Navy activities and other South East Asia support organizations with repaired and/or modified aircraft in accordance with the terms of the contract. During the period 1 July 1972 through 30 June 1973, a total of 281 aircraft of various types were under contract and/or output from the Tainan facility, 28 aircraft under contract and/or output from the Ping Tung facility. In addition to aircraft, the Tainan facility had five component overhaul contracts, two of which were in support of project enhance plus. As evidenced, timely product output as well as a quality product were stressed at all locations.

#### 8. Organization:

During the period, the only major change in the Detachment organization was the establishment of an operating location at Ching Shui (Chinese Air Force 3rd Air Depot) which fell under the auspices of the Taichung Field Office. Two of the three major activities are organized along standard functional lines, i.e. Commander, Administrative Services, Contract Administration, Production, Industrial Property, and Flight Test. The Ping Tung Flight Test and flying safety functions previously performed by Ping Tung personnel were assumed by the Det 9 Flight Test Office and Flying Safety Officer at Tainan. Tainan also had a Ground Safety Officer who served at all three locations.

During the fiscal year, Air America Inc. began a major organizational change which resulted in a redesignation of positions and titles and a redistribution of functions among Air America personnel at Tainan (Mr. A. L. Wueste is now the President of Air Asia Co. Ltd). In addition, the company's Accounting Division was transferred in its entirety from Taipei to the Tainan facility. This organizational realignment did not hamper operations to any extent.

#### 9. Personnel:

A roster of key personnel is provided as Attachment 1. Personnel changes which occurred during the year are provided in Attachment 2. Significant personnel assignments/reassignments were: Capt Glenn T. Thompson assumed Officer-in-Charge duties at Taichung in August 1972 when Capt Edward Smith departed. Mr. Meinert R. Mackenzie became Quality Assurance Chief at Ping Tung upon the departure of Mr. Terence Curtis. Mr. Carmen Marino became the Chief of Industrial Property at Tainan subsequent to the departure of Mr. Petrovsky. Mr. Marino still provided IP support to Taichung subsequent to his relocation.

#### 10. Function Activities and Problems:

##### a. Contract Administration

(1) The FY73 forward pricing rate agreement was renegotiated in October 1972 and was effective on all un-invoiced work as of 1 November 1972.



(2) During this period, a large quantity of items previously listed as military property special tooling or special test equipment under the F-4 supplies contract were incorporated into the SMAMA facilities contract by supplemental agreement.

(3) Air America submitted a protest against award of the competitive FY73 US Navy F-4 PAR program to Japan aircraft. A decision in favor of the award was made and the protest was disallowed.

(4) Major contracts given to Det 9, Taiwan, to administer during the fiscal year were as follows:

FY73 Speedline - FO4606-71-A-0055-QP02	63 A/C
FY73 Speedline - FO4606-72-A-0074-QP01	30 A/C
FY73 IRAN - FA2600-72-A-0001	61 A/C
UH-1H Component Overhaul FO4606-72-A-0092-RJ01	
T53-L-13B Engine Overhaul FO4606-72-A-0092-RJ02	
Navy C117 Overhaul N00691-72-D-001A	
Navy C118 Overhaul N00691-72-D-0011	

(5) Considerable problems were experienced in obtaining required GFP for the UH-1H component and T53-L-13B overhaul contracts in a timely manner. Although the situation has improved, the lack of timely receipt of GFP continued into the next fiscal year.

(6) In April of 1973, the contractor experienced a plant wide labor slowdown for approximately three weeks. It culminated with the employees and company agreeing to a considerable wage increase.

#### b. Production

(1) During the past fiscal year, the contractor has expended approximately 2,000,000 direct skilled labor manhours on U.S. Government contracts and orders. The majority of these hours were attributable to the maintenance and repair (PDM, modification and CED) of 194 USAF/ROKAF F-4 aircraft. Another significant amount of hours were expended in the performance of PDM/PAR on 17 USN/USMC C-117 and C-118 aircraft. The remaining hours were used to maintain and repair, on drop-in basis, approximately 70 USAF/USN/USMC aircraft of various types as well as significant quantities of USAF and USN aircraft components.

(2) Although many TCTO modifications of F-4 aircraft were accomplished during the year, two developments in this area were of particular significance. First, the contractor completed conversion from TCTO 1F-4-859 (Repotting of Reverting Electrical Connectors) to TCTO 1F-4-986 (Replacement of Environmental Connectors). Second, all preparations necessary to the performance of TCTO 1F-4E-566 (Installation of Leading Edge Slats on F-4E aircraft) as well as the prototype aircraft were completed during the year.

c. Quality Assurance

(1) Manpower - The division had just recovered from a long period of personnel shortages when a series of events again placed them in a shortage position. One civilian QAS position was abolished, one civilian QAS had to be medically retired and a replacement for one military QAS reassigned and departed was delayed. During this same period, one QAS civilian supervisor was on extended sick leave due to surgery for cancer. This was climaxed by the departure of four QAS civilians PCS to Vietnam. Rapid reaction by Hq AFQAS in obtaining recruit and fill authority prevented a major problem.

(2) The QA Division revised and expanded its weekly training methods to assure that each AFQAS participated as an instructor on an assignment basis, i.e. learning through teaching. The results have been very effective.

(3) During this period, QA received 223 AFTO Forms 64. Of this quantity, 149 (67%) were without defects and 74 (33%) had some defects. The 74 forms break down to 7 (3%) with SOP defects; 3 (1%) with majors and 24 (11%) with minors. The overall trend continues to show improvements.

(4) Formal training continues to be a problem at overseas locations. This is primarily a funding problem. However, during this period we have been fortunate and maintained currency in certifications of essential subjects, i.e. egress systems, weight and balance, etc.

(5) Contractor maintenance procedures were somewhat of a problem in some areas. The majority of the factors involved did not affect the direct work but reference symbols and reporting offices were out-dated. These have since been revised and are current.

d. Industrial Property

(1) All Property Surveys conducted during CY 1973 were completed on schedule and were rated satisfactory.

(2) Carmen J. Marino assumed the duties of Property Administrator, vice S. Patrovsky, for Tainan and Ping Tung Field Offices, effective 20 May 1973.

(3) The DIPEC program was fully implemented and all required reporting and identification has been accomplished on all controlled IPE.

(4) The Property Administrator made periodic visits to the Ping Tung office for the purpose of reviewing all survey summaries after completion, screen contractor procedures after revisions for review and acceptance and assist in other property administrative functions.

(5) During the absence of a Det 13 Property Administrator in November and December 73, the Det 9 Property Administrator provided support in property functions on a TDY basis in response to a request for assistance from Det 13.

e. Flight Test (Figures include Air Asia/Tainan aircraft only)

(1) During FY73, a total of 295 FCF's were flown on 87 F4 PDM aircraft for a total of 217.6 hours and an average of 3.39 flights per aircraft.

(2) In addition, a total of 12 FCF's were flown on 8 F-4 Speedline aircraft for a total of 14.6 hours and an average of 1.50 flights per aircraft and a total of 29 FCF's were flown on 12 F4 CBD aircraft for a total of 39.9 hours and an average of 2.41 flights per aircraft.

(3) During the same period, a total of 34 FCF's were flown on 22 Navy aircraft for a total of 32.6 hours and an average of 1.54 flights per aircraft. The majority of FCF's on US Navy and Marine Corps aircraft were performed primarily by the pickup crew.

f. Ground Safety Office

(1) The Ground Safety Officer assigned to Det 9 during the year also acts as the Far East GSO and performed safety inspections at all AFCMC detachments on a semi-annual basis.

(2) A continuing program of safety awareness for both contractor and detachment personnel was carried out.

g. Ping Tung Field Office

(1) General

This office provides contract administration capability to monitor contracts awarded to the Air Service Command, Chinese Air Force, 1st AMA. During the period, contracts involving RF-4C Speedline and F-4C modification/IRAN were under administration.

(2) Contract Administration

(a) At the beginning of the fiscal year, the RF-4C Speedline contract was near completion. Final delivery of the last RF-4C was accomplished in August 1972. In September 1972, a contract was awarded to the Chinese Air Force for modification/inspection and repair as necessary of 20 F-4C aircraft.

(b) With the arrival of Captain Gerard A. Blodgett in September 1972, Ping Tung obtained a full time Administrative Contracting

Officer instead of having to rely on Itinerant (TDY) ACO support from Taichung.

(c) In January 1973, a Facilities Use Contract was awarded to the contractor. The contract contained approximately \$1.5 million worth of Government Furnished Equipment to support the F-4C Mod/IRAN program.

(3) Production

(a) During this fiscal year, the RF-4C modification program was completed with delivery of the last two aircraft in July and August for a total of eight aircraft for the program. All aircraft were delivered on time.

(b) Also during the year, the F-4C PEM program for 20 aircraft began on 16 Sep 72 with the first input. Eleven aircraft have been delivered on schedule. The first F-4C output on this program was delayed due to late receipt of Government Furnished Equipment.

(4) Quality Assurance

(a) Discrepancies on the completed RF-4C Speedline program were few. Seven of eight aircraft delivered had zero defects. An overall review and evaluation of the contractor's inspection program reflected general satisfaction among the using commands.

(b) Implementation of the new F-4C contract was satisfactorily completed. Contractor's written procedures and Quality Control System met contract requirements.

(c) Certifications on F-4 egress system, engine runs and AGE were completed.

(d) TDY personnel from OCAMA came to assist and train Chinese Air Force mechanics on the F-4C.

(5) Industrial Property

(a) The contractor completed work on an RF-4C TOTO/Mod Program and then progressed to an F-4C IRAN contract. Very little supply difficulty was encountered with the RF-4C program because most supplies and many of the special tools and test equipment were furnished as parts of the TOTO kits.

(b) Parts support for the F-4C IRAN program is adequate. Occasionally, supply of an item becomes critically short and caused difficulty in maintaining the schedule; however, the contractor was usually able to solve these problems by lateral support or cannibalization.

(c) During this time, management of Government Furnished Equipment was brought under a facilities use contract.

(d) All property surveys were conducted and were found to be satisfactory.

(6) Flight Test (Figures include Ping Tung aircraft only)

(a) During this period, the flight safety function and responsibilities inherent therein fell under the auspices of the Det 9 Flight Safety Officer, Tainan.

(b) During FY73, a total of 4 FCF's were flown on 2 F4 Speedline aircraft for a total of 3.3 hours and an average of 2.0 flights per aircraft.

(c) During FY73, a total of 34 FCF's were flown on 11 F4 PLM aircraft for a total of 33.8 hours and an average of 3.09 flights per aircraft.

(d) Responsibility to perform FCF's fell within the function of the Det 9 test pilots at Tainan.

h. Taichung Field Office

(1) General

This field office provides contract administration to monitor the contractor, Chinese Air Force, Air Service Command at the 2nd AMA in Taichung who accomplishes C-47 PEM, the repair of 463L Air Cargo Pallets, and the repair/overhaul of PACAF aerospace ground equipment, and, for the first time this year, the 3rd Air Depot at Ching Shui, who overhauls R3350-26WD engines for the VNAF A1E aircraft.

(2) Contract Administration

(a) During the period, the FY 72 C-47 PEM contract option was exercised and 55 USAF/VNAF aircraft were added. Subsequently, 31 of these aircraft were terminated. A contract for the repair of 6000 463L air cargo pallets was received in November 1972.

(b) In July 1972 the indefinite quantity contract for the overhaul of R3350-26WD aircraft engines at the CAF 3rd Air Depot was received. The initial order was for the input of 30 engines. A second order for 24 engines was also initiated during the reporting period.

(c) By March 1973, a letter contract for 28 pieces of PACAF Aerospace Ground Equipment (AGE) was executed with the CAF 2nd AMA at Taichung. In June 1973, the contract negotiator from SMAMA deinitialized the letter contract into an indefinite quantity for the repair/overhaul of a minimum of 281 items of PACAF AGE.

(d) The generators covered by this new AGE contract are fixed-priced, as the work specification calls for an "overhaul." The 5 other selected AGE items, however, will require considerable effort to price--as a two part, "teardown and quote" method of pricing will be used until experience and manhour data to fix-price the AGE items on the contract are developed.

(3) Production

(a) The contractor continued to deliver 463L pallets either on schedule or ahead of schedule throughout the reporting period.

(b) The C-47 in-work quantity dropped off significantly, as primarily USAF C-47's were input to work, with most VNAF aircraft terminated. Most of the C-47 aircraft were delivered ahead of schedule during the period.

(c) Mr. Mack L. Miller was assigned as the Industrial Specialist at the new aircraft engine overhaul facility in the CAF 3rd Air Depot.

(d) The contract facility at CAF 3rd Air Depot overhauled 65 R3350-26WD engines during the reporting period. Fifty engines were on the first order issued, with the balance against the 2nd order.

(e) Actual production work on the new PACAF AGE overhaul/repair contract had just begun as of the end of this reporting period.

(4) Quality Assurance

(a) During the year, the R3350-26WD Engine contract was awarded at Ching Shui. Three AF quality assurance specialists were assigned for this location.

(b) In March, a complete quality audit was performed by a SAAMA team to determine the quality of workmanship on the engine contract. Sequence number 17 engine was picked by the team for audit and found to be technically excellent. Only 9 minor discrepancies were noted. No AFTO forms 64 were received on engines overhauled and shipped to the VNAF.

(c) Approximately 83% of the C-47 aircraft delivered were reported zero defects from the field on AFTO 64's.

(d) Extensive quality assurance work was spent assisting and reviewing the contractor's efforts in the preparation of contract maintenance procedures, work-books, and a quality control system on the new PACAF AGE program which was just beginning at the close of this reporting period.

(e) A great deal of time was spent developing ground safety procedures on both the new engine program at Ching Shui and PACAF AGE program at Shuinan. Safety councils were established at both facilities and monthly meetings conducted, including fire-fighting demonstrations and safety training.

(5) Industrial Property

(a) All property surveys conducted during the fiscal year reported here resulted in satisfactory ratings.

(b) The C-47 Recondition program for Indonesia had several critical parts shortages, particularly in the area of VHF radios and related assemblies. These were cleared up in time to achieve a successful program on all 9 aircraft.

(6) Flight Test

(a) During FY73, a total of 48 PCF's were flown on the C-47 program. The average number of test flights per aircraft for the year was 1.34.

(b) It was anticipated that the Taichung Field Office would lose its Chief of Flight Test in July 1973, and continue the Flight Test program using contractor (Chinese Air Force) pilots to FCF contract C-47 aircraft.



ROSTER OF KEY PERSONNEL  
(Tainan)

Lt Col James L. Wedley, Jr.	Commander
Jack B. ALLABACK, GS-12	ACO
Stanley P. PATROVSKY, GS-11	Property Administrator
Carmen J. MARINO, GS-11	Property Administrator (Eff May 73)
Edward H. Mitchell, Capt	Production Chief
Everett H. BROWN, GS-12	Quality Assurance Chief
James L. BURNETT, Lt Col	Flight Test Chief
Raymond L. TECTMEYER, GS-12	Ground Safety Officer

(Taichung)

Edward L. SMITH, Capt	Officer-In-Charge
Glenn T. THOMPSON, Major	Officer-In-Charge (Eff Aug 73)
George A. Sanders, Capt	Production Chief
William J. BYSET, GS-12	ACO
Carmen J. MARINO, GS-10	Property Administrator (Apr 72-May 73)
Kenneth W. ILLER, GS-11	Quality Assurance Chief
Billy R. CHADD, Major	Flight Test Chief

(Ping Tung)

Claude E. MESSAMORE, Capt	Officer in Charge
Tarleton H. WATKINS II, Capt	Production Chief
Terence CURTIS, GS-11	Quality Assurance Chief
Meinert R. MACKENZIE, GS-11	Quality Assurance Chief (Eff Mar 73)
Gerad A. BLODGETT, Capt	ACO
Arthur C. KREBS, GS-10	Property Administrator

ATTACHMENT 1

PERSONNEL CHANGES  
(Taicon)

ARRIVALS

TSG J H Remore - 9 Aug 72  
Mr R Norton - 11 Aug 72  
MSG D P Smith - 30 Aug 72  
TSG W Harding Jr - 18 Sep 72  
Capt W F Gehr Jr - 9 Oct 72  
Capt J C Easterly - 6 Apr 73  
Mrs J F Loo, GS-4 - 9 Apr 73  
Maj T N Bronosyk - 31 May 73  
Mr C J Marino, GS-11 - 21 May 73  
TSG Barbry - 5 Jun 73  
Mr D Riels, GS-10 - 26 Jun 73  
Mr R L Day, GS-10 - 26 Jun 73

DEPARTURES

B J Ohlstein, GS-4 - 6 Jul 72  
MSG J C Jones - 13 Aug 72  
TSG M C Anderson - 13 Aug 72  
MSG J Caudill - 8 Sep 72  
SSG J H Lewis - 8 Sep 72  
Mr E T Nitka - 6 Dec 72  
TSG J D Buckley - 28 Mar 73  
Miss J M Sawyer, GS-5 - 30 Mar 73  
Mr N N Hall, GS-11 - 30 Mar 73  
Mr M R MacKensie, GS-10 - 26 Mar 73  
Capt B A Sanders - 9 Apr 73  
Mr S P Petrovsky, GS-12 - 9 Apr 73  
Mr J E Sage, GS-11 - 6 Apr 73  
Mr R G Standley, GS-10 - 6 Apr 73  
MSG R E Webber - 28 May 73  
Mr R K Alexander, GS-10 - 28 May 73  
Maj J A Boggs - 29 Jun 73

(Taichung)ARRIVALS

Capt G M Thompson - 8 Aug 72  
Mr M L Miller, GS-11 - 14 Aug 72  
MSG P L Phelps - 9 Sep 72  
Mr C J Burgess, GS-10 - 22 Sep 72  
Mr E D McDonsld, GS-10 - 18 Sep 72  
Mrs M I Dykstra, GS-4 - 18 Sep 72  
Mr L C Fleming, GS-10 - 15 Jan 73  
TSG D B Thompson - 6 Jun 73  
Mr K W Iller, GS-11 - 11 Jun 73

DEPARTURES

TSG R E Gerlin - 18 Jul 72  
Capt E L Smith - 9 Sep 72  
MSG R E Silva - 27 Sep 72  
Mr R H Stewart Jr, GS-11 - 23 Mar 73  
Mr C J Marino, GS-10 - 21 May 73  
MSG J L Hobbs - 19 Jun 73

(Ping Tung)ARRIVALS

Capt C E Messamore - 1 Jul 72  
Capt G A Blodgett - 19 Sep 72  
TSG M C Nieland - 19 Sep 72  
Mr M R MacKensie, GS-11 - 26 Mar 73  
Mr O J Davidson, GS-10 - 28 Mar 73  
TSG B L Owens - 29 May 73  
SSG R C Jennings - 5 Jun 73

DEPARTURES

Maj R Palmer - 29 Jul 72  
TSG D H Beggs - 29 Jul 72  
MSG J Dudley - 30 Oct 72  
Mr L F Card, GS-10 - 15 Jan 73  
Mr T M Curtis, GS-11 - 8 Mar 73  
SGT G Elliott - 16 Jun 73

ATTACHMENT 2



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HISTORY OF DETACHMENT 11, AIR FORCE CONTRACT MAINTENANCE CENTER

1 July 1972-30 June 1973

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HISTORY OF DETACHMENT 11, AIR FORCE CONTRACT MAINTENANCE CENTER

1 July 1972-30 June 1973

by  
MSgt Clarence W. Coakley  
Unit Historian

Approved by:

*Russell R. Kausch*  
RUSSELL R. KAUSCH  
Lt Colonel, USAF

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AIR FORCE LOGISTICS COMMAND

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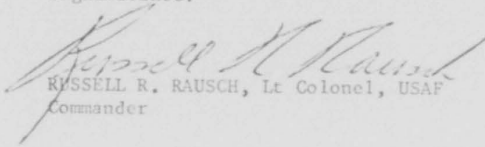
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FORWARD

This history is a compilation of facts and statistics gained from many sources. It reflects representative information associated with contractual operations and administration; it identifies problem areas related to logistical support, performance, and track progress toward achieving specific mission objectives.

Due to the fact that no historical report being submitted for FY72, portions of this history encompasses events and data that occurred during that period which was of historical significance.

  
RUSSELL R. RAUSCH, Lt Colonel, USAF  
Commander



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LIST OF SUPPORTING DOCUMENTS

1. HQ 635th CSG PAR 06555, 21 Apr 72.
2. HQ 13th AF SO GA-0935, 14 Dec 72

Chapter 1

MISSION AND RESOURCES

The detachment's primary mission was to ensure that contractors provide a quality and timely product to the Government within contractually specified terms in accordance with the Armed Services Procurement Regulations and other applicable directives.

Support Functions<sup>1</sup> included Contractual and Property Administration, Production, Quality Assurance, Flight Test and Safety, Engineering and Management Services.

Detachment 11, Air Force Contract Maintenance Center, located at Don Muang Airport, Thailand, is a component of the Air Force Contract Maintenance Center (AFCMC), Wright-Patterson AFB, Ohio, a component of the Air Force Logistics Command (AFLC), Wright-Patterson AFB, Ohio.

In addition to our facilities here at Don Muang, Detachment 11 was comprised of a United States Air Force Plant Office (USAFPO) at Udorn Airfield, Thailand, and Operating Locations (OLs) at Singapore with split operations at Changi and Seletar, and U-Tapao Airfield, Thailand.

Lt Colonel Paul H. Roth, USAF, assumed command of the detachment<sup>3</sup> on 13 April 1972; Lt Colonel William R. Gilmore, USAF, assumed duties as Officer in Charge of the USAFPO in January 1972; Major Robert D. Hackett, Jr., assumed like duties at the OL at Singapore in January 1972; and Mr. Thomas Gennette directed the operations at the OL at U-Tapao.

1. Det 11 Organizational Chart, 1 Jan 73.
2. AFCMC Organizational and Directory Chart, 1 Mar 73.
3. Personnel Action Nr. 06555, Hq 635 CSG, 21 Apr 72.

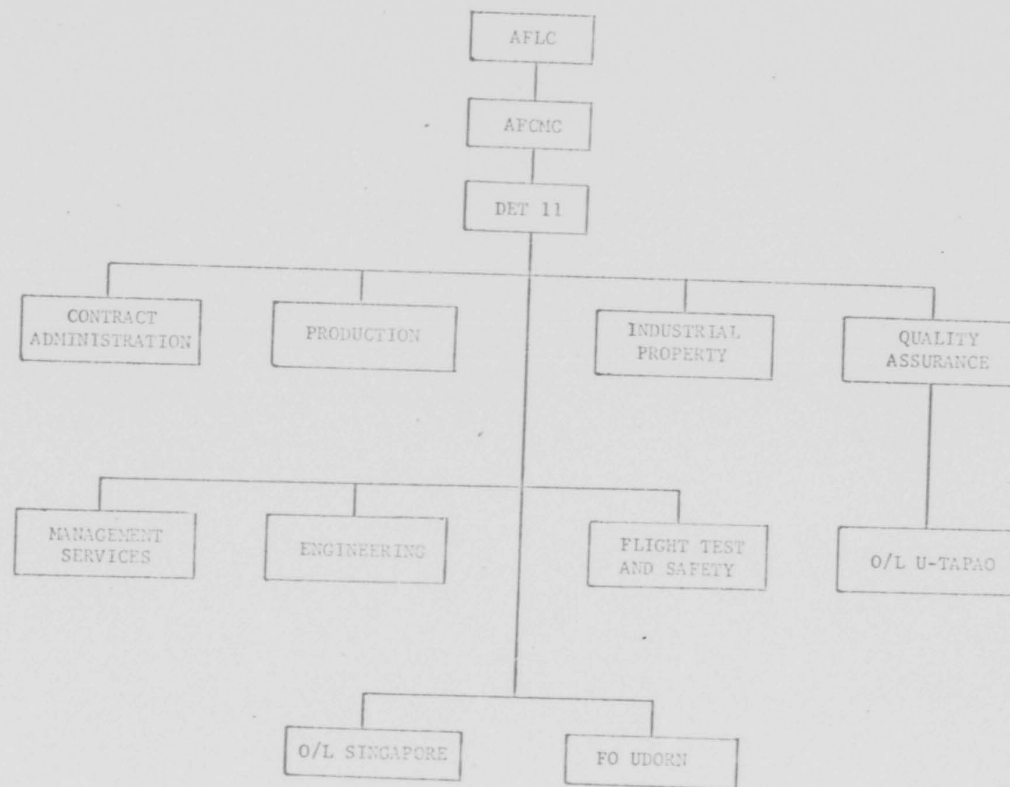
Personnel manning for the detachment authorized six officers, six enlisted, 14 USCSE personnel, and three local nationals;<sup>4</sup> USAFPO manning authorized three officers, two airmen, nine USCSE, and two local nationals;<sup>5</sup> OL Singapore was authorized three officers, one airman, eight USCSE, and three local nationals;<sup>6</sup> and U-Tapao OL was authorized to be manned with two USCSE personnel.<sup>7</sup>

Our facilities<sup>8</sup> were provided by our principle contractor, Thai Airways Aircraft Maintenance Company (Thai Am), adjacent to Don Muang International Airport. The Udorn USAFPO facilities<sup>9</sup> were provided by their principle contractor, Air America, Inc. The facilities for OL at Singapore was provided by its principle contractor, Lockheed Aircraft Service Singapore (LASS), a wholly owned subsidiary of Lockheed Aircraft Corporation; secondary offices house extensive shop facilities at Changi.<sup>11</sup> The OL at U-Tapao is located at U-Tapao Airfield, Thailand whose office facilities were furnished by its principle contractor, Thai Am.

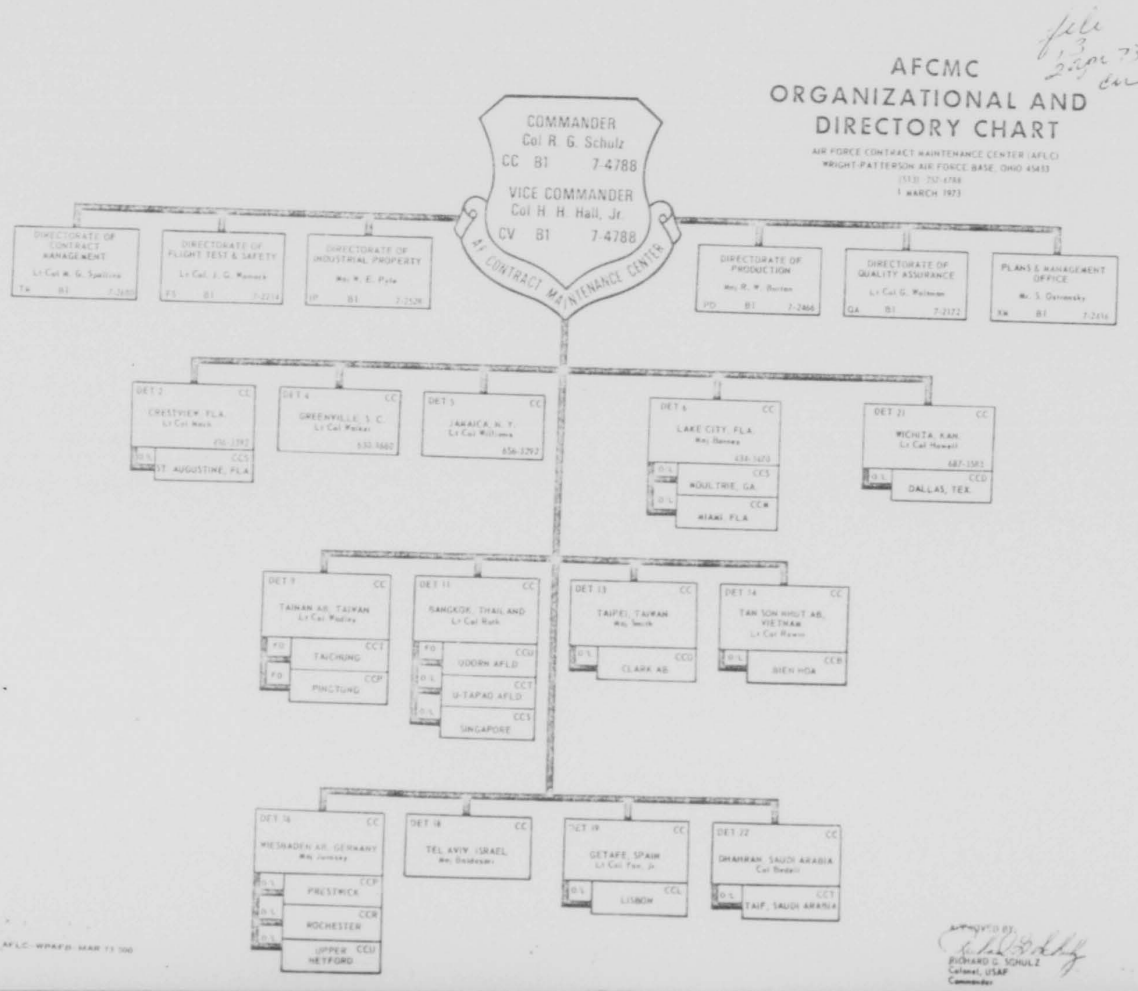
FY 1973 operating budget for the Detachment, USAFPO, and OLs totaled \$46,900.00, exclusive of civilian pay. This total is a significant increase over the FY 72 budget due mainly to increased operations at our USAFPO and OLs.

- 
4. AFCMC MIR, Det 11 AFCMC, 31 Mar 73.
  5. AFCMC MIR, USAFPO, 30 Jun 73.
  6. AFCMC MIR, O/L Singapore, 30 Jun 73.
  7. AFCMC MIR, O/L U-Tapao, 30 Jun 73.
  8. MAP, Thai Am Plant Area.
  9. Data supplied by OIC, USAFPO, Udorn.
  10. MAP, LASS Facilities in Singapore.
  11. MAP, LASS Facilities in Changi.

TAB 1

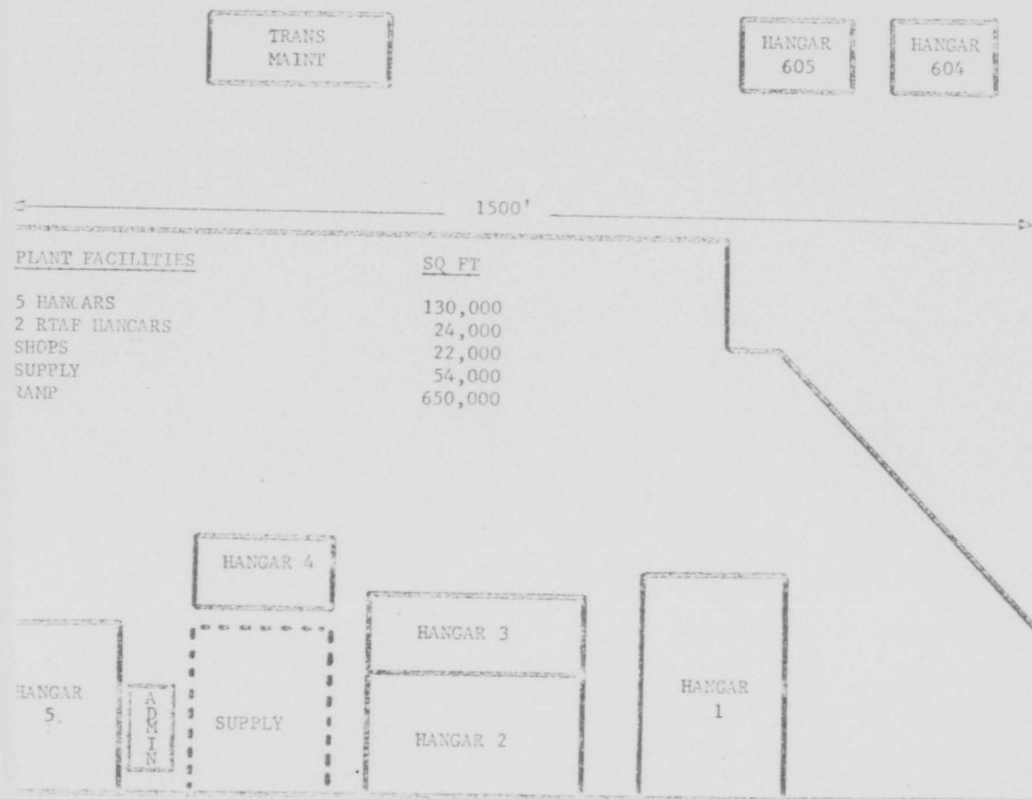


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TAB 3

THAI AN  
PLANT AREA

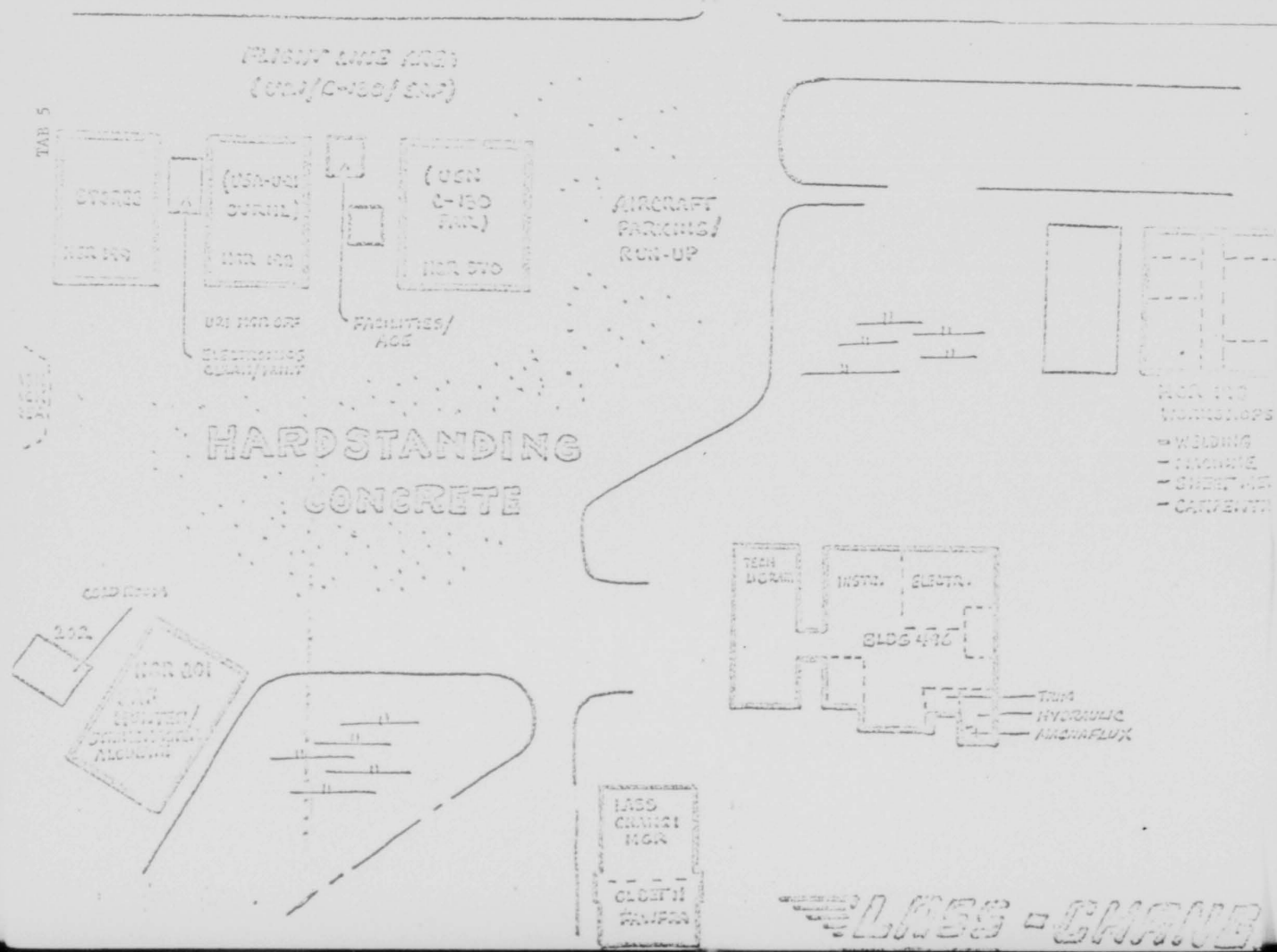


TAB 4

LOCATION OF LESS FACILITIES IN SINGAPORE







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NOT USED

Chapter 2  
OPERATIONS

Detachment 11's principle contractor was Thai Airways Aircraft Maintenance Company (Thai Au) with contracts addressing support for USAF, US Army Support Thailand (USAST), Khmer Republic (Cambodia), Vietnam, as well as Royal Thailand Air Force (RTAF), pursuant to Military Assistance Program (MAP). Inspect and repair as required (IRAR), extensive overhaul, crash and battle damage (CBD) repair, phase inspections T-28 Yankee Gase modification, C-47 gunship modification, etc., as well as transition maintenance services for the Military Airlift Command (MAC), all were within the purview of this activity, in addition to the contract field team activities and other remote locations throughout Southeast Asia. During the course of FY 73 and indicative of effective administration being performed, the Government, pursuant to Detachment 11 initiated action, recouped \$2,500 from contractor, effective 22 September 1973, for invalid allocations of costs under time and materials (TAM) contracts and as of 14 March 1973, upon its own initiative and following analysis of a three-year contract, deobligated/deconsisted \$570,000. In addition,

Detachment 11 Ben Hwang, from its own personnel resources and without impacting its local operations, established the Singapore OL operation which has currently assumed full and effective contract administration functions for a significant aircraft maintenance workload and a wide variety of aircraft for the Navy, Army, and Air Force.

During FY 1973, Detachment 11 Ben Hwang was responsible for the contract administration for the following contracts and the program supported by these contracts:

FOA603-73-0-0001	Phase Inspection, Inspection and Repair as Necessary, and Drop-In Maintenance for the C-47 Aircraft
FOA603-73-3-0001	Inspection and Repair as Necessary, Analytical Condition, and Drop-In Maintenance for C-74 Aircraft. This contract called for a total of 21 aircraft to be worked, 20 for MAPs and three for a classified special project. There was a partial termination

for the reduction of 12 MAP aircraft and one special project aircraft. Due to this termination, a contract modification was issued 27 January 1973 to reduce the overall contract price.

FOY605-73-C-0002

Phase Inspection and Grow-In Maintenance for C-17 Aircraft

FOY605-73-C-1017

Rehabilitation of crashed flyable C-1 aircraft. Two were damaged due to a local wind storm bordering on the fringe of a tornado. The contractor took corrective action to prevent a recurrence of hazards by adding additional weights to all tie-down workings.

FOY605-71-A-0057-01006

Installation of Escape System and Relocation of Battery of T-28 aircraft. The contract called for a total of ten aircraft. Prior to completing the contract, two

	aircraft were terminated for convenience of the Government.
F62272-73-3-0672	VC-131 Phase Inspection
F62511-70-A-0007-2J01	Crash/Battle Damage Repair, WC-1H Aircraft
F64605-72-A-0000-0001	Crash/Battle Damage Repair and 12th Phase Inspection of C-27 Aircraft
F62272-73-3-010A	Transient Maintenance for Government Aircraft
F62272-73-3-0105	Army Aircraft Maintenance, Various Aircraft
F34601-72-3-0794-2J10	Structural Inspection/Repair/Modification B-57C/D Aircraft
F64420-73-3-0003	Operation, Maintenance, Engineering, and Training Igloo Units
F41602-73-3-5772	Maintenance of Pave Nail Systems, Operational OY 10A Aircraft

Due to the important significance of several of the contracts noted above, they are highlighted below:

Contract F0703-73-C-0001 involved the conversion of two C-47 cargo aircraft to an "A" gunship configuration for the Thai Air Force - a major customer of Thai Av. The aircraft were critically needed for the night defense of Phnom Penh. Five major modifications were required with only two of the lesser kits available. It was necessary to start only with contractual coverage and acquire tool data and materials, transfer the most major kits and complete the kit installation within the shortest possible time. This effort normally requires one to two years to complete. This time, however, could not be tolerated by the customer. Detachment 11 mobilized the forces of HAFSC, CINCPACAF, CINCPAC, USAF, AFSC, AFCEA, and WAMA to obtain the support Thai Av needed to produce completed products. With a concerted effort by all functional areas in Detachment 11, operational gunships were delivered in just over six months.

Hilco Ford Contract F4420-73-C-0003, covering the Igloo White program at Nakhon Phanom Airfield, Thailand, was awarded on 1 July 1973 as the successor contractor to separate contracts with International Business Machines (IBM) and Radiation, Inc. This contract was a fixed price contract with cost plus fixed

Fee features and an estimated ceiling price of \$495,371.00. The work scope, as defined in broad general terms, encompassed engineering, operation, training and maintenance (O&M) - IGLOO WHITE, as an integral part of Task Force Alpha (TFA) mission, Nakhon Phanom Airfield, Thailand. This program was established as a critical support function of the USAF activity in Southeast Asia. During the period of administration, the Technical Representative of the Contracting Officer (TRCO), designated by the contract as the Director of Technical Operations on site for TFA, called upon the Administrative Contracting Officer (ACO) at Detachment 11 for development of a plan to cope with most urgent requirements with extremely close deadlines. This ready and fully effective response of Detachment 11 to the TFA's need fully satisfied the TRCO and higher authority who had imposed this requirement upon TFA. This accomplishment, with the performance and the subsequent close support and coordination with the TRCO on continuing contractual problems/matters involving all phases of contract administration, generated a considerable measure of confidence and a high degree of rapport between that official and resulted in highly favorable commendatory observations from the TFA commander.



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Detachment 11 was assigned full support administration responsibilities for Lear Seigler, Inc. Contract F34601-72-D-0755-RJ10 was to be performed by Contract Field Team (CFT) at Korat Airfield, Thailand, by structural inspection/repair/modification of EB66C/E aircraft. Referenced contract/order was awarded upon a time and materials (TM) basis and reflected an estimated ceiling price of \$422,112.00. The EB66C/E aircraft were assigned as mission aircraft of the 388th TFWg, USAF, stationed at Korat Airfield, Thailand. These aircraft were configured with highly sophisticated electronic countermeasure (ECM) devices and its mission was to provide countermeasure support against the electronic threat to attack aircraft by surface-to-air missiles and all types of lock-on electronic tracking devices. It performed a major role in the successful accomplishment of B52, F105, and F4 missions. The close Detachment team support provided to the Government representative at the site and the coordination with the Chief of Maintenance, 388th TFWg, as well as the contractor and the effective liaison to the Procurement Center (WRAMA) evoked commendatory observations by the Chief of Maintenance, 388th TFWg, in a message directed to CINCPACAF.

11

NRMA Contract PO/64-73-A-0070-2431 was awarded to Thai Air on 27 April 1973. The contract required Thai Air provide those services and supplies necessary to accomplish organizational, intermediate, drop-in, and emergency depot maintenance of C-123K aircraft. The contract was awarded to provide aircraft maintenance in direct support of a USAF conducted training mission for Khmer (Cambodia) aircrew and maintenance personnel. In April 1973, five C-123K aircraft were ferried to Don Mueang Airport from Taiwan following IRM of China Airlines. These five aircraft were officially transferred from the USAF to the Khmer Air Force on 10 May 1973. The USAF NFI instructor personnel and the initial Khmer students were on board in early May 1973. Transfer inspections and USAF NFI familiarization flights were accomplished prior to the official training which commenced on 23 May 1973. The initial flight training was geared to a program of four each four-hour training missions per day on a five-day per week schedule. Following the first days scheduled flying missions, on 23 May 1973, Don Mueang was struck by a fresh wind storm. As a result of that storm, all five of the assigned C-123K aircraft suffered severe damage. Through numerous lateral support and cannibalization actions, three of the aircraft were returned to

operational status by 30 May 1973. The fourth aircraft regained operational status on 7 June 1973 and fifth required extensive repairs and was consequently not completed during FY 73. Due to the lack of necessary C-130E AEW assets and adequate spares within the system, the program provided a real challenge in terms of maintaining sufficient numbers of aircraft for daily flying training requirements. The program, nonetheless, was successfully completed well ahead of schedule.

Lockheed Aircraft Services (PAS) (Singapore) program. The Pagar Sing contract FO/CS-73-3-0101 was a 1,000,000.00 IAW program of C-130E aircraft and the Pagar Sing contract FO/CS-73-3-0501 was a 2,500,000.00 conversion contract program for C-130E aircraft. In November 1971, Detachment 12 established a Detachment 01 for the purpose of administering contracts at the Lockheed Aircraft Services Singapore (LASS) facility until permanently party personnel arrived. This program had the direct interest of the highest levels in both the Department of Defense and the Department of State. The immediate task was to insure that required supplies were in place before the first aircraft was input. It was imperative that the first aircraft (C-130E) be input as soon as possible since the customer desired 27

aircraft input before 30 June 1973 and the first aircraft was already fifteen days behind the desired date to realize the schedule. Detachment 11 personnel immediately identified and located the supply shortages and successfully coordinated with CHICAGO, Thirteenth Air Force, and the AFSC-11 to have a special airlift pickup and deliver the supplies required to process the first aircraft. Concurrently, Detachment 11 coordinated with WPAFB to airlift an "initial input" of supplies to keep the program viable for follow-on aircraft. As a result of Detachment 11 personnel's outstanding efforts, they overcame almost insurmountable odds in achieving starting recapitulation. The end result of all their efforts was the fact that the first aircraft was output six days ahead of schedule, the second eight days ahead of schedule, and the third fourteen days ahead of schedule, placing the whole program well ahead of schedule and vitally needed combat support aircraft were readily returned to the field. Quality was not compromised, as evidenced by the fact that no discrepancies were reported on the customer AFSC Form 64 (Adequacy of Quality).

Detachment 11, AFSC, Udon Field Office, administered contract F04604-71-0002 with Air America, Inc., and contract

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F64/20-73-0001 with Continental Air Services, Inc., for the performance of flying and maintenance services of a classified nature in support of the Deputy Chief, Joint U.S. Military Advisory Group (Dep Chief, JUSMAGHAI). During the period from 1 January 1971 to 1 January 1973, a major consolidation and expansion program was completed at Udon. The Department of Defense tentatively decided that all contracted services should be consolidated under DCD rather than continue operation under several Government agencies. At that time the Air America, Inc., contract had a face value of 42 million dollars and Continental Air Services, Inc., was under a UMED contract. The time-phase schedule was developed that called for a gradual consolidation over a one year period beginning on 1 July 1972. The personnel at the Udon Field Office took the initiative and began immediate coordination with the Joint U.S. Agency team that was developing requirements for the program. The purchase requests were completed in May 1972, and DCD authorized consolidation to become effective on 1 July 1972, a full year ahead of schedule. This released 7.4 million dollars for reprogramming into the FY 73 MAP budget for Laos. The contract consolidation added

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13.6 million dollars to the total value administered by the Worn Field Office. The addition of another major contractor, Continental Air Services, was accomplished in a minimum time with no disruption in their services to the customers. The efficient and rapid consolidation process led by the HAF Plant Office won the praise of high officials in USAF, the American Embassy-Lyon, and other important US Government agencies using the services of Air America and Continental Air Services. With the contracts under one source of direction, the effectiveness and efficiency of the classified combat support operations were greatly increased.

During the summer and fall of 1972, Detachment 11 Flight Test and Safety personnel expended a great deal of time and effort coordinating local Functional Check Flight (FCF) procedures with Thai Air Traffic Controllers. Local VFR and IFR FCF areas were defined and a "common" IFR flight plan for FCFs was agreed upon. Steps were also taken to comply with new Supervisor of Flight (SCF) procedures, and SCF routes were requisitioned.

Production output/FCF sorties flown per type aircraft were as follows for FY 72: C-7A, 18/26; C-47, 14/20; A-1H, 12/24;

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and C-1, 21/23. Total production output of aircraft requiring PCEs was 68. Total number of PCEs required was 103.

In FY 73, Detachment 11, Bangkok, experienced only one in-flight incident in 103 PCE sorties. This incident involved an engine failure on a C-7A in January 1973. Much of this impressive safety record can be attributed to Lt Colonel Ralph G. Fitzgerald, USAF, and especially SSgt William Baker, USAF. Their strict adherence to tech orders and thorough preflight identified innumerable problems on the ground thereby avoiding serious incident. Their combined efforts in FY 73 helped immeasurably in forming production and quality standards.

Ground incidents during FY 73 were limited to two, neither of which were directly attributed to Detachment 11 but upon which action was taken to preclude recurrence. In January 1973, a Thai ground aircraft was towed into a parked USAF C-7A and both aircraft suffered minor damage. Investigation revealed that neither towing checklist nor wing walkers were in use at the time of the incident. Thai Air management took action to brief all tow qualified personnel on the importance of using the checklist and wing walkers.

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On the afternoon of 22 May 1973, a sudden severe wind storm<sup>12</sup> hit Don Muang Airport and caused damage to three C-130s and two C-1s in the Thai Air facility. The contractor took action to prevent a recurrence by installing outside locks on all C-130s and incoming aircraft are secured when wind velocity exceeds 25 knots. Thai Airways relieved of liability and responsibility in the sum of \$32,741.56 for aircraft damage.

Although the safety record of the Flight Test section was outstanding during FY 72, the section suffered slight results following the spring 1973 Inspector General's visit. The administrative functions of the Flight Test section were rated as poor while the Ground Safety Program was rated as outstanding.

Contract F44661-72-2-0722-2110, a time and materials order, was performed by Lear Siegler, Inc., (contractor field team) at Korat RTAFB, Thailand, under the command of Detachment 11, AFCEC. By and large, the work consisted of extensive non-destructive inspection of critical airframe parts, flight control components/attach points, landing gear parts, and general corrosion control of B-52 aircraft assigned to the 303rd WFG.

12. See above, Chap 2, PP 11.



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After completion of the above tasks including related rigging of flight controls, landing gear retraction, etc., the aircraft were turned back to the 203th for other required maintenance, preparation for flight, and functional check flight (FCF). After FCF, the aircraft were returned to ISI for correction of FCF discrepancies attributable to contractor performed work. Originally, there were only six aircraft on the contract; however, due to prevailing circumstances over the period of performance, the quantity was increased and a total of twelve aircraft were worked to the above stated requirements.

A problem arose on the first aircraft to be input for work in that it had sustained extensive structural damage to the left side of the fuselage and left wing due to engine disintegration in flight, was undergoing major structural repair by a RMI team, and was occupying a large part of the hangar space to be utilized by the contractor. Inasmuch as the ISI work could not be done concurrently with the RMI effort, the Supporting Administrative Contracting Officer (SACO) ruled that the contractor was not authorized to work this aircraft. The aircraft was subsequently removed from the hangar and another aircraft input as sequence number one.

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Sequence number two aircraft was input and the hangar work was completed in July 1972; however, due to fuel leaks that developed, which the base could not successfully repair, the aircraft could not be completed by Lear Siegler, Inc., (LSI) until March 1973. Due to the fuel leak problem experienced on this aircraft and the fact that the contractor had eight qualified (T.O. 1-1-3 qualified) fuel cell repair technicians on site, the scope of the work specification was expanded to include wet wing fuel cell deseal, repair and reseal. Nine aircraft were processed through the fuel cell repair line between January and May 1973.

The program was plagued from the outset by supply problems, landing gear and flight control/spoiler rigging deficiencies. Technical Order System Publication Improvement Report (AFTO Form 22) were submitted on the rigging procedure deficiencies but to no avail as the System Manager (SM) took the position that the retainability of the B-66 fleet was such that revision of technical orders was not warranted. The supply problem consisted of two basic elements/parts: (a) shortage of parts/components required to support the LSI effort and (b) shortage of parts/components required to support the using activities requirements. Contractor supply support caused some delay due to nonexistence of certain structural items which had to be obtained from the

graveyard fleet at Davis-Monthan AFB, Arizona; however, base supply support was the most serious delaying factor in that the base had first priority on parts, etc., and those items which were not available through normal supply channels were consigned from LBI aircraft to fulfill operational commitments. This had a deleterious effect on the program in that aircraft hangar completed by LBI could not be taken down, and thus, contractor responsible discrepancies could not be corrected by LBI with the net result that the acceptance certificates could not be signed. In these instances the Government had no choice but to extend the schedule due to conditions beyond the contractor's control.

Throughout the course of the program, visits to the contract work site were made approximately once a month by the SACO, Chief of Quality Assurance, and Production Specialists to render assistance to both Government and contractor personnel, conduct surveillances of the operation, and to ensure that contractual aspects of the program were being fulfilled. Prior to departing the base during these visits, an exit briefing was given the Director of Maintenance, 307th TFW, by these Detachment 11 personnel covering the status of the program,

problem areas along with actions taken, recommended, or in progress.

It should be noted that LSI performed this contract in a highly exemplary manner. High quality aircraft were produced on schedule and at minimal cost to the Government. Moreover, significant recognition must be accorded the 388th Government Representatives (GRs) and the WRAMA QARs involved in this program as they contributed immeasurably to its successful completion.

Philco-Ford Corporation was awarded Contract Number F64620-73-C-003 on 1 July 1972 for the operation and maintenance (O&M) of the IGLOO WHITE project embracing the Communications Data Management System (CDMS) and DART System. For several years prior to FY 73, Radiation, Inc., and IBM Corporation, Contract F64620-71-C-003, and Contract F6420-71-C-004, respectively, provided O&M services for the IGLOO WHITE program. IBM was initially awarded contract in FY 68 and with Radiation, Inc., as subcontractor the following fiscal year and was given the responsibility as a prime contractor for the maintenance of communications towers, etc.

Option for another fiscal year was taken by the Government in accordance with the Special Provisions of the basic contract.

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The follow-on contract was referred to as COMFY GATOR in support of O&M for the 6908th Security Squadron. Total duration was not to exceed two years with contractor effort expected to expire on 30 June 1974.

The DART System equipment and spares were declared excess to the requirements of the current program, and AFLC provided disposition instructions with concurrence of the Defense Contract Administration Services (DCAS) Region, Philadelphia, Pennsylvania. Government furnished property (GFP) was delivered to the responsible Transportation Management Office (TMO) for shipment at the close of calendar year 1973.

Request for support property administration was made per DCASR letter, dated 24 November 1972, to this detachment.

E-Systems, Inc., was awarded Contract Number F41608-73-C-5372 on 22 October 1972 for the operation and maintenance of the Pave Nail Project covering twelve each OV-10A aircraft.

Contractor's property control procedures required updating to reflect more detail. Logistics effort through FY 73 was considered satisfactory as attested to by the ACO, Production, and Quality Assurance supervisory personnel in the inspection and review of facility operations.

This is contracts during FY 73 for the C-130 program re-  
flected increased activity which resulted in accumulated  
consumption data for a given number of sorties/flying hours and  
development of insurance listings which were furnished to USMACV  
units in the Philippines, Korea, Thailand, and Cambodia. This  
data was used to establish supply support for C-130 maintenance  
program.

Chapter 3  
SPECIAL PROBLEMS

Detachment 11 and its principle contractor, Thai Am, was confronted with a continuous problem, which frequently hampered critical deliveries of mission aircraft to Air Force and MAP countries. This problem had two aspects: (a) Misdirection of critical as well as regular parts/components/assemblies/materials, particularly where ordered/required to support MAP aircraft; and (b) delay in delivery to the contractor at Don Muang after receipt at the U-Tapao freight receiving/processing activity.

In view of the very serious consequences caused by the above situations, the Commander of Detachment 11, AFCMC, and the Chief, Contracts Administration Division (ACO), visited U-Tapao Airfield on 3-4 January 1973 for the purpose, among other things, of ascertaining the reasons for the problems and seeking through direct coordination, methods of effecting correction. Investigation revealed that the overall responsibility for the U-Tapao receiving and redistribution activity rested with the 6th Aerial Port Squadron.

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Following a briefing of key personnel of the 6th APS on the purpose of the visit and the nature of the problem, the Officer in Charge of the freight processing yard was introduced; and under his guidance, a tour of the freight "staging" areas was conducted and a considerable number of items were examined to determine whether property could be found improperly placed in erroneous shipping channels, contrary to destinations shown on labels/markings. No such errors were noted at that time. However, there was evidence that this situation could occur. Again, the OIC was informed that when misdirected shipments occurred its impact could result in severe hardships on the ultimate consignee. In addition, the point was strongly made that in all cases involving Thai Am or EZ Account 8682 (Thai Am Supply Account) as the ultimate consignee that shipment must be made directly to that company/account. The acknowledged danger, especially in cases involving MEDTC initiated requirements, was that everyone in the yard had been alerted to give priority attention to MEDTC supplies, etc., and MEDTC on any label was a "red flag" for action. In the case of Thai Am materials for Cambodia, the requisition initiated by MEDTC resulted in MEDTC's



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being shown on the label (Or Khmer/Cambodia) and this could have resulted in an over-zealous employee moving such materials into the Cambodia shipping channel. The OIC was also informed that in the past we encountered shipment of two engines, marked for us, to Cambodia with result that two aircraft were in work stoppage situation at the contractor's facility. Another case in point involved smoke removal kits which arrived at U-Tapao on 8 December 1972, and shipped via truck to Don Muang (Thai-Am) 29 December 1972. In fact, according to U-Tapao message 220920Z Dec 72, the kits were, as of that date, pending shipment; yet it took seven days to ship these items to the contractor, to alleviate a work stoppage condition, despite the urgency expressed in messages, telecons, etc., and the acknowledged erroneous shipment of the items to Cambodia. These specified cases were discussed since they represented the most severe cases. And, at this aspect, the OIC assured the Commander and ACO that he would work on the problem. In addition, he would alert all of his people to the problems and strive to prevent recurrence of the problems.

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The second aspect of the problem - the chronic aspect - was the part which concerns direct deliveries from U-2300 to Don Hunt of GFI destined for supply support of contractor's program under contracts with the US Government which are administered by Detachment 11. We found that the personnel in the freight processing yard, pursuant to some informal instructions or understandings from or with the Transportation Management Office (TMO), to the effect that only cases for truckload (full) single destination would warrant activating the trucking service. The responsible freight yard employee in concert with the TMO, therefore, deferred shipments until such requirement (full truckload and single destination) could be satisfied. Apart from the fact that this is or could be seriously affecting other program activities of the Government such as Detachment 11 and others like JUSMAG, AFAG, etc., in the Beirut area who must all be caught in the same bind, such action by the TMO, if confirmed, would seem clearly to be an improper exercise of authority and an ill conceived one as well, unless founded upon the terms and provisions of the commercial transportation contract, for the TMO would appear to be in no position to assess the

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direction in which the greatest benefits to all interests of the Government lie (i.e., conserving transportation costs at the expense of critical program accomplishment in a timely manner or vice versa).

With question as to TMO's imposed procedure thus raised, the Noncommissioned Officer in Charge (NCOIC) of that activity was next consulted. He confirmed the fact that the truckload-single destination concept was being applied and he advised that the contract required this. Further, he urged Detachment 11 to try and get him some relief from this system, if we could, since the point of backup while waiting for a single destination to generate a full truckload which could be moved. Time would not permit contract review at the site, and in addition it was the desire of the Detachment representatives that this review be conducted with the Principle Contracting Officer (PCO) (ARMY) in Bangkok.

Subsequent to return to Bangkok, the PCO, Mr. J. Stelling, United States Army Support - Thailand (USARSUPHAI) was visited by the Detachment 11 ACO, and with him Contract DAJB29-73-0-0041, with the Express Transportation Organization of Thailand, was reviewed. This contract was for line haul services and related services as ordered at specified rates, according to contract schedule (the contract was a requirements type contract - apparently TMO issued Transportation Movement Releases (TMR's) equivalent of orders).

The review revealed that the procedures being followed by the Aerial Port and TMO at U-Tapao in connection with the truckload-single destination concept were unwarranted and unjustified and were seriously prejudicial to the large interests of the Government.

To alleviate this problem a letter<sup>13</sup> was forwarded to the Commander, 6th Aerial Port Squadron advising him of our findings, our inability to function effectively under this situation and enlisted his assistance in achieving a more satisfactory arrangement within the limitations of the contract as it existed.

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13. Ltr, Comdr Det 11 AFMC to Comdr 6APS, 23 Jan 73.

## GLOSSARY OF TERMS AND ABBREVIATIONS

AFCMC	Air Force Contract Maintenance Center
AFLC	Air Force Logistics Command
AFLC-LO	Air Force Logistics Command Liaison Office
AGE	Aerospace Ground Equipment
CBD	Crash Battle Damage
CINCPAC	Commander in Chief Pacific Command
CINCPACAF	Commander in Chief Pacific Air Forces
COMFY GATOR	Project to control Communications Supplies
DART SYSTEM	Deployable Automatic Relay Terminal
ECM	Electronic Countermeasures
IFR	Instrument Flight Rules
IGLOO White	Project to enhance the communications management system in support of Southeast Asia operations
LASS	Lockheed Aircraft Service Singapore
MAC	Military Airlift Command
MAP	Military Assistance Program
MEDTC	Military Equipment Delivery Team, Cambodia
MIR	Manning Information Roster
O/L	Operating Location
Pacer Sing	Project for EC-121T and C-130 Maintenance
RAM	Rapid Area Maintenance
RTAF	Royal Thailand Air Force

Thai-Am Q	Thailand-American
T&M	Time and Materials
TRCO	Technical Representative Contracting Officer
USAFPO	United States Air Force Plant Office
USAID	United States Aid International Development
USCSE	United States Civil Service Employee
USAT	United States Army Support-Thailand
VFR	Visual Flight Rules
WRAMA	Warner Robins Air Materiel Area
Yankee Seat Modification	T-28 Ejection Seat System

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BIBLIOGRAPHICAL NOTE

The information reflected in this history was gained from a thorough research of available administrative files in the detachment and informal interviews with key staff personnel who were knowledgeable of subject matter.

APPENDIX 1 34

## ROSTER OF KEY PERSONNEL

Lt Colonel Paul H. Roth	Commander
Lt Colonel Ralph G. Fitzgerald	Chief, Flight Test and Safety
Lt Colonel William R. Gilmore	Officer in Charge USAFPO Udorn
Major Robert D. Hackett, Jr.	Officer in Charge O/L Singapore
Major Malcolm E. Richards	Engineer
Mr. Norman E. Brown	Chief, Contract Administration
Mr. Jerome L. Bauder	Chief, Production Division
Mr. Harrison B. Epperson	Chief, Quality Assurance Division
Mr. Thomas Cennette	Chief, OL U-Tapao
Mr. Meyer Klein	Chief, Industrial Property Division
MSgt Clarence W. Coakley	Chief, Management Services Division



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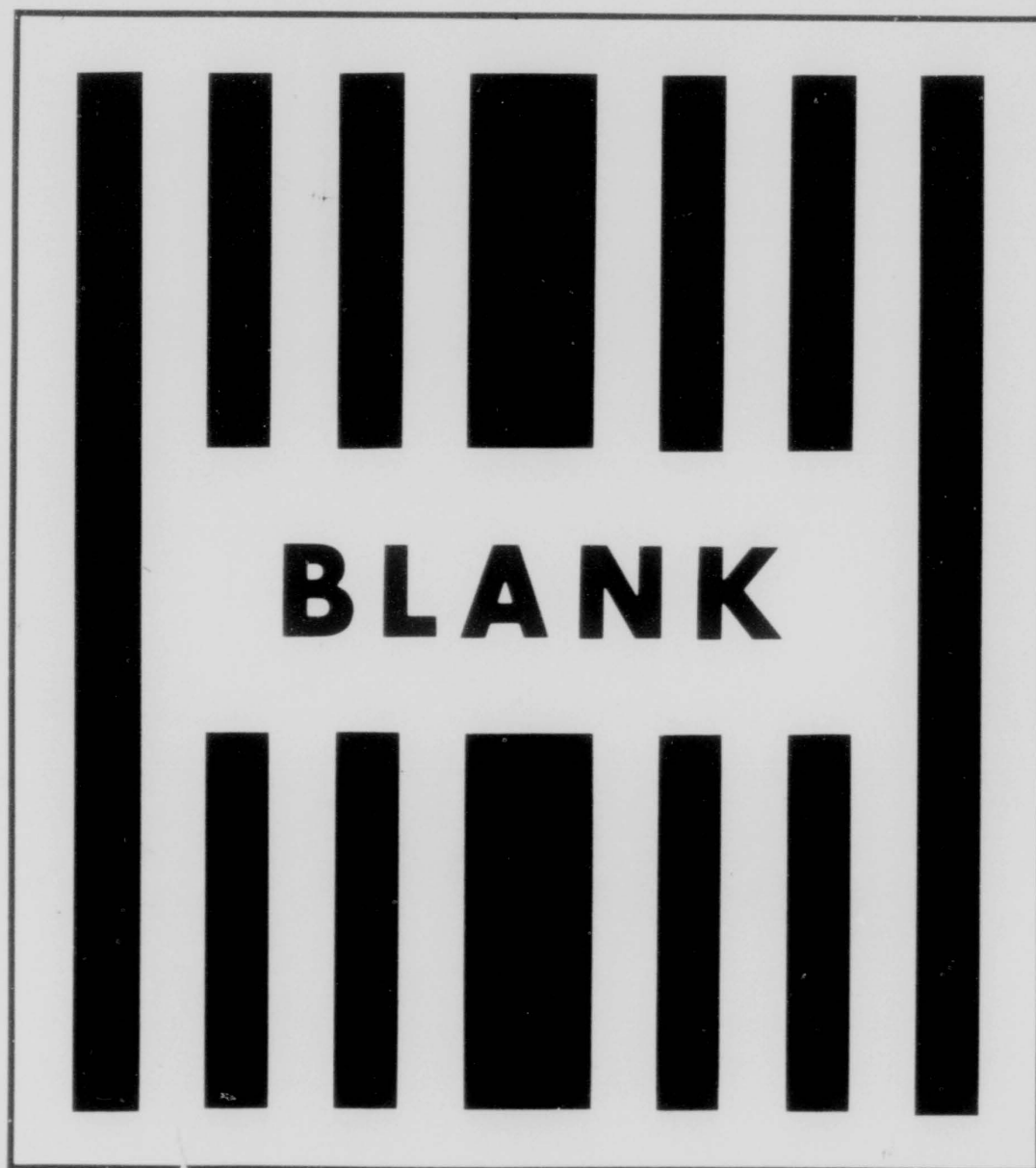
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27 MAY 1987

ANNUAL MISSION REPORT

RCS: HAF-CMO(AR)7101

1. Base of Unit: Detachment 13, Air Force Contract Maintenance Center (AFCMC)
2. Location: Nased International Airport, Taipei, Taiwan
3. Period of Report: 1 July 1972 through 30 June 1973
4. Base and Location of Unit Higher Headquarters:

By AFCS  
Flight Lieutenant AF  
Cdr 4000

- a. Personnel Strength (as of 30 June 1973):

- a. Det 13, AFCS, Taipei, Taiwan:

	MILITARY		CIVILIAN		
	OFFICERS	AIRMAN	ROSE	PI	NSA
ASSIGNED:	3	4	10	3	2
RETIRED:	0	0	0	0	0

- a. Det 13, AFCS Operating Location (O/L), Clark Air Base (AB), Philippines:

	MILITARY		CIVILIAN		
	OFFICERS	AIRMAN	ROSE	PI	NSA
ASSIGNED:	0	0	0	0	0
RETIRED:	0	0	0	0	0

- a. Attachment one is a roster of Det 13 personnel as of 30 June 1973.

5. Gains and Losses of Personnel During the Reporting Period:

Name	Position	Date Assigned
Town, Jeanne G.	Secretary	15 Aug 72
Neenerly, John A., Capt.	Flight Test Officer	21 Jul 72
Phillips, Larry J.	Admin. Contracting Off.	29 Apr 73
Stiles, Donald W., TSgt	A/C Maint Technician	30 Jul 72

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<u>Name</u>	<u>Position</u>	<u>Date Reassigned</u>
Burgess, Charles J., GS-10	AFJGR (Aircraft)	21 Sep 72
Campbell, Sandy F., SSgt	Industrial Property Spec	1 Apr 72
Cole, Curtis F., MSgt	A/C Maint Tech	28 Jul 72
Cuprenski, Fred J., GS-10	AFJGR (Aircraft)	28 Mar 72
Husnet, William D. Jr., Maj	Ch, Flight Test	11 Jul 72
Miller, Mack L., GS-11	Ch, Production Mgmt	11 Aug 72
Reinhart, Royce L., Maj	Flight Test Officer	14 Jul 72
Sahr, Albert R., GS-12	Admin Contr Officer	22 Sep 72
Tweatt, Jeanine F., GS-07	Secretary	8 Jul 72
Williams, Dale B., GS-11	AFJGR (GSM)	8 May 72

#### 7. Statement of Mission Including Changes:

a. Accomplishes contract management and operational surveillance of United States Government contracts as assigned. Functions include contract administration, property administration, production control, quality assurance, flight test, cost and manhour analysis, and plant clearance. Contracts assigned include those awarded to local national as well as United States based companies. Contracts assigned for administration are normally for depot maintenance, repair, and modification of aircraft; and modification, installation, operation, and maintenance of communications and electronics (GSM) systems. Contracts are administered in the following locations: Taiwan, Philippine Islands, Guam, Korea, Thailand, Japan, and Okinawa.

b. The Detachment GSM workload involves surveillance of contracts in the Philippine Islands, Thailand, Korea, Japan, Okinawa, and Guam. On-site coverage is provided by the Detachment Taipei office for work in Taiwan, Okinawa, Japan and Thailand. Supervision and back-up coverage is provided by the Taipei office for work at Guam and the Philippines. Surveillance in the Philippine Islands and Guam is provided by the Clark C/L. The Seoul, Korea Operating Location was discontinued effective 1 Aug 72.

#### 8. Administrative Programs and Progress:

a. Documentation Maintenance and Disposition. An extensive, intense program was initiated to streamline files maintenance and disposition procedures. The entire files of the Detachment were screened and reorganized, new file plans and disposition labels were prepared, and some eight cubic feet of records were retired.

b. Unit Mail Service. A locked box was built and installed for use as a mail drop and to provide protection for personal mail. Sample addresses and hours of dispatch and collection were posted as a service to Detachment personnel.

c. Publications Management. The entire publications library was screened and inventoried against various indexes of publications. Numerous requirements for publications and requisitions were submitted to the Publications Distribution Officer for required publications. The annual review of Detachment Operating Instructions (DOI's) was completed with the resulting revision and updating of many DOI's.

d. Funds Accounting. Procedures for recording expenditures were revised to permit more accurate estimations and recording costs and to provide a running balance of funds.

e. General Training and Required Reading Program. A chart was prepared to reflect at-a-glance the status of the Training and Required Reading Programs and to provide a smooth running schedule of activities throughout the year.

f. Copier Reproduction Cost Accounting. Procedures for the recording and estimations of reproduction costs were revised to permit a more accurate method of accounting for such costs.

g. Personnel Data and Accounting. Personnel Data Cards were prepared for all Detachment personnel to provide complete information concerning dependents, residence, and assignment data. The cards have increased efficiency in that they provide a ready means of reference for obtaining data for emergencies, recall of personnel, and personnel data for preparation of reports and personnel actions.

#### 9. Mission Progress and Problems (Major Office):

##### a. Contract Administration:

##### (1) Status of Assigned Contracts at the Close of the Reporting Period:

##### PRODUCTION ACTIVE CONTRACTS - PRIME ADMINISTRATION

<u>Contract</u>	<u>Purpose</u>	<u>FPM</u>
F09603-74-C-0044	C-123 FPM	FPM
F09603-72-C-0003	C-123 IRM	FPM
W02701-70-C-0016	Facilities	
F04604-72-A-0076	Aircraft Repair	FPM
F02607-72-B-0500	C-123 IRM/PI	FPM

##### PRODUCTION ACTIVE CONTRACTS - SUPPORT ADMINISTRATION

F13623-69-C-0074	Comm Install	FPM
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<u>Contract</u>	<u>Purpose</u>	<u>Type</u>
F19628-72-C-0087	Cover Install	FFP
F19628-71-C-0099	Cover Install	FFP
F19628-73-C-0035	R-search	FFP
A719(628)-196	Cover Install	FFP
F34601-72-C-1969	WTOIP	FFP
F34606-73-C-0001	HFLD+ Camera Mod	FFP
F34601-72-D-1991 Order 2476	A/C Mod CPT C-130 SKB MOD	FFP
F34601-72-D-1992 Order 2402	A/C Mod CPT Corrosion Control	FFP
F34601-72-D-1994 Order 2401 Order 2402 Order 2403	A/C Mod CPT Wash Rack Wash Rack Corrosion Control	FFP FFP FFP

ADDITIONAL COMPLETED CONTRACTS

F34601-72-D-1991 Order 2476	A/C Mod CPT UH-1H Helicopter Mod	FFP
F34601-72-D-1992 Order 2401 Order 2402	A/C Mod CPT Wash Rack Wash Rack	FFP FFP

(2) Changes in Personnel. Mr. Albert R. Sahr retired from U.S. Government Federal Service and departed Detachment 13 on 22 September 1972. Mr. Sahr was replaced by Mr. Larry J. Phillips on 30 April 1973. Captain Robert J. Pratt rotated to OADR on 25 June 73. Captain Pratt was replaced by Captain Richard E. Hitchcock on 2 August 1973.

b. Production:

(1) IAW/ACI USAF C-130, China Airlines, Contract F09605-72-C-0001. This program has progressed satisfactorily with no significant production problems. Fifty-nine aircraft were completed during FY-73 and anticipate no major problems on remaining six aircraft which are presently in work.

(2) IMA, Maintenance, Repair USAF C-124, China Airlines, Contract F44627-72-D-3999. These were two aircraft completed under this contract during this fiscal year. All outputs were on or ahead of schedule.

(3) USAF C-54 Phase Inspection, China Airlines, Contract F44626-72-D-3998, Order 271. This contract was satisfactorily completed with no significant problems. One aircraft was completed during FY 73.

(4) Aircraft Maintenance/Modification (GM), Igualtson Corporation, Contract F44621-72-D-3997.

(a) Order 251. This order provided for operation of AIB Wash Rack at Andersen AFB, Guam. A total of 207 B-52 aircraft were processed through the Wash Rack. No significant problems were encountered.

(b) Order 252. Surveillance under secondary administrative delegation was provided for the Igualtson Corporation Control Facility at Sakane AB, Okinawa. This order provided for corrosion control work on a total of thirty-eight aircraft. Aircraft worked included B-77, B-4, B-66, C-47, C-119, CR-7. This program is progressing satisfactorily in all aspects. The only problem encountered was periodic work stoppage due to strikes by Okinawa personnel.

(c) Order 253. This order provided for the operation of a AIB Wash Rack at Sakane AB, Okinawa. A total of 239 B-52 aircraft were processed through the Wash Rack. No significant problems were encountered.

(d) Order 254. AIB B-77 Program. This order was for corrosion control on seventeen B-77 aircraft at HCAF Corrosion Control Facility at Sakane AB, Okinawa. Work requirements were to strip, treat corrosion, repaint and modification of VHF radio. This program was satisfactorily completed 11 Jun 73, with no significant problems.

(e) Order 255-01. This order was for J48H on J-57 engines at Andersen AFB, Guam. A total of twenty-four engines were satisfactorily completed.

(f) Order 257. This order was for AIB Modification on B-52 aircraft at Yokota AB, Japan. A total of four each aircraft were satisfactorily completed with no major problems encountered.

(5) Aircraft Maintenance/Modification (GFE) Qualiron Aero Inc, Contract F44621-72-D-3991.

(a) Order 256. This order is for the installation of Class V modification to fifty-five C-130A aircraft. Program started April 73 and is progressing satisfactorily with no major problems being encountered.

(6) Aircraft Maintenance/Modification (CPT), Lear Siegler, Contract F34601-72-D-3992, Order R304. This order was for AIMS modification of aircraft H-3, nine each in Korea; H-3, four each in Okinawa; H-3, eight each in Clark and C-123, two each in Osan, Korea. Work was performed satisfactorily at all locations with no significant problems.

(7) Communication Installation, AUTUMN 440L, Automatic Electric Company, Contract AF19(62S)-0596. All ECP's for AUTUMN switch facilities scheduled for FY 73 were completed. These modifications involved ECP's at Fuchu AB, Japan; KaSena AB, Okinawa; Grass Mountain, Taiwan; DaU, P.I.; and Pinaguyan Bay, Guam. Follow-on modifications are programmed for FY 74.

(8) Communication Installation Checkout and Testing 440L System, Japan Overseas Services Inc., Contract F19623-72-C-3037. Installation and testing was satisfactorily completed; also outover of terminal from soft site to hard was completed. One diplexer, two power amplifiers, and two synthesizers were not installed and are awaiting authorization for ECP's on diplexer. The two power amplifiers and two synthesizers are being held for engineering evaluation of diplexer. Estimated determination of ECP's authorization unknown. Contract will remain open until remaining equipment is installed.

(9) Communication Installation, Project Cobra Talon, General Electric Company, Contract F19623-71-C-0090. Contract was completed except for a few discrepancies still not cleared. Site is operational and performing satisfactorily. Anticipated clearing of discrepancies anticipated during latter part of FY 73.

c. Industrial Property:

(1) During the Fiscal Year 1973, the Division workload was fairly stable with no unusual surges. Critical parts shortages were quickly resolved. Three system surveys were conducted of Type "B" contractors and one of Type "A" facility. Except for minor discrepancies within allowable limits, all systems were found to be in a satisfactory condition.

(2) The full-time military Industrial Property NCO returned to the COMUS in February 1973. While in place, his services were utilized to the fullest extent possible, relieving the Property Administrator of many diverse time consuming details.

(3) In the course of the fiscal year, four contracts were closed out. Three new contracts were assigned. One of the new assignments will involve a maximum of six sites in the Far East over the life span of the contract.

(4) Contract Closeout: During this reporting period, the following contracts have been closed out as property complete:

<u>Contractor</u>	<u>Contract Number</u>
Japanese Overseas Services, Inc.	710605-71-C-0007
Manila Observatory	719625-70-C-0171
China Airlines, Ltd.	714605-71-A-0009
China Airlines, Ltd.	709605-71-C-1193

(5) Plant Clearance: During the Fiscal Year 1973, only two plant clearance cases were completed:

<u>Case Number</u>	<u>Contractor</u>	<u>Dollar Value</u>
71467-72-001	China Airlines, Ltd.	111,816.00
71467-72-002	China Airlines, Ltd.	112,742.00

(6) China Airlines has exercised diligent control over their stocking position of GPN and exceeding AFIC objectives only on rare occasions. These occasions were due to suspension of aircraft input and situations beyond their control.

(7) GPN contractors have shown remarkable control over their inventory systems and performed satisfactorily in the property area. Consistent attention to this portion of their contracts resulted in no delay attributable to parts shortage.

#### 4. Flight Test:

(1) Major Reinhart and Major Hammett both departed in July 1973. Captain John A. Mearns was assigned to the Detachment in July 1973 as a replacement for Major Reinhart. 1SGT Curtis F. Cole departed the Detachment in July 1973, and 1SGT Donald W. Styles arrived in July 1973 as 1SGT Cole's replacement.

(2) Training has continued to be emphasized with stress on the aircraft program, continuation training, and survival training. Wet ditch training was conducted by the Life Support Branch of the 137AD in August with all crewmembers attending. Upon arriving at the Detachment, Captain Mearns and 1SGT Styles were given upgrade PTC training and check rides in accordance with the AFMNG/FS PTC training syllabus. Captain Mearns arrived as only copilot qualified in the C-123 and was given upgrade training in accordance with AFM 11-123. He was upgraded to a fully qualified First Pilot in January 1973.

(3) The Flight Test Office was inspected by the HQ AFIC Inspector General and received staff assistance visits from the AFMNG/FS and from the Far East Flight Representative. The discrepancies noted during these inspections and visits were mostly administrative and corrective action was

promptly initiated. A laundry was received from the HQ AFPC IG for the Detachment anti-hijacking procedures.

(4) A monthly listing of C-127 Functional Check Flights (FCF) for the reporting period is as follows:

July 1972 - 1	January 1973 - 4
August - 2	February - 2
September - 4	March - 4
October - 3	April - 5
November - 2	May - 4
December - 2	June - 6

The total flying time for FCF flights was 67.3 hours.

(5) Seven aircraft were delivered from Clark AB to China Airlines in Taipei and one aircraft was delivered to Saigon AB, R.I. by the Detachment Flight Deck crew during the reporting period. A total of 50. hours were flown on these flights.

(6) Captain Baker, as a Flight Examiner, assisted the WSO at Clark in checking out two of their pilots in the C-127K model aircraft.

(7) Administratively, a new file system was instituted to comply with AFM 12-21. Almost all DAI's were rewritten. The SOP program was rewritten, amplified and received additional emphasis. The Local Area Procedures and FCF Procedures Books were rewritten.

(8) The addition of a fully qualified Flying Safety Officer, in Captain Messerly, has greatly enhanced the Detachment Flying Safety Program. He has rewritten the Accident/Incident Response Checklist, the Accident Prevention Plan and the Director Preparedness Plan.

#### a. Ground Safety:

The Ground Safety Program made relatively significant gains in the FOD, housekeeping, and safety practices. Although some violations were reported, they were insignificant and minor in nature. There were no accidents or incidents at China Airlines due to violations. Joint Detachment and Contractor Safety Team effort, through weekly management safety inspections, had a beneficial influence on the safety program. In depth review of safety procedures by Detachment safety personnel have insured that only current and updated procedures and policies were implemented into the program.

### f. Aerospace Engineering:

The aerospace engineer assigned to Detachment 13 provides engineering assistance to PACAF, PACAF tenant units, and MAF countries in the Pacific. The types of assistance he provides are: crash/battle damage repair, corrosion damage and repair, evaluation, accident evaluation, equipment installation in aircraft, modification of aircraft, and determination of structural integrity of aircraft. Aircraft inspected and worked on include B-57, B-56, C-9, C-47, C-119, C-130, C-140, C-141, F-4, F-8, F-104, F-105, F-106, and F-107. These duties and the vast area he must cover necessitate extensive TDY. During this period, he has worked on 168 aircraft, receiving 43 TDY trips and 187 TDY days.

### g. Quality Assurance:

(1) USAF C-130 IRM, China Airlines, Contract F09603-70-C-0001. The quality level on this contract has been excellent. The customer reports (AFPO Form 9) on this program indicated they have been completely satisfied with the maintenance.

(2) System 4000 Universal AIRBUS System. All installation, testing and turnover has been completed in the Pacific on the main phase II and the AIRBUS Centralized Alarm System at the Grand Mountain, DAN, Pitman, Pachu, and Singapore MY sites during this year. In addition, work was completed on all approved engineering change proposals involving:

FBI Location Relays

Pre-set Conference Alerting Codes

Memory Relays

Milliwatt Test Lines

Switch Markers were Changed

Card Tester Modification

Evaluation of Printed Board Circuits

Procedures for Alternate Testing of Diode Strength

(3) Peace Picture. The Fairchild Space and Defense Systems was awarded a contract to engineer prototype and test a Class V Modification reconnaissance camera system on RF-104 aircraft. Manufacture of the hardware began in OORU with installation of the equipment at the worksite in Taiwan.



(4) System W-1200. The General Electric Company installed a system to provide the air force with a detection and tracking sensor system in Thailand. Upon completion of the Category II testing, Det 13 AFSCMC accepted the system with specifically stated exceptions. The contractor proceeded to operate the site and correct deficiencies. Except for one deficiency, the contractor finalized corrective actions required at the site.

(5) System W-1200 Forward Scatter Over the Eastern India. A new site was installed by the Hydrex Company and the Japan Overseas Systems Inc. to provide W-1200 activities with the capability for real-time information. Category II testing has begun during this year.

(6) Personnel. During the year, a resident of quality assurance specialist was maintained by Det 13 AFSCMC at Clark Air Base, in Thailand, at Kuma, and in India. The residency at Kuma, Thailand, was deactivated upon completion of Category II testing. Inherent coverage was provided to sites in Japan, China, Philippines, Australia, and India.

LIST OF PERSONNEL AT PHOENIX  
(as of 30 June 1970)

<u>NAME</u>	<u>RANK</u>	<u>DATE ASSIGNED</u>
Adler, Maxwell B., Captain	Ch, Flight Test	3 June 70
Allen, James G., Lt-Col	Commander	12 Aug 70
Alvord, Francis L., GS-11	AFMIS (Cm)	Jan 69
Anderson, Donald W., Capt	Production Cont. Tech.	20 May 70
Anglin, James Jr., Capt	w/C Maint. Tech.	7 Aug 70
Apperson, John E., GS-11	Ch, Production	12 Dec 69
Arnold, Robert, Capt	Ch, Aft. Ops	20 Apr 70
Baerly, John A., Captain	Flight Test Officer	21 Jul 67
Barnstead, Wilbur L., GS-12	Ch, Quality Assurance (Cm)	17 Mar 70
Billings, Larry J., GS-12	Admin. Contr. Off.	23 Apr 70
Blackett, Sigee H., GS-11	Ch, Industrial Property	26 Dec 70
Blith, Carl B., Lt Col	Commander	6 Jul 71
Stiles, Donald W., Capt	w/C Maint. Tech.	20 Jul 68
Young, Herbert W., GS-12	Ch, Quality Assurance (A/C)	1 Jul 70
Wong, John G., GS-12	Aeronautical Engineer	3 Nov 70

STAFF OF PHOENIX

Blake, James B., GS-11	Ch, Clerk O/L	Sep 69
Burn, Alan, GS-04	Clerk Typist	

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AMERICAN AIRLINES	1.9	K215.103
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RETURN TO		
27 MAY 1987		

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100 - PERSONAL NAME	109 - ISSUING AGENCY	119 - TITLE AS MAIN ENTRY
Air Force Contract Maintenance Center		
TITLE (Use one) (DO NOT USE IF TITLE IS MAIN ENTRY) (180AN)		
229 Annual Historical Report of Air Vietnam Technical Center (Detachment 14)		
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<input type="checkbox"/> 227P CALENDAR		
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265 DATE OF PUBLICATION		300 TOTAL PAGES _____
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27 MAY 1987

ANNUAL HISTORICAL REPORT

REPORTS CONTROL SYMBOL

1. NAME OF UNIT  
Contract Management Branch (AFCMC), AF Div. (DAO)

2. LOCATION  
Saigon, Vietnam

3. FROM 15 Mar 73 THROUGH 30 Jun 73

4. NAME AND LOCATION OF NEXT HIGHER HEADQUARTERS  
Air Force Contract Maintenance Center (AFLC)  
Wright-Patterson Air Force Base, OH 45433

5. PERSONNEL STRENGTH (Last Day of Reporting Period)

	OFFICERS	AIRMEN	CIVILIANS		TOTAL
			USCE	FN	
AUTHORIZED			26	21	47
ASSIGNED			25	18	43
ATTACHED			(*4 TDY)		

6. STATEMENT OF MISSION INCLUDING CHANGES (Continue on Separate Sheet)

Since 1958 the USAF Air Material Command and later the Air Force Logistics Command maintained a detachment for contract administration at the Air Vietnam Technical Center, Tan Son Nhut Air Base. The office was staffed with military and civilian personnel to perform contract management for a variety of USAF contracts for maintenance and repair of several different types of fixed-wing and rotary aircraft, as well as contract management for communication systems installation and maintenance, classified flying services, other service and supply type contracts, and for US Army aircraft maintenance and repair.

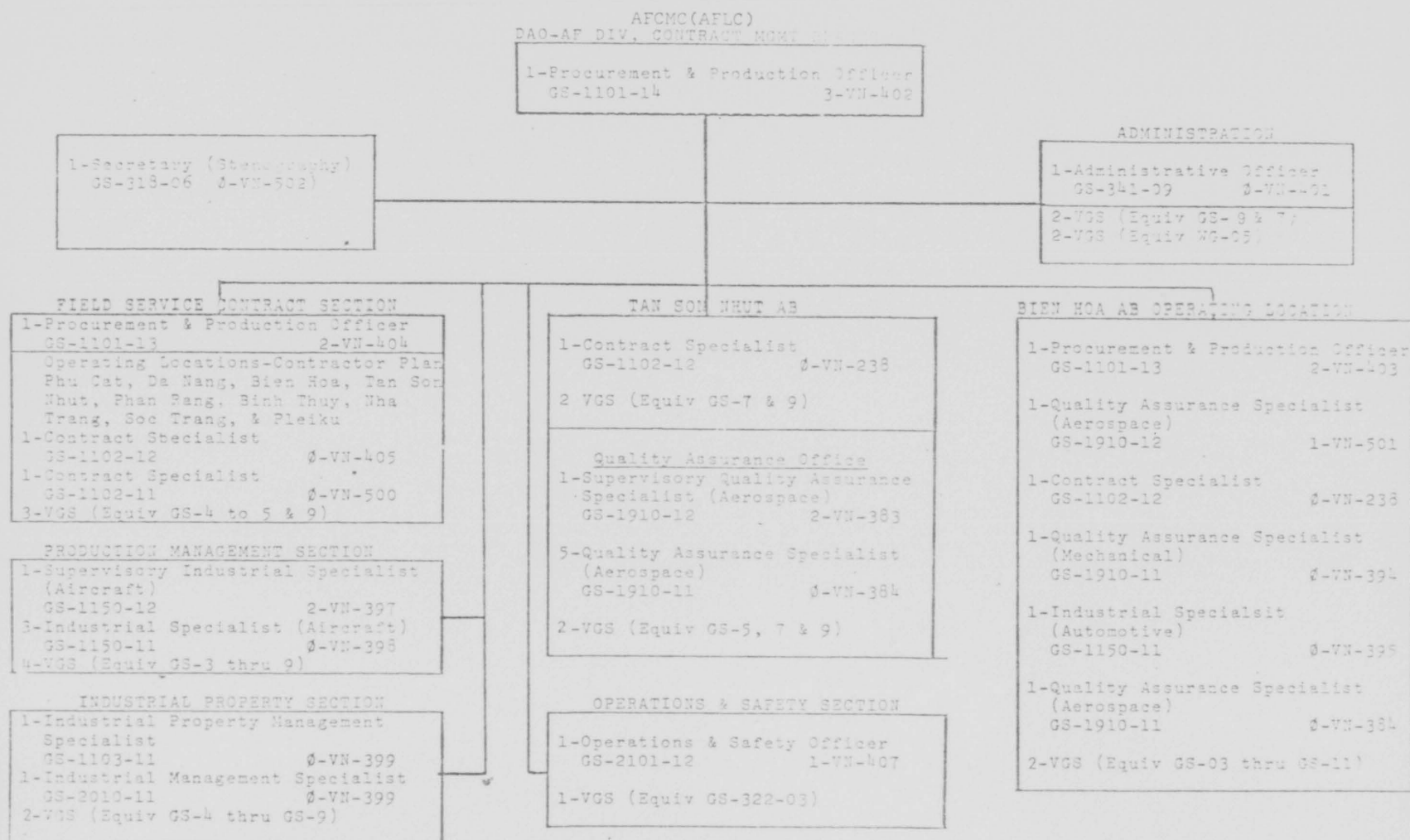
With the advent of the Military Assistance Command Vietnam (MACV), the office continued to function as a detachment under the command of Hq, Air Force Procurement Region Far East (APRFE) with administrative support from Hq, 7th Air Force, Tan Son Nhut Air Base. In July 1970 an AFLC reorganization redesignated Detachment 4 APRFE as Detachment 14, Hq, Air Force Contract Maintenance Center (AFCMC). Personnel staffing consisted of a Lt Col as commander, four other officers, seven airmen, fourteen US civilian employees, and six Vietnamese.

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The total number authorized as of 31 December 1972 was 32 personnel for contract management of only those contracts awarded to Air Vietnam, a small supply contract with Air America, and the Lear Siegler, Inc. contracts, including Commando Wheels at Bien Hoa Air Base.



30 June 1973  
USCE Authorized 26  
VGS Authorized 21



7. ORGANIZATIONAL CHANGES INCLUDING REASONS FOR CHANGES  
(Continue on Separate Sheet)

Upon deactivation, as of 25 March 1973, in accordance with the cease-fire agreement, Detachment 14, AFCMC(AF LC) became known as the Contract Management Branch (AFCMC) attached to the Air Force Division, Defense Attache Office (DAO), to accomplish contract management and overall surveillance of Air Force and other agency contracts as assigned throughout the Republic of Vietnam, including Quality Assurance, Contract Administration, Production Surveillance, Industrial Property Administration, and Flight and Ground Safety; provide procurement and contract management expertise in a technical advisory capacity to the Chief, Air Force Division, DAO; provide formal contract administration training for VNAF officers, Vietnamese employees of contractors and Vietnamese employees of DAO; provide similar training to US civilian employees of DAO; and maintain overall administrative supervision of Contract Management personnel.

Mr. C. E. Campbell, GS-14, assumed the duties of Chief, Contract Management Branch, Air Force Division, DAO, and Mr. M. S. Taylor, GS-13, Chief, Bien Hoa O/L, on 25 March 1973.

8. ADMINISTRATIVE PROGRESS AND PROBLEMS (Continue on Separate Sheet)

Notwithstanding the greatly increased workload, austere personnel staffing was limited to twenty-six US civilian employees and twenty-one Vietnamese to maintain three separate offices. One at DAO, Bldg 5000, for the Branch Chief to provide procurement and contract technical assistance to the Chief, Air Force Division and liaison with other DAO elements, as well as for Contract Administration personnel as a central point of contact for contractors' representatives. Another is at Air Vietnam Technical Center for Quality Assurance, Operations and Safety, Production Control, Property Administration, and the Administrative Contracting Officer assigned to all Air Vietnam contracts. A third office is at the Air Technical Logistics Command (ATLC), Bien Hoa, for surveillance of contractors and assistance and guidance to those Government Representatives assigned to contracts being performed at ATLC.

At the Air Vietnam facility, the transition from military to civilian administration and control was effected without encountering any major problems.

Procedures were implemented to adopt total AFCMC management concepts and functions which were partially in effect at the time. Cannibalization procedures enacted by both the Production and Quality Assurance Departments assured some control over the contractors' efforts to meet production schedules due to parts shortages. Indiscriminate cannibalization is no longer being used in lieu of adequate and proper troubleshooting techniques, requisitioning procedures or work methods.

The OI-D program was stagnant due to major engine problems attributable to reported internal corrosion. Hindered by the lack of pertinent T.O.s, direct contact with Detachment 11 (Bangkok) personnel was initiated on matters relating to engine corrosion, magneto and power failures enabling the work to progress on four aircraft through final inspection and awaiting delivery to the KHMER Air Force.

8. ADMINISTRATIVE PROGRESS AND PROBLEMS (Cont'd)

VNAF flight crews conducting FCFs were accustomed to demanding the correction of all defects (contractual or otherwise) prior to releasing and accepting the aircraft. Positive action was initiated to enlighten flight crews on the terms of the applicable contracts and extent of contractor responsibility.

A major problem existing in March 73 was AVN management's attitude in relation to the delegation of authority and responsibility to the working-level supervision within the facility. It was not until the AVN manager was deluged with safety discrepancies written by the AF Ground Safety Monitor, that he submitted to the suggestion that an AVN Ground Safety Monitor be appointed and delegates assigned to the various areas within the company with authority and responsibility to resolve safety and FOD problems.

A very obvious weak point within this facility was and remains the total lack of safety training for personnel. There were no safety meetings or training sessions for any AVN personnel during the reporting period. Safety posters, pamphlets, magazines and other safety publications were provided AVN but never effectively publicized at the working level.

Progress was noted in the observance of ground safety by AVN personnel which can be attributed to the actions taken by AFQA personnel in documenting discrepancies and requiring "corrective action" and the reason "for cause" of the written defects. An example is the method of checking 002 fire extinguishers

8. ADMINISTRATIVE PROGRESS AND PROBLEMS (Cont'd)

which was previously the French system of operating the handle for a small squirt versus the USAF procedure of weight test as is now being observed.

Improvement was noted in almost all aspects of ground safety during this report period, but numerous deficient areas still exist such as fueling, defueling operations, work stand conditions, smoking in non-smoking areas, etc. Many of these can be attributed to the type of equipment used at this facility, but the key to the solution must ultimately rest in the hands of upper management.

At Bien Hoa surveillance of the Commando Wheels contract was determined to be excessive and a physical move and transfer of operations to Air Technical Logistics Command was accomplished. Surveillance of Commando Wheels continued on designated time schedules without any apparent loss of contractual control, as was surveillance of other contractor performance at Bien Hoa.

9. MISSION PROGRESS AND PROBLEMS (Continue on Separate Sheet)

Contract Management Branch (AFCMC) administered a total of 32 contracts aggregating approximately \$44 million. The following numbers of contractor personnel were involved in performance of those contracts:

US Personnel	2,002
Third-Country Nationals	129
Local Nationals	<u>3,740</u>
	5,871

Contracts were primarily to provide training to Vietnamese Air Force personnel in installation, operation, maintenance, and logistics support of VNAF equipment and systems.

Contractor performance at various locations throughout Vietnam caused various and sundry communications, personnel, and logistics problems not normally encountered in contract administration.

The vast majority of contracts were of the time-and-materials or cost type, which, by their nature, require a significant amount of government surveillance for compliance with contract terms and conditions.

Surveillance of remote contractor work sites was performed on a periodic basis with a representative from each function, i. e., Production, Quality, Property and Contracts. Many inadequacies were identified and submitted to the involved contractor for correction. In addition, such visits provided each AFCMC representative the opportunity to meet and discuss with the appointed GRs related problems affecting the entire contract maintenance programs assigned within their respective organizations.

9. MISSION PROGRESS AND PROBLEMS (Cont'd)

The utilization of the Government Representative (GR) concept to supplement the personnel and efforts of the Contract Management Branch has proven to be only marginally successful. Such marginal success is due to the fact that all assigned US and VNAF GRs have other full-time workloads which make it impossible to fully perform at both jobs. Greater visibility is required with reference to contractor performance to further the self-sufficiency of the VNAF.

10. ADDITIONAL REQUIREMENTS (Continue on Separate Sheet)

The requirement for greater visibility of contractor performance entails either additional Contract Management Branch personnel or a change in the duties and responsibilities of assigned GRs to permit fulltime utilization of the function. Pending the forthcoming General Officers Review Conference scheduled for July/August, a preliminary study will be initiated to determine specific numbers of required full-time GRs with locations thereof. Changes in the number and location of contracts and contractor performance would affect the numbers of personnel required.

Inasmuch as government policy indicates a drawdown to a minimum contractor effort and US personnel presence in RVN by 31 January 1974, utilization of TDY rather than PCS personnel appears desirable.

11. LIST OF SUPPORTING DOCUMENTS (Continue on Separate Sheet)

PREPARED BY  
B. H. James

APPROVED BY  
M. S. Taylor, Chief, Contract Management,  
Air Force Division, DAO





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APPROVED	RETURN TO	K 15.103
DATE		FY 1973
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27 MAY 1997

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100 PERSONAL NAME	109 ISSUING AGENCY	129 TITLE AS MAIN ENTRY
Air Force Contract Maintenance Center		
TITLE (Use one) (DO NOT USE IF TITLE IS MAIN ENTRY) (150AN)		
220 Annual Historical Report of Detachment 16		
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<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)		
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REPORT TO	410	K215.103 FY 1973
DATE	27	MAY 1987

ANNUAL HISTORICAL REPORT

DETACHMENT 16  
AIR FORCE CONTRACT MAINTENANCE CENTER  
AIR FORCE LOGISTIC COMMAND

BY  
THOMAS J. BECKER, SR.,  
UNIT HISTORIAN  
1 JULY 1972 THRU 30 JUNE 1973

UNCLASSIFIED

3-8661-10  
00917087

CHRONOLOGY

15 - 19 Oct 72 HQ AFCMC Staff Assitance Visit

6 Feb 73 OL established at RAF Upper Heyford, UK

16 Feb 73 Relocation of Det 16 AFCMC from Ramstein AB Germany to Kastel AS Germany

30 Mar - 5 Apr 73 HQ AFLC IG Inspection

26 Apr 73 General Jack J. Catton, Commander, AFLC  
Major General George Rhodes DCS/Materiel Management, AFLC  
Brig General Charles E. Buckingham DCS/Procurement and Production, AFLC  
visit to Det 16 AFCMC, Kastel AS, Germany

NARRATIVE

MISSION

Detachment 16 AFCMC (AFLC) is a Contract Administration Organization. It is tasked to perform production/quality surveillance and property management on assigned Department of Defense contracts in Europe, Africa and the Middle East.

PERSONNEL STRENGTH

## 1. Personnel Strength as of 30 June 1973:

	<u>OFFICERS</u>	<u>AIRMEN</u>	<u>USCE</u>	<u>FN</u>	<u>TOTAL</u>
Authorized	3	2	13	4	22
Assigned	3	2	13	4	22
Attached	0	0	0	0	0

2. Authorized US assigned personnel levels have been relatively stable during the past three fiscal years. This significant factor, along with stability in supervisory positions, contributed to efficient operations; however, Project Creek Action (transfer of USAFE HQ to Ramstein and Det 16 AFCMC to Kastel AS) resulted in an abnormal personnel turnover as indicated below.

ARRIVED

Mr. Kenneth Connell, Jul 72  
 Mrs. Mary L. Wheatley, Aug 72  
 Mr. Joseph Wayne, Aug 72  
 Capt Donald A. Gelschlager,  
 Jan 73  
 Mrs. Christiane E. Driscoll,  
 Feb 73  
 Mrs. Lynne E. Gettings,  
 Feb 73  
 Mrs. Dorothy M. Shavers,  
 Mar 73  
 Mrs. Rita M. Benedict, Mar 73  
 Mrs. Ellen T. Nakamoto,  
 Apr 73

DEPARTED

Mr. Samuel L. Putnam, Jul 72  
 TSgt Earl L. Brown, Jul 72  
 Mr. Jack R. Irvin, Jul 72  
 Mr. Richard L. Lawrence, Jul 72  
 Mrs. Gertrud Sutor, Dec 72  
 Capt Kary R. Lafors, Jan 73  
 Mrs. Brenda J. Parker, Jan 73  
 Mr. Douglas A. Madrigal, Jan 73  
 Mr. Kenneth E. Connell, Jan 73  
 Mrs. Ophelia N. Gill, Feb 73  
 Mrs. Mary L. Wheatley, Feb 73

ORGANIZATION

Although it did not affect the local organizational structure, a realignment of the HQ AFCMC organizational structure was approved on 30 Dec 72 by the Commander, AFLC. This decision provided for a single officer as Assistant DCS/Procurement and Production (HQ AFLC) and Commander, AFCMC. This change was in accordance with AFLCM 23-1. AFCMC now reports to DCS/Procurement and Production instead of to the Commander, AFLC.

Administrative Progress and Problems

1. Project "Creek Action", the relocation of Det 16 AFCMC from Ramstein AB to Kastel AS, resulted from the transfer of USAFE HQ from Lindsey AS to Ramstein AB. This action resulted in serious impact on the Administrative function; however, through additional effort and cooperation, operations continued without any serious difficulties. Relocation was accomplished in an orderly manner utilizing the pre-prepared Program Plan 72-1. Administrative difficulties were compounded by the loss of many trained personnel and rehire difficulties in the new operational area.
2. Priority of personnel training at formal training courses in the CONUS continued as an impact item during this fiscal year primarily due to non-availability of funds. One individual from the Detachment, the Industrial Property Officer, attended a property management course at HQ AFCMC WPafb, Ohio.
3. The establishment of an operating location at Upper Heyford, UK, and its staffing by a Production Officer during the fiscal year contributed to substantial improvement in the administration of the TF-41 spares contracts placed with UK contractors.
4. Fiscal Year 1973 was indeed the "Year of Austerity" for TDY funding. A total of \$29,000.00 was allotted for TDY activity of which \$28,273.00 was utilized. By comparison, \$36,000.00 was provided for the previous year for a similar contract workload. To further appreciate the comparison, it must be taken into consideration that the devaluation of the dollar, coupled with high inflation rates in European countries, resulted in greatly increased per diem rates. Additionally, breakdowns in our military aircraft support forced use of commercial facilities with their inflated rates. To combat these circumstances, the Detachment exercised extreme mission essential measures. Travel was held to an absolute minimum. Even so, 167 trips were made to facilities in 10 different countries with an average of \$169.00 being expended per trip. The mission was accomplished, however, limiting field surveillance to "essential" activities caused degradation in broader mission requirements.
5. The Detachment vehicle fleet was decreased during the fiscal year. The station wagon used by the UK O/L was withdrawn from service for salvage. It was replaced by a sedan taken



from Kastel AS assets. One sedan was out of service for repair for a period of 7 months due to an accident, no injury to driver. During the year, the number of vehicles in the fleet averaged 5 with a total of 73,321 miles logged.

6. During the year, a total of 623 hours of sick leave was used by civilian personnel. Only 40 hours of overtime were utilized.

7. The results of the IG inspection during period 30 Mar - 5 Apr 73 indicated a marginal performance by the Detachment. Discrepancies discovered were above average in number; however, a substantial number were controversial as indicated by the many detachment responses of non-concurrence or partial concurrence. All discrepancies were resolved to the satisfaction of HQ AFPMC.

MISSION PROGRESS AND PROBLEMS

1. Workload stability is indicated as tabulated below. Note that a comparison of workload at the beginning of the fiscal year with that at the end shows only a slight fluctuation. While there was a loss in dollar value of \$18,375,000.00, there was a gain of 228 orders maintaining an even administrative workload. The loss was primarily due to a revised method of computing dollar value of support contracts.

	<u>JULY 1972</u>		<u>JUNE 1973</u>	
	Number	Value Thousands \$	Number	Value Thousands \$
Prime Contracts/Orders				
Active	218	15698	273	26380
Production Complete	<u>32</u>	<u>5057</u>	<u>42</u>	<u>6098</u>
TOTAL	250	\$20755	315	\$32478
Support Contracts/Orders				
Active	11	81941	12	65623
Production Complete	<u>6</u>	<u>20777</u>	<u>0</u>	<u>      </u>
TOTAL	17	\$102718	12	\$65623
QA Administration only				
Active			168	6997
TOTAL ACTIVE WORKLOAD	<u>267</u>	<u>\$123473</u>	<u>495</u>	<u>\$105098</u>

2. Major programs which were assigned or physically completed during the fiscal year are listed below. Those which had been assigned previous to this fiscal year and which were active on 30 June 73, are included in the category "Continuing Throughout the Year":

Newly assigned during the Year:

RCA O & M (Cobra Mist) CEM  
Singer Tele-Signal (Comm update) CEM  
Western Electric (Console) CEM  
Fairey S.A. Aircraft Com (Skis for C-130)  
NATO III Satellite CEM  
490L Switch Resize Phase III CEM

Completed during the Year:

Lear Seigler F/RF4, CFT  
Radiation Modification of the Telemetry Command  
Aims Modifications (C47, C118, T-33, O-2, CFT)  
B-66 (OIM & AIMS; CFT)  
RCA Cobra Mist - CEM

Continuing throughout the year:

TF41 Engine Spares  
Cobra Mist Operation and Maintenance  
Elliott Bros.  
Scottish Aviation  
Gustav A. Ring, A/S  
Scope Communications  
PMEL FMS Case - German Air Force  
Norwegian Seismic Array  
Phase Inspection/Engineering BOA's  
Beaufort  
Seco  
490L Switch Resize

Quality Assurance

1. Project "Scope Comm", under Philco-Ford Contract F34601-71-C-1167, became a source of concern to the Quality Assurance Function during the year. This concern stemmed from a reluctance on the part of the contractor to establish and maintain an acceptable Quality Control System in accordance with established directives. Numerous discrepancy reports were generated by Air Force Quality Assurance along with requests for corrective actions; however, unsatisfactory reaction by Philco-Ford made more stringent actions necessary. The progress of the program was threatened to such an extent that action had to be taken at the PCO level. A high level meeting, which included the Technical Vice President of Philco-Ford, elicited a promise of effective corrective action reaching through all levels of the company. One result was the establishment of an inspect/repair/test facility at the field maintenance laboratory on Ramstein AB. All modules previously delivered on Tasks 21/44/56 of the contract were recalled under the warranty provisions for the inspect/repair/test effort. This program proved to be highly successful, contributing to the satisfactory operation of the effected field equipments. The dispatch of a team of engineers from the PCO office at OCAMA resulted in revisions to the Technical Orders applicable to the equipments. Difficulties in construction of hard field facilities were compounded by the involvement of numerous agencies, foreign governments, civilian and military. Additional effort was directed to the correlation of GEEIA Specifications with host country specifications of foreign governments involved. Final PCO direction was received requiring compliance with GEEIA Specs or host country Specs, whichever were more stringent. Substantial progress was made in Scope Comm Quality Assurance; however, delays already experienced may impact future contract milestones.

2. Project GAREX-20, the AN/GTC-28 Telephone Connecting and Switching Set, designed, developed, and produced by Gustav A. Ring of Oslo, Norway, appears to be an outstanding success. Equipments ordered through the third year procurement have been delivered. TO validation was successfully concluded during the year. The results of TO verification have not as yet been received, delaying the final TO formulation. This was a "first time" contract by the Air Force for the design and development of this type system to operating parameters specified in a new Air Force specification. The Detachment involvement has been complete including the Pre-Award Survey.

3. The outstanding QA accomplishment in the administration of Project Telemetry Command Station was recognized by SAMSO/SPO by letter of commendation from that office at completion of the Program.

4. The relocation of HQ USAFE from Lindsey AS to Ramstein AB resulted in a "crash program" contract awarded to Western Electric for installation of an emergency action console in the USAFE Command Post at Ramstein AB. Detachment responsibilities were met successfully.

5. STANAG 1 Agreements with the British Ministry of Aviation were utilized throughout the year for contracts placed with Beaufort (Air-Sea) Equipment Ltd, as well as the TF-41 Engine Spares Contractors; however, DD Form 250 responsibility rests with this office under Alternate Release Procedures.

6. The Lear Seigler CFT Project for modification of F4 and RF4 Aircraft was completed on schedule (Dec 72) and a grand total of 258 aircraft at 7 scattered European locations were modified with only 4 SDF/critical defects recorded. A letter of appreciation for the outstanding performance of this Detachment was raised by USAFE/DCS General Poe and endorsed by AFLC/MM General Rhodes and HQ AFCMC/CC.

PRODUCTION

1. The major production effort during the year continued to be on surveillance and progress reporting on the TF-41 Engine Spares contracts/orders with three contractors located in England. While no long term resolution to the high order delinquency rate problem was found (average monthly delinquency rate during the period was 20.9%), significant managerial changes to improve problem visibility, timeliness of reporting, and effectiveness of coordination were implemented by both this Detachment and the contractors. The major changes were:

a. Det 16 records for monitoring delivery status were changed in Jul-Aug 72 from a register file by order system to a card file by line item system. The new system was not only much less cumbersome, but provided greater flexibility, particularly in analyzing the scope of problems affecting specific types of items.

b. Det 16 Operating Location at RAF Upper Heyford, England, was approved in Aug 72. Manned by a Production Officer and a clerk-typist, this office assumed full surveillance and reporting responsibility on the TF-41 spares contracts/orders effective 11 Feb 73.

c. In Jan 73, Rolls Royce (1971) Ltd, (responsible for 77% of the orders as of 30 Jun 73) completed modification of their computer system for administering orders and included the TF-41 spares orders into this system.

The basic production problems contributing to the high delinquency rate are contractor and vendor capacity limitations, increasing leadtimes for raw materials, occasional unrealistic manufacturing leadtimes quoted by the contractors, and numerous OCAMA acceleration requests.

2. Lear Seigler CFT Contract F34601-72-D-0755-QP03, to eliminate the open TCTO backlog on 258 USAFE F/RF-4 aircraft, was continually beset by numerous problems including late receipt of kits, kit shortages, non-availability of scheduled aircraft due to host base flying programs, etc.; however, effective coordination by Det 16 Production personnel with HQ USAFE and the appropriate government representative at one of the six host base sites in Germany and England resulted in a number of last minute revisions of scheduled aircraft inputs. Because of the effectiveness of this effort, the program was completed on schedule in December 1972.

3. The "Task 21" effort on Scope Communication Contract F34601-71-C-1167 with Philco-Ford Corp., is the third major program which required a significant amount of Det 18's production resources. At the beginning, it was found that the government failed to provide the contractor accurate and current site survey data. A resurvey of all sites was accomplished and it was found that the existing tower at the Ben Ahin, Belgium site could not support the additional antenna required. This problem was reported on DD Form 375, dated 13 Nov 72. As a result of the tower problem, the delay to accomplish the resurvey, and numerous other lesser problems concerning equipment manufacturing difficulties and delays, the contract schedule was extended from 31 May to 31 Dec 73 for all sites, except Ben Ahin, and 28 Feb 74 for the Ben Ahin site. Notwithstanding the above, the majority of production effort, during the period of this report, consisted of coordinating and resolving transportation problems including in-country receipt of equipment, damage inspection, and distribution of equipment to the appropriate site.

Contract Administration

1. Scope Comm Contract F34601-71-C-1167, with Philco-Ford Corp., gained momentum through increased activity in the United Kingdom and Belgium. Monthly Status Meetings were implemented by Det 16 with Eurocomm Area/EPZ (HQ AFCS in theater-project office) and the contractor. Additional coordination was established with the Belgian Ministry of Defense, SECO, and the British Ministry of Defence. Final acceptance of the system was rescheduled from 31 May until 31 December 1973 with acceptance of a second tower at the Ben Ahin site scheduled for 28 February 1974. AFCS/AFLC Memorandum of Agreement was signed in September 1972.
2. Contract Field Team operations for FY 73 were completed in December 1972 when the final F-4 was completed at Ramstein. Operations on F-4 CFT continued at Torrejon, Spain, but all Det 16 responsibilities were transferred to and assumed by Det 19 at Getafe, Spain.
3. Cobra Mist installation was completed and RCA received an Operation and Maintenance Contract F19628-730C-0003 for FY 73. Cobra Mist Project was ended on 30 June 1973.
4. Singer-Tele-Signal was awarded two contracts. The first contract, F34601-72-C-2077, Project Scope Sand III, provides for modification of two sites, one in the United States and the other in Diyarbakir, Turkey. The second contract, F34601-72-C-3565, Project WWTCIP, (World Wide Technical Control Improvement Program) provides for the upgrade of 3 sites in FY 74 and seven sites in FY 75. All sites are in areas for which Det 16 exercise contractual administrative control.
5. The TF-41 engine spares program with three sole source contractors, (Rolls-Royce, Lucas Aerospace, and Smiths Industries) increased in face value during FY 73 from \$15 to \$30 million, the bulk of which was awarded to Rolls-Royce. OCAMA requested acceleration of 42% of all orders to Rolls-Royce in order to avoid work stoppages on the engine overhaul line at OCAMA. This factor, together with vendor delays, plant capacity problems and strikes, resulted in an overall delinquency rate of 20.9% during the year. Delivery schedules were continually revised to coincide with contractors' capabilities with the contractors providing accelerated deliveries of critical items as consideration for extension of (delinquent) non-critical items. However, beginning in March 1973, OCAMA instituted the use of 12 1/2% premium payments



for accelerated deliveries of critical items with Rolls-Royce. This met with only partial success since, more often than not, contractor failed to deliver within the time required for premium payment. The program continues to receive close monitoring.

Property

1. The Plant Clearance Officer forwarded three plant clearance cases to the Property Disposal Review Board, HQ AFLC, to obtain approval to abandon property residual to a contract for the construction of a seismic array in Norway, and for sale of property residual to the source contract. Approval was obtained.
2. Five Property Control System Surveys were performed during this period: Automatic Electric Co., Field Aviation Royal Norwegian Council for Scientific Research (NORSAR) Litton Industries, Litcom Div, and Philco-Ford (Scope Comm).



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27 MAY 1987		

HISTORY OF  
AIR FORCE CONTRACT MAINTENANCE  
CENTER  
DETACHMENT 18  
Tel Aviv, Israel.

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3-8661-11  
00917088

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TITLE (Use one) (DO NOT USE IF TITLE IS MAIN ENTRY) (180AN)		
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<input type="checkbox"/> 227P CALENDAR		
250 TITLE EXTENSION ENTER VOLUME NUMBER, PARTS, ETC. (20AN)		
<u>Vol 11</u>		
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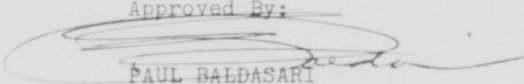
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27 MAY 1987		

HISTORY OF AFCMC DETACHMENT 18

1 July 1972 - 30 June 1973

by  
M.A. CRUME  
and  
Marlene Gal

Approved By:

  
PAUL BALDASARI  
Lieutenant Colonel, USAF.

AF CONTRACT MAINTENANCE CENTER  
AIR FORCE LOGISTICS COMMAND.

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FORWARD

DET 18 AFCCM was organized in Sept 69 and was formerly DET 11 USAFE engaged in aircraft maintenance and overhaul of USAF Military aircraft assigned to various European and Middle East Military Air Assistance Groups (MAAG). Additional responsibilities were performing surveillance of Military Airlift Command (MAC) Airport terminal services for Cargo and passengers into and out of this contract operated facility. The detachment was staffed by one USAF military Commander, a civilian QAR and a foreign national secretary. Subsequently a USAF non-commissioned officer (NCO) was added to the staff for performance of administrative duties but later the NCO position was relinquished.

Presently the personnel consists of a commander, QAR, QAS and a Secretary.

During this reporting period the primary workload has been aircraft maintenance, MAC support and the beginning of a new overhaul program for the R4360 engine.



CHRONOLOGY

1972 - JULY

The appendix "A" work specification for T29/C131 aircraft has a very austere concept. Discrepancies which can be corrected by the field maintenance organizations will be carried forward on the aircraft records instead of being accomplished and returned to the aircraft using organization for correction. Exceptions are safety-of-flight items, or time compliance technical orders the using organizations do not have the capability to accomplish. The contractor hourly rate of \$4.15 to \$4.40 is expected to increase to \$5.00 as a result of steadily increasing costs of living in the local area. Two contracts have been closed out which had previously been only physically completed.

AUGUST

The contractor is reluctant to return aircraft to the users with organizational field maintenance discrepancies not corrected. He feels that failure to correct such items although not contractually required will be a reflection on his reputation. We are making a special effort to assure such items are properly recorded, if not corrected. USAFE requests that these aircraft be painted during PDM although there is no fixed price authorization in the contract. AFLC contends complete painting is at user expense now but may be included in FY74 work package.

2

SEPTEMBER

Although the first aircraft processed under the new austere work specification was 11 days ahead of schedule it was much different from what the customer expected as compared to aircraft previously received. Inquiries have been received from the US Navy Office at Naples requesting proposal from the contractor for apinting F-4, A-7 and A-4 aircraft. He is responding. Majority of the contractors personnel are off work for the last two weeks of September for vacation.

OCTOBER

The contractor is launching a concerted effort to obtain more work by sending representatives CONUS. They are particularly interested in Military assistance Programs (MAP) and aircraft engine/component overhaul.

NOVEMBER

The contractors latest proposal for hourly rate is \$5.60 based on increases in labor rate and materials. An audit of contractor records is anticipated in order to verify such a substancial increase from \$4.14 to \$4.40 previously in effect. The contractor has received telephone inquiries concerning his capability/availability for R4360 aircraft engine overhaul from the Systems Manager at SAAMA. They are probably the only facility (contractor or government) world wide who is presently engaged in R4360 engine overhaul as they are overhauling these engines for the Israel Air Force.

3

An Air Force Auditor has verified justification for the contractors proposed \$5.60 hourly rate. The T29/C131 PDM is expected to be approximately one aircraft per month. The local ZD program has been kept active and is supported vigorously by the contractor. The majority of his personnel are conscientious and dedicated to doing a good job.

1973 - JANUARY

Lt Col Thomas commander of DET 18 since Jan 1971 departed and Lt Col Baldasari assumed command on 28 Jan. Contract status as follows:

- a. The MAC services contract expired on 28 Feb 73. A team from Rhein Main and Ankara is expected to arrive 1 Feb 73 for the purpose of negotiating a new contract.
- b. The BOA contract for phase inspection of C-54/C-47 aircraft is effective through 30 June 73.
- c. The contract for PDM of T-29/C-131 aircraft terminates on 28 Feb. The contractors proposal of manhours has been forwarded to the PCO for consideration and approval is expected at an early date.

FEBRUARY

Anticipated USAFE PDM workload has not materialized and is causing much concern to this contractor. The IAI president has initiated an intensified letter writing and personal contact program with several high level Military and State dept personnel to solicit more work.

4

MARCH

The USAFE approved contractor realignment of PDM input now assures workload continuity through Oct 73. Col I. Shoenberg WRAMA/Dir of Material Management visited the facility while on leave status and met with the IAI president.

APRIL

Action has been taken to rotate Mr. King the incumbent QAR, who has been at this contract facility for the past 10 years, to CONUS. Recruitment to fill the anticipated QAR vacancy is underway.

MAY

A one year plus one year option letter contract for overhaul of 60 R4360 engines became effective 18 May. The military Airlift Command MAC/OLM completed staff visit this station 24 May.

JUNE

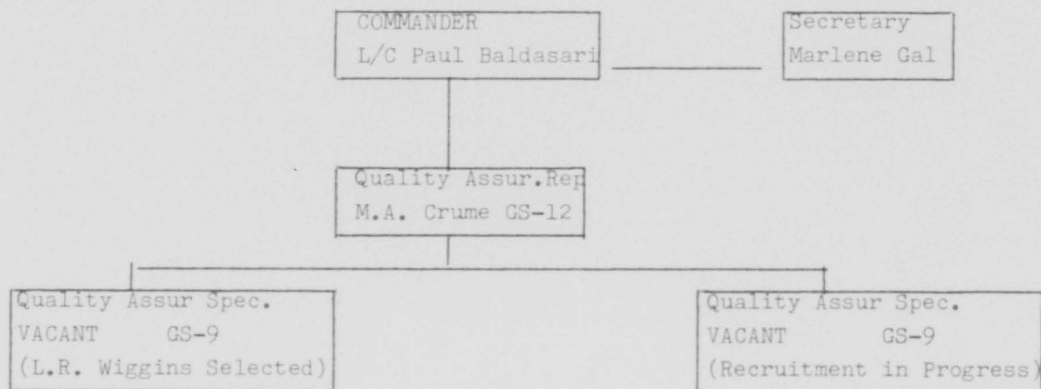
Three R4360 aircraft engine technicians from SAAMA Kelly Air Force Base Texas arrived for the purpose of assisting in getting the newly awarded engine contract underway. Mr. Crume, newly assigned QAR arrived. Mr. King, incumbent QAR, departed the next day for CONUS assignment.

GLOSSARY

MAAG - Military Air Assistance Group.  
MAC - Military Airlift Command.  
NCO - Non-Commissuned Officer.  
QAR - Quality Assurance Representative.  
QAS - Quality Assurance Specialist.  
R4360- a 28 cylinder reciprocating aircraft engine  
used C-97 & C-124 aircraft.  
Appendix "A" - A contractual document which defines  
the work to be performed on aircraft/engine.  
USAFE- United States Air Force - Europe.  
PDM - Programmed Depot Maintenance.  
CONUS- Continental United States  
MAP - Military Assistance Program  
SAAMA- San Antonio Air Material Area.  
SM - Systems Manager  
ZD - Zero Defects  
BOA - Basic Ordering Agreement.  
PCO - Procurement Contracting Officer.  
IAI - Israel Aircraft Industries  
WRAMA- Warner Robins Air Material Area.

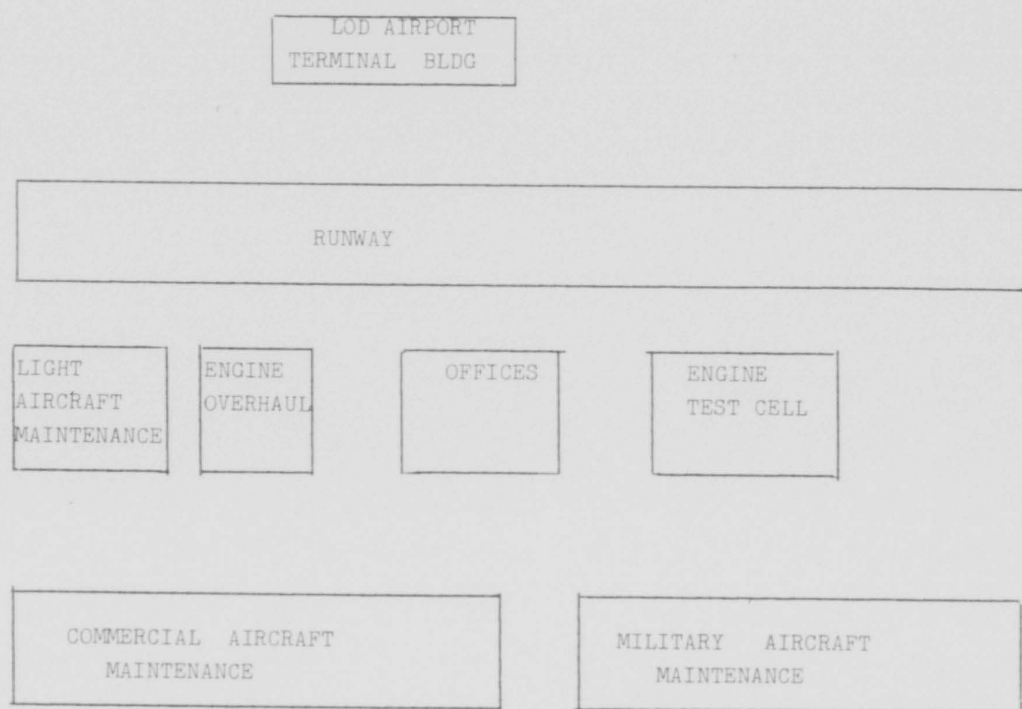
DET 18  
AFCMC  
ORGANIZATIONAL CHART

As of 30 Jun 73



Atch 1

FACILITY LAYOUT ( NOT TO SCALE )



Atch 2

Atch 3

USING ORGANIZATIONS

AIRCRAFT

T29/ C-131

Mildenhall England  
Incirlik, Turkey  
Wiesbaden, Germany  
Stuttgart, Germany  
Teheran, Iran.

C-54 / C-47

Teheran, Iran  
Addis Ababa, Ethiopia.

AIRCRAFT ENGINES

R - 4360

Air National Guard (CONUS).





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112	K215.103 FY 1973
RETURN TO	
27 MAY 1987	

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3-8661-12  
00917089

IRIS WORKSHEET		006 OLD REEL NUMBER
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CLASSIFICATION AND DOWNGRADING INSTRUCTIONS FOR		
502	TITLE ABSTRACT LISTINGS	
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Air Force Contract Maintenance Center		
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265 DATE OF PUBLICATION		300 TOTAL PAGES
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HISTORY OF DETACHMENT 19

AIR FORCE CONTRACT MAINTENANCE CENTER

CONSTRUCCIONES AERONAUTICAS, S.A., GETAFE, MADRID, SPAIN

HISTORICAL REPORT, RCS: CHO(AR)7101

1 JULY 1972 - 30 JUNE 1973

AFETIVE MANUALS, APPS, ETC.	RETURN TO V/2	K215.103 FY 1973
		27 MAY 1987

PREPARED BY:

CAPTAIN JOHN R. MCCABE

DETACHMENT HISTORIAN

APPROVED BY:

GEORGE YOO, JR, LtCol, USAF  
Commander

HEADQUARTERS AIR FORCE CONTRACT MAINTENANCE CENTER

WRIGHT-PATTERSON AFB, OHIO

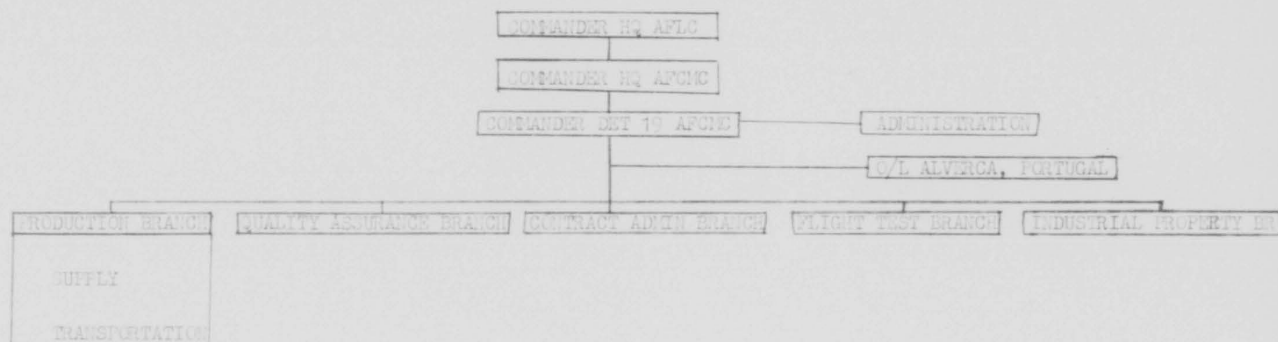
AIR FORCE LOGISTICS COMMAND

UNCLASSIFIED

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MISSION

Administration of all United States Department of Defense Contracts awarded to Construcciones Aeronauticas Sociedad Anonima and Oficinas Gerais De Material Aeronautico and all assigned Air Force contracts on the Iberian Peninsula. Maintain surveillance to assure timely delivery of high quality supplies and services at a reasonable cost.



## PERSONNEL STRENGTH

AS OF 30 JUN 73

	<u>OFFICERS</u>		<u>AIRMEN</u>		<u>U.S. CIV.</u>		<u>PS CIVILIANS</u>		<u>TOTAL</u>	
	<u>AUTH/</u>	<u>ASSGN</u>	<u>AUTH/</u>	<u>ASSGN</u>	<u>AUTH/</u>	<u>ASSGN</u>	<u>AUTH/</u>	<u>ASSGN</u>	<u>AUTH/</u>	<u>ASSGN</u>
DET 19	6	5	3	2	23	15	2	2	32	24
COL ALVERCA	2	2	3	3	3	3	1	1	9	9
TOTAL:	<u>8</u>	<u>7</u>	<u>6</u>	<u>5</u>	<u>26</u>	<u>18</u>	<u>3</u>	<u>3</u>	<u>41</u>	<u>33</u>

PERSONNEL DEPARTURES

LT COL KELLER, L. 31 May 73  
 MAJOR BRONCZEK, T.R. 19 Apr 73  
 SMSGT PETERS J.L. 25 Jul 72  
 TSGT ACOSTA, J.I. 6 Jun 73  
 TSGT ADKISON, H.E. 6 Jun 73  
 SSGT FENWELL, J. 15 Oct 72  
 GS-12 HANSON J.C. 18 Aug 72  
 GS-11 FROGUE, J.E. 26 Jun 73  
 GS-3 WADE, L. 31 Mar 73

PERSONNEL ARRIVALS

LT COL YOC, G JR 24 Jan 73  
 GS-11 HUGAS M.V. 21 Mar 73  
 GS-9 MADRICAL, D. 5 Feb 73

NOTE: DUE TO CLOSURE OF OUR OPERATING LOCATION AT SEVILLA THE FOLLOWING PERSONNEL TRANSFERS TOOK PLACE.

LT COL LEWIS, R.P. PCS TO CONUS 3 Oct 72  
 CAPT KELESHOFER, J. PCS TO THAILAND 6 Oct 72  
 CAPT DEIGER A.E. PCS TO DET 19 AFCHD 10 Jul 72  
 TSGT BARE, T.L. PCS TO DET 19 AFCHD 2 Oct 72  
 GS-11 ROBINSON, PCS TO DET 19 AFCHD 18 Sep 72  
 GS-11 WAYNE, J. PCS TO DET 16 AFCHD 17 Jul 72  
 GS-5 ANROYO, B. PCS TO 7473 CSSQ 15 Sep 72

ADMINISTRATIVE PROGRAM

CONTRACT ADMINISTRATIVE BRANCH

The following is a brief history of administrative programs in process during FY73 by location.

Detachment 19, CASA Getafe:

Six active contracts with CASA Getafe were under active administration by Detachment 19 during FY73 for either part of or the entire year. These contracts were as follows:

a. Contract F42600-72-C-0010. This fixed price materials reimbursable contract was for PDM/MOD of F/RF-4C/D/E aircraft. One hundred and twelve (112) aircraft were processed through this facility at a value of \$4,159,582. The last aircraft was completed in October 1972.

b. Contract F42600-72-C-0300. This was a fixed price materials reimbursable contract for a pure modification program on F-4D aircraft on a speedline basis. The face value of this contract was \$527,544. Twenty-one (21) aircraft were originally scheduled under this contract. Due to USAFE's mission requirements, one (1) aircraft was terminated. The last aircraft was output in July 1972.



c. Contract F42600-73-C-0015. This was also a fixed price materials reimbursable contract for PDM/MOD of 132 F/RF-4C/D/E aircraft. The total dollar value of this contract is estimated at \$6,268,663. The last aircraft should be completed and output in December 1973.

d. Facilities Contract F61602-70-C-0006. This contract was written for a five-year period to control facilities items, special tooling, and special test equipment utilized for the F-4 contracts at both CASA Getafe and the now defunct operation at CASA Sevilla. No funds were obligated against this contract. Due to the inadequacies of this contract a new facilities contract was consummated in January 1973.

e. Facilities Contract F42600-73-C-0100. This contract replaced our old facilities contract and adheres more closely to the requirements of ASPR and other regulations. The contract is written to cover a five-year period and the face value is presently \$241,000.

f. BOA F42600-72-A-1310. This BOA was prepared by OAMA to cover aspects of maintenance or manufacturing not originally contemplated. No orders, however were written against this BOA during FY73.

2. Torrejon Air Base, Spain:

Contract F34601-72-D00755, Order Number OP03, was a CFT effort awarded to Lear Siegler, Inc. for accomplish-

ment of outstanding modifications and specific structural repairs to F/RF-4E/C/D aircraft. Sixty-eight (68) aircraft were cited in the contract. However, due to recycling of aircraft ninety-nine (99) aircraft in effect were processed. The estimated value of the Torrejon portion of this European CFT effort was \$450,000. The last aircraft was output in February 1973.

3. CASA Sevilla:

Contract F42600-72-C-0011 was a fixed price materials reimbursable contract for modification of F/RF-4C/D/E aircraft. Fifty-seven (57) aircraft were processed at a value of \$1,493,504. The last aircraft was output in August 1972. Although active administration of this contract during its production phase was handled by the now defunct O/L Det 19, Sevilla, final close-out of this contract has been assigned to this office.

ADMINISTRATIVE PROGRAMS

Detachment 19 O/L Alverca, Portugal:

Four contracts were under administration during all or part of FY73 by O/L Det 19, Alverca, Portugal.

a. Contract N00140-73-D-8032. Was a fixed price materials reimbursable contract for PAR of five Navy CIA aircraft. This contract was production complete as of July 1973 at a total value of \$157,860.00.

b. Contract N68171-73-D-0029. Was a fixed price materials reimbursable contract for PAR of two Navy aircraft. This contract was production complete as of May 1973 at a total value of \$53,118.00.

c. Contract F09603-72-A-1257. Was a Basic Ordering Agreement (BOA) covering phase maintenance and modification of USAFE and MAAG T29, C123, and C47 aircraft located in Europe and Africa, and the crash-damage/emergency-maintenance of C130, EKA3B, RA5C, and EP3E aircraft from the Mediterranean Sixth Fleet Naval Forces. Thirty-one orders were written against this BOA for 26 aircraft and five components. This contract was production complete July 1973 at a total value of \$152,309.00.

d. Contract F61602-70-C-0005. This USAF facilities contract provides coverage for USAF and Navy facilities and AGE equipment. As of 30 June 1973 this facilities contract has 60 total line items with 139 total number of items available.

FY73 Major Projects and Programs:

a. The unit manning was increased in the third quarter of FY73 with the assignment of a SSgt, Administrative type, AFSC 70250. This position was filled by SSgt Edmund J. Chrobak who joined our staff in February 1973. The Administrative position had never been authorized previous to this time for manning by a military NCO. Since February 1973, many improvements in the Administrative Section were able to be realized with the additional manning. The entire files of all functional areas, the publications library, and handling and disposition of documentation were improved considerably. This extensive review and effort brought the Administrative function into an overall excellent condition by June 1973.

b. Capt Glenn R. Seeley, AFSC 6534, from Headquarters AFPMC, became Chief of the Contracts Section and ACO in the first quarter of FY73. Capt Seeley was promoted to the rank of Major in June 1973 and will assume the function of Officer-in-Charge in the first quarter of FY74.

c. The unit manning was increased in the fourth quarter FY73 to provide for the assignment of a Captain, AFSC 6524. This position was filled by Capt David R. Wright from the Inspector General Shop, Air Force Systems Command.

d. Administrative action was taken in the fourth quarter of FY73 to downgrade the Quality Assurance and Industrial Specialist positions from GS-12 to GS-11 grades.

e. Three Navy personnel joined our staff in the second quarter of FY73. These positions, which were authorized by Memorandum of Agreement between AFCMC and NAVAIRSYSCOMREPLANT, were manned by the following personnel: (1) Planner and Estimator - AMSC Frank J. Williams, (2) Aviation Storekeeper - AK1 Donald W. Rost, and (3) Administrative Yeoman - AZ3 Lee M. Jennings.

f. The annual review and update of the Memorandum of Agreement between AFCMC and NAVAIRSYSCOMREPLANT was made during the fourth quarter of FY73 and formally signed in June 1973.

g. During FY73, refinements were made to the Single Supply Support Control Point (SSSCP) which was established at Pensacola, Florida. These refinements to the SSSCP concept improved Navy's ability to provide GFM support for their aircraft under contract to OGMA.

h. Major projects during FY73 on behalf of my staff and Det 19 continued to provide significant improvements in the contractor's quality, production, and safety procedures and operations. Significant improvements were

realized in the following areas: work request procedures, rehabilitation of AGE, earlier close-out of contracts, improved work facilities, ground-handling and flight operations, FOD control, housekeeping practices, aircraft maintenance procedures, quality control procedures, and safety.

i. Naval Air Mediterranean Repair Activity (NAMRA), and Naval Regional Procurement Office (NRPO). In July 1972, the Navy established a Navy contract office in Europe with the Navy PCO located at NRPO, Naples. NAMRA, the Navy contract administration staff manned by functional positions that correspond to our AFCMC functions, was established at the Naval Air Facility, Naples. Close coordination and negotiations during FY73 between our staff, the contractor, and the Navy PCO and NAMRA staffs resulted in vastly improved fixed price contracts for FY74.

j. During FY73 OL Detachment 19, Alverca, continued to provide outstanding depot-level aircraft contract administration services in support of high priority Navy and USAF requirements. The zero aircraft accident rate was maintained, and very high customer satisfaction reported by the Navy and USAF aircraft owning organizations.

MISSION PROGRESS

CONTRACT ADMINISTRATION BRANCH

CASA GETAFE

The FY72 MOD/IRAN and Speedline Contracts at CASA Getafe were production completed with few problems. Hours had been reduced considerably, although there were still persistent rumblings that CASA's hours were higher than other facilities. This was attributed to differences in manhour accounting methods, CASA's insistence on detailed quality, and inefficiencies. Flow time was under reasonable control.

The FY73 MOD/PDM contract started off well under control and slowly. The contractor was quite disturbed by this because accomplishments of a major TCTO (AIMS) did not occur as scheduled and a significant loss of production time by skilled personnel retained for this TCTO resulted. This was to have been partially offset by an increase in the number of Environmental Connector Replacement (ECR) modifications (TCTO 1F-4-986) which occurred. The phase-in for this TCTO was also slow, so no real offsetting advantage was gained.

This new TCTO soon became a nightmare of wires and plugs complicated by the fact that the TCTO was not yet fully engineered and developed. Although a two-man team was dispatched from OOAMA, the complexities were great,

the learning was slow, the flow was long and the hours high. Despite this the PCO, Mr. Ray Perry, was able to negotiate a respectable 7,950 hours for FY74. Problems, especially check-out techniques, persisted, and only in June 1973 were these problems partially solved by a joint meeting of USAFE, OOAMA, and Det 19 representatives in concert with CASA.

Another major TCTO was begun in FY73; that is the Leading Edge Slat (LES) modification (TCTO 1F-4E-566). It had been planned to accomplish this modification by CFT effort. However, at the last moment a turn-around occurred and CASA was requested to accept this TCTO. Although at first reluctant, CASA accepted this program after a visit by representatives of their management to OOAMA. They were instantly in trouble. This modification is complex if only due to its extensiveness. There were the inevitable problems and delays caused by kit shortages, lack of technical data, etc. These problems were not as extensive as in previous years, and they were minimized by the presence of a five-man team from OOAMA. Although the phase-in period provided the contractor was unusually short, his lack of pre-planning in this instance contributed to the excessive hours and flow on the first aircraft. The prospects for the future with this TCTO, however, look good if efficiencies and learning occur.



Two separate economic factors impacted upon the total dollar cost of FY73 contract F42600-73-C-0015. The first was the inflationary trend in Spain which inevitably resulted on 1 January 1973 in a Government decreed wage increase. The second factor was the dollar devaluation and the continuing dollar exchange slippage against other currencies. The impact of these two factors on the hourly rate was reflected in a step by step increase from \$4.24 at the contract outset to \$5.80 at the FY73 end.

Det 19 took aggressive action in trying to offset these cost increases. First vigorous action was initiated to reduce hours per item of work. We feel that significant reductions resulted and will continue to result from this effort.

Second, the Detachment embarked upon a campaign to spur the contractor into initiation of efficiencies and improvements. To accomplish this we hope to change the basic attitude of CASA management to a more positive, "can do" stance. We have pushed hard for a total systems management concept of management and planning, an idea which is new to CASA's managerial staff. We trust that these efforts will result in greater efficiencies and economies which will be of great benefit to the USAF. Additionally, if successful, this improvement will

coincidentally restore partially CASA's competitiveness in the open market which would help to assure the best value for each dollar spent.

CASA SEVILLA

Det 19 had little to do with the Sevilla contracts other than to assume contractual responsibilities when the contract was physically completed and O/L Det 19, Sevilla phased out. Timely progress will be made towards contract close-out.

CFT AT TORREJON AIR BASE

This was a successful venture which assisted greatly in assuring necessary TCTO compliance on USAF aircraft. Our portion of the total responsibility was only at Torrejon, but we were gratified by the timely production of Lear Siegler's effort here and the very few production problems which occurred.

MISSION PROGRESS

PRODUCTION BRANCH

During FY73 Construcciones Aeronauticas, S.A. successfully processed 135 F-4 aircraft under comprehensive Program Depot Maintenance (PDM) contracts. In addition, three aircraft received unscheduled repair under a contract provision which permitted short notice input of aircraft requiring limited drop-in maintenance work. Included in the PDM aircraft were 20 planes which received a major modification requiring the replacement or rework of most of the aircraft electrical connections. Numerous initial problems were experienced which delayed considerably the output of the initial aircraft. At the end of FY73 many of these problems still had not been solved but a vigorous program in this regard had been undertaken to assure the efficient modification of the maximum number of FY74 aircraft. Also included in the FY73 program were two prototype accomplishments of a major structural modification involving the installation of leading edge slats on F-4E aircraft. The FY73 experience on this modification as with the electrical connector modification was one of high manhours and excessive flow days. In this regard, a major effort was undertaken in FY73 by this Detachment to upgrade and improve the Contractor's

management efficiency. Our primary goal was to effect reductions in both our overall FY73 manhour and flowday experience. The results of these efforts should be reflected during FY74. Also during FY73 Det 19 closed out production surveillance over a Contractor Field Team effort covering the short turnaround modification of F-4 aircraft at nearby Torrejon Air Base. During this program 99 aircraft were input to work with all deliveries being made on or ahead of schedule. In summary, FY73 was an extremely demanding year from both a Detachment 19 and Contractor standpoint. Weak areas were identified on the part of both the Contractor and the USAF and the corrective action undertaken should greatly enhance the facility's productivity during the coming year.

MISSION PROGRESS

QUALITY ASSURANCE BRANCH

CASA Getafe continued to maintain a high level of quality even though two major complicated modifications were added.

Over-and-above work requests have and are continually showing a downward trend in numbers as well as manhours. A continuous effort by the Contractor is anticipated to lower these over-and-above work requests further.

The Contractor, during the past year, has improved their Quality Control procedures to include an analysis and evaluation in an effort to determine Q.C. trends. Their major effort has been towards the Quality Control concept and getting further from the plain inspection concept. It is expected that the future year holds many changes in this area.

Everyday problems encountered by the Contractor are gradually being solved by the floor level supervisors, inspectors, mechanics, etc., thus relieving top management to solve the more important policy matters. It is expected that throughout the next year much improved procedures will be established.

MISSION PROGRESS

FLIGHT TEST AND SAFETY BRANCH

Flight Test activity this year has been much the same as last year. Two hundred and seventy-nine FCF's were required in the processing of 137 production aircraft. This gives a 2.0 flight/sell ratio. Minor problems were encountered on a few individual aircraft, however, no recurring problem areas developed. Most of the individual aircraft problems were not related to work accomplished by the Contractor. Fifty-one ground aborts occurred which resulted in an abort rate for the year of 15.5 percent. Several inflight emergencies occurred, but none were considered critical. In all cases there was no difficulty effecting the safe recovery of the aircraft. This year, as last, continued to be accident-free.

The administrative procedures of the section were changed considerably. All the Flight Test and Safety DOI's were studied. Most of the DOI's were consolidated and/or made more concise. A Disaster Preparedness Program was finalized and put into operation. A Pre-Accident Plan was written and put into operation.

The Detachment Safety Program and the Contractor's Safety Program are in an intensive review. The primary goal is to insure they complement each other and produce an effective safety program. The Contractor's program

has started to improve. For example, improvements have been seen in his FOD prevention program and his Fire Protection capability. This major program will continue into next year.

MISSION PROGRESS

INDUSTRIAL PROPERTY BRANCH

The mission of the Industrial Property Branch is to review, approve, and maintain surveillance of the assigned contractors Property Control Systems. This action is accomplished thru annual property system surveys. The depth and scope of surveillance is based on the magnitude of Government Property on-hand or in work at each location. This mission has not changed during this fiscal year. The successful completion of the calendar year 1973 scheduled systems is projected based on the CY72 system surveys completion in December 1972, and the increased manning approved for the Industrial Property Section. An additional Industrial Property Management Specialist, GS-1103-9 slot was added in fiscal year 1973 and the incumbent was in place by February 1973. Justification for this increased manning is the "Combat Grande" project which should be well into the initial production stages by the end of FY74, and projected increases of work at both CASA Getafe, Spain, and OGMA, Alverca, Portugal.





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27 MAY 1997

HISTORY OF  
DETACHMENT 21 AFCCM (AFLC)  
WICHITA, KANSAS  
1 JULY 1972 THROUGH 30 JUNE 1973

RETURN TO  
The Albert F. Simpson  
Historical Research Center  
Maxwell AFB, AL 36112

K215.103  
FV1923  
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3-SC61-13

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016 CALL NUMBER (10AN) K215.103 V.13	005 IRIS NUMBER (10AN) 00917090	
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SECURITY WARNING/ADMIN MARKINGS		
RD FR CN SA WI NF PV FO PS NO CONTRACT PROPRIETARY INFO	ORAL HISTORY CAVEAT 01 02 03 04	THIS DOCUMENT CONTAINS NATO _____ INFO
501 DOCUMENT SECURITY		
501 _____	DOWNGRADING INSTRUCTIONS	
	DECLASSIFY ON	REVIEW ON
CLASSIFICATION AND DOWNGRADING INSTRUCTIONS FOR		
502	TITLE _____ / ABSTRACT _____ / LISTINGS _____	
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INSERT TO _____	DUP OF _____	
CATALOGING RECORD		
MAIN ENTRY (Use one) (150AN)		
100 PERSONAL NAME	109 ISSUING AGENCY	129 TITLE AS MAIN ENTRY
Air Force Contract Maintenance Center		
TITLE (Use one) (DO NOT USE IF TITLE IS MAIN ENTRY) (150AN)		
220 History of Detachment 21		
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"/> 228Z PAPERS
<input type="checkbox"/> 227P CALENDAR		
250 TITLE EXTENSION: ENTER VOLUME NUMBER, PARTS, ETC. (20AN)		
Vol 13		
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	FY 1973
27 MAY 1997	

HISTORICAL DATA  
OF  
DETACHMENT 21, AFCMC (APLC)

FIFTY-EIGHTH INSTALLMENT

1 JULY 1972 THROUGH 30 JUNE 1973

Submitted by:

*Jane E. Hill*  
Jane E. Hill  
Historian

Approved by:

*William C. Geil*  
WILLIAM C. GEIL, Colonel, USAF  
Commander

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3-8661-13  
00917090

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CHAPTER I  
ADMINISTRATIVE

STATEMENT OF MISSION

Detachment 21, Air Force Contract Maintenance Center (AFLC), continued under the command jurisdiction of Headquarters, Air Force Contract Maintenance Center, Wright Patterson AFB, Ohio; being responsible for accomplishing contract management and operational surveillance of Air Force and other agency contracts, as assigned including quality assurance, contract administration, production surveillance, industrial property administration, transportation surveillance, aircraft flight test and acceptance, and flight and ground safety.

COMMAND

Lt Col M M Howell continued his assignment as Commander of Detachment 21, AFCCM (AFLC). Mr. Nestor continued in a dual capacity as Chief, Contract Administration Division and Technical Assistant to the Commander.

## KEY PERSONNEL

NAME-TITLE	DATE OF ASSIGNMENT
M M Howell, Lt Col, USAF COMMANDER	1 March 1971
*Mr Glendon E Nestor Civilian Technical Assistant to Commander	1 March 1971
G Barlow, SSgt, USAF Chief, Administration Office	4 August 1972
*Mr Glendon E Nestor Chief, Contract Administration Division	1 March 1971
Mr Robert R McKee Chief, Production Division	21 March 1971
Mr Leo R Hodgson Chief, Quality Assurance Division	10 March 1969
Mr Roscoe Asher Chief, Industrial Property Division	21 December 1971
Mr Felix Tos Chief, Transportation Office	21 December 1971
James E Wood, Lt Col, USAF Chief, Flight Test & Safety Division	1 January 1973

\* Dual Assignment

## MANPOWER AND ORGANIZATION

Organization structure of Det 21 stayed initially the same during the Fiscal year. A military, SSgt Barlow, was brought in as Chief of Administration Office. The Chief of Flight Test and Safety was transferred to another base and Lt Col Wood assumed the duties of Chief.

Mr. Nestor continued in the dual capacity as Chief, Contract Administration Division and Technical Assistant to the Commander.

An engineering function was added to the Production Division with the addition of Lt. George Wright, an electrical engineer, and Captain Richard Borowski, an aeronautical engineer.

The positions of pilot, navigator and clerk-typist were abolished from Flight Test and Safety Division leaving a total of 6 military and 1 civilian personnel.

Dallas O/L was reorganized and increased in manpower to 19 authorized personnel in preparedness to be reactivated as Det 3 on 1 August 1973 in place of Dallas O/L. Manpower at Dallas O/L on 30 June 1973 was 2 military and 7 civilians.

## DET 21 &amp; O/L PERSONNEL STRENGTH - LAST DAY OF REPORTING PERIOD

	Officers	Airmen	Civilians	Total
Authorized	11	4	102	117
Assigned	10	3	88	111



1  
TRAINING

One Quality Assurance Specialist attended Data Management Officer Training Course #390 at Wright-Patterson AFB Ohio in Mar 73.

One Quality Assurance Specialist attended Statistical Quality Control Course #2 at Rock Island, Ill. in Mar 73.

One Quality Assurance Specialist attended Reliability Training Course #435 at Wright-Patterson AFB Ohio in Mar 73.

Two Quality Assurance Specialists attended Aircraft Corrosion Control course at Sheppard AFB, Texas, one in Sep 72, and one in Apr 73.

Four Quality Assurance Specialists received B-52 Egress System training, one in Jan 73, and three in Feb 73. Three Quality Assurance Specialists received F-100 Egress Training in Feb 73. This training was obtained on-site.

Three Quality Assurance Specialists received on-site training on basic Weight and Balance in Jun 73.

One Supervisory Quality Assurance Specialist attended AFCMC/QA Workshop (Seminar) at Wright-Patterson AFB Ohio in May 1973.

The Industrial Plant Clearance Specialist attended a course in Industrial Property Administration in October 1972 at Wright-Patterson AFB, Ohio. One Industrial Property Management Specialist attended a training course in Advanced Contract Administration at Wright-Patterson AFB, Ohio in Apr 73.

Supervisory Industrial Specialist and Industrial Engineer attended Cost Schedule Control System Criteria School at Wright-Patterson AFB, OH in Jun 73.

One Contract Administrator, GS-11, attended the Contract Administration Course 175 (144 hours) at Wright-Patterson AFB, Ohio in March 1973. One Contract Administrator (ACO) attended the Contract Law Course No. 166 at Wright-Patterson AFB, Ohio, in December 1973.

One ACO (Captain) attended the Advanced Contract Administration Course No. 175 in August 1972. This same ACO commenced Squadron Officer School, which started 24 Apr 73, however, he did not graduate until 2 Aug 73.

Pricing Branch had one GS-12 Price Analyst attending a course "PIECOST (Probability of Incurring Est Cost)", Jul 72, Denver (Lowry AFB). One GS-12 Price Analyst attended Course #145 Defense Adv Procurement, Mar 73, Wright-Patterson AFB, Ohio. One GS-12 Price Analyst attended "Copper Impact Computer Tech Course", Jan 73 at Denver (Lowry AFB).

## CHAPTER II

## GENERAL

## CONTRACT ADMINISTRATION DIVISION

## Contracts Assigned for Administration

During FY 73 the Contract Administration Division had an average of approximately 1052 contracts assigned for administration. A breakdown of contracts assigned for administration as of 30 June 1973 is as follows:

	<u>NO.</u>	<u>FACE VALUE</u>	<u>UNINVOICED DOLLAR BALANCE</u>
Cost Plus Incentive Fee	16	\$ 88,357,807	\$ 3,310,279
Cost Plus Fixed Fee	10	29,856,378	1,202,890
Firm Fixed Price	840	196,400,441	50,266,494
Fixed Price Incentive Fee	49	1,351,688,669	2,967,995
Fixed Price Incentive (Successive Target)	5	240,671,715	111,291,579
Time and Material	4	1,981,086	106,389
Facilities-Lease	<u>1</u>	<u>282,050</u>	<u>95,000</u>
TOTAL	925	\$1,909,238,146	\$169,134,237

7

TM/Pricing Historical Report - Period 1 Jul 1972 thru 30 Jun 1973

A total of 421 proposals was analyzed during the period at a total price of \$263,936,000. A total cost reduction of approximately \$43,672,947 was recommended to the ACO/PCO for the purpose of Government negotiation objectives. In addition to price analysis reports, the analysts contributed to significant reductions while participating in negotiations with Det 21 and Hq OCAMA. The team concept in price analysis is continually being emphasized through close coordination with Det 21 technical specialist and DCAA representatives. Numerous times pricing support was given to other major procurement centers throughout the country.

## QUALITY ASSURANCE DIVISION

Procurement Quality Assurance Program

Instruction was received from AFPMC/QA during the fiscal year of 1972 to implement a Service Test Plan of Simplified AFQA Data Recording. This Test Plan was implemented at this facility for a 90-day test period and subsequently extended until Apr 1973. Change 1 dated 27 Feb 1973 to AFLCM 74-1 was received during this period. This change resulted in major revisions to Chapter 4 and Chapter 8 and minor changes to other chapters of AFLCM 74-1. The revision to Chapter 4 "Management and Reporting" resulted in the implementation of the instructions contained in the Service Test Plan into AFLCM 74-1 and was primarily concerned with the preparation of AFIC Forms pertaining to Quality Assurance functions. Chapter 8 "Quality Assurance and the Work Request" was updated and clarified relative to processing of Work Requests. Change 1 to AFLCM 74-1 resulted in the revision of several Det 21/QA Operating Instructions (OI's) to assure compliance with AFLCM 74-1.

Material Inspection and Receiving Reports (MIRR's) DD Form 250 are used by the Quality Assurance personnel to acknowledge that supplies or services conform to the contract as to quality and quantity. Armed Services Procurement Regulation (ASPR) Appendix I, sets forth procedures and instructions for use, preparation and distribution of the MIRR's. For this reporting period, 6433 MIRR's were processed by the Quality Assurance Division.

Quality Assurance Contract Participation

The following contracts were active during FY 73 and required Air Force Quality Assurance participation during manufacture, processing and acceptance of the supplies to assure the finished product, as furnished by the contractor, met all the contract requirements. This was accomplished by Air Force Quality Control Mandatory Inspection at critical points during manufacture, also selected spot checks of important characteristics and verification of the contractor's compliance with approved manufacturing procedures.

Basic Ordering Agreement (BOA) F34601-72-A-2584. This BOA was negotiated between the Air Force and The Boeing Company with an effective date of 13 Jul 1972. This Agreement is used for the ordering of aircraft supplies and support equipment, parts kits, TOTO modification kits, rework and repair, spares, technical data and other services. The Boeing Company received 1496 orders for supplies under this agreement during this reporting period. The orders were for a wide range of items including large aircraft structural modification kits. Nine hundred eighty-three (983) of the orders received were completed and closed during this period. Work is continuing on the remaining orders.

Basic Ordering Agreement F34601-71-A-1408. This Basic Ordering Agreement was superseded by F34601-72-A-2584 above, however, there was 772 orders for aircraft supplies still active at the start of FY 73. Work on these orders continued throughout the year with 43 orders remaining for completion during FY 74.

Stock Replenishment Contracts: Seventy (70) contracts were received during FY 73 for stock replenishment. These contracts were received from

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DGA, GSA, DISC, Department of the Navy, the AMA's and various Air Force Bases and Support Groups. Fifty-two (52) of the contracts received plus a carry-over of 20 from FY 72 were completed during FY 73. Eighteen (18) contracts received remain for completion during FY 74.

Miscellaneous Contracts. In addition, 38 contracts for KC-135, B-52 and miscellaneous aircraft fleet support contracts were active during this period. These contracts included B-52 and KC-135 TCTO kits, in compliance with Engineering Change Proposals, emergency aircraft supplies, normal supplies and miscellaneous requirements.

Interdivisional Work Authorizations (IDWA's) are authorization for work at Boeing-Wichita in support of contracts at other Boeing Divisions. This support work includes fabrication of fuel pods, cargo doors and work platforms for the CH-47 program at Boeing-Vertol Division, Norton, Pa., B-1 Avionics System components in support of the B-1 Electronic Viewing System program at Seattle, Wa., and other aeronautical equipment parts and sub assemblies.

At the close of this reporting period, there is 42 active IDWA's which require Air Force Quality Assurance participation.

#### Purchase Orders

The contractor is responsible for assuring that all supplies and services procured from his suppliers (subcontractors and vendors) conform to contract requirements. The Quality Assurance Division assures that the prime contractor effectively discharges this responsibility by review of purchase documents. Purchase Requisitions for DOD and NASA supplies and raw materials are separated into three basic groups (Group I, II and III).

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Group I and NASA are reviewed 100%, Group II's are evaluated on a sampling plan in accordance with MIL-STD-105. Group III consists of orders for simple hardware, standard commercial items and supplies and services which are not actually used in production. No Group III purchase orders were reviewed during this period. No NASA purchase orders were received.

During this period a total of 2188 Group I purchase orders were reviewed. The increase is a result of the B-52 Electro-Optical Viewing System (EVS) Contract F34601-71-C-3333 and Phase VI, B-52 Electronic Counter Measures (ECM) System, ECP 1551, Contract F34601-72-C-2800, production end items and spares requirements. Also prototype kit requirements for the B-1 Avionics System, (EVS) Interdivisional Work Authorization No. 230045, Contract F33657-72-C-0600.

A review of 1063 diverted shipping instructions to subcontractors for direct shipment to a DOD Agency was accomplished during this period. The items consisted of spare components of B-52 EVS, KC-135 and B-52 spares replacement and/or end items. Also included were amended shipping instructions for SEA spares support requirements.

In summation, a total of 3250 purchase orders were reviewed during this period.

#### Technical and Engineering Data

Inspection and acceptance was performed on Technical and Engineering Data for B-52 and C-135 aircraft. This data consists of Aircraft Handbooks (TO's), Time Compliance Technical Orders (TCTO's), Equipment Technical Orders (Individual Aircraft Components and Aircraft Ground Support Equipment), Trainer Technical Orders, Training Transparencies,



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Microfilm, Engineering Drawings and Engineering Technical Reports.

A majority of the effort expended was in the Aircraft Handbook and Equipment Technical Order area. There was an average of 41 B-52 handbooks per month consisting of 1414 pages and 38 C-135 handbooks consisting of 1338 pages accepted by Air Force Quality Assurance. The retrofit of B-52 aircraft with the Electro-Optical Viewing System (EVS), Contract F34601-71-C-3333, has had quite an impact in the Data area. This retrofit requires the initiation of 352 new CFAE/CFE manuals and the revision of 41 existing manuals which must be inspected by Air Force Quality Assurance.

Very few discrepancy reports were received from using organizations on Data, which depicts the products accepted are of acceptable quality.

#### Materials and Technology

B-52H 60-057 was prime coated with PR1432 GP by direction of OCAMA, received on 17 May 1973 under Contract F34601-72-D-3214 in place of the conventional MIL-P-23377 primer. PR1432 GP is a two part polysulfide material developed as a corrosion inhibitive, impact resistant base coating for military exterior finishes. The purpose of the application is to provide service data relative to the merits of a flexible paint film to bridge between the fastener heads and the adjoining exterior skin. Such a flexible bridge may minimize paint loss around the external fastener periphery and skin joining areas.

Visual examination of the PR1432 GP, after application, indicated greater than normal separation in the ECM areas and lower engine cowls due to oil penetration of the faying surfaces and rivet pattern. The

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sensitivity of the PR1432 GP may be due to the slow drying characteristics which permit contamination to flow into the primer film before being blocked by initial polymerization.

The time required for application of the PR1432 GP was two hours and fifteen minutes or twice the time normally required for the MIL-P-23377 epoxy primer. The increase in application time is again due to the slow drying characteristics of the PR1432 GP and short application time of the catalyzed material which required continual mixing of small batches.

Twenty-one hours after PR1432 GP had been applied and areas of separation corrected, MIL-C-83286 polyurethane camouflage top coat application was made, using normal procedures. After satisfactorily completing all inspection tests the airplane was returned to the using service.

KC-135A 61-311 was oversprayed 24 May 1973 with MIL-C-83286 polyurethane color 16473 Fed STD 595 under Contract F34601-71-C-3366 and in compliance with Technical Order LC-135-910D. Aliphatic polyurethane MIL-C-83286 was used in place of EC-843 (Corogard) in order to determine impact on PIM prior to anticipated formal change to Technical Order LC-135-910D. The aircraft records were annotated to reflect the change in exterior finish coat materials.

PRODUCTION DIVISION

Production Surveillance

During this period, surveillance was accomplished on an average of 715 contracts per month with an average delinquency rate of 1.70%. These contracts were in support of B-52 and KC-135 airplanes, consisting of basic kits, spares, spares provisioning items, MTU's and structural repair kits required on an emergency basis for B-52 and KC-135 grounded airplanes.

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## FLIGHT TEST &amp; SAFETY DIVISION

The Flight Test & Safety Division experienced increased flying activity this year. A total of 310.7 aircraft flying hours were logged while flight accepting 209 aircraft. Periodic depot maintenance accounted for 158 of this aircraft total. The remainder consisted of RC/KC/WC-135's, which received either a rudder actuator and bulkhead rework or a lower wing reskin. The entire Military Airlift Command's fleet of WC-135's was reskinned and flight accepted. The Adequacy of Quality, AFTO 64's, received for all aircraft indicated that 82% were zero defects on post inspections by their home units.

The flight test section increased it's emphasis on the contractor's safety programs. This action resulted in an active safety and FOD program being employed by the contractor. These programs were instrumental in the contractor repairing broken ramp areas. Also, through the Flying Safety Officer's insistence of the FOD potential west of the runway, McConnell Air Force Base repaired many broken areas on the taxiways.

Inspections and evaluations were numerous during the year. The inspections (4), IG, AFEC/XOO (2), and AFCCM/FS, were all satisfactory. The flight crew members were evaluated 25 times, 13 annual evaluations and 12 spot checks, and found to be qualified in all phases of their respective jobs.

Manpower reductions in January resulted in the loss of one pilot, one navigator, and the secretary, reducing the section strength to seven. The lack of clerical help required secretarial administrative functions to be accomplished by flight test crew members and secretarial

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assistance from other detachment divisions. Reorganizational changes within the section evolved and Lt Col James E. Wood assumed duty as Chief, Flight Test & Safety. Major Dale N. Auten assumed Operation & Training along with Flying Safety Officer. Capt Jimmie Blackwood and Mr. Douglas Koepcke remained in their respective positions, Chief, Standardization/Evaluation and Ground Safety Officer.

INDUSTRIAL PROPERTY DIVISION

Property Administration

The Property Administrator was assigned 45 new contracts, while 49 were completed. An average of 138 contracts were active during this period. There are approximately 277,158 line items of Government property at this activity valued at approximately \$202,858,861.00. Idle declarations were submitted on 46 items of controlled industrial plant equipment with an acquisition cost of \$248,215.00 and 2,217 items of other plant equipment with an acquisition value of \$1,241,682.00.

Property Disposal

Plant clearance activity during this period included the opening of 165 plant clearance cases in the amount of \$1,992,455.00 and the closing of 246 cases in the amount of \$2,595,409.00. Thirty-six (36) remain on hand at the end of the period representing a total of \$927,838.00.

STAFF TRANSPORTATION OFFICE

In addition to other miscellaneous duties which are part of a Transportation Officers responsibility as outlined in AFM 75-1 and AFM 75-2:

The cognizant Transportation Officer is concerned with the degree of traffic management exercised in the contractor's procurement systems, particularly regarding transportation requirements and costs. Contractor purchasing orders and shipping instructions must reflect consideration of transportation factors in the form of transportation terms. Transportation instructions to vendors must be based upon economical and physical transportation factors specifically applicable to items being purchased. While the lowest cost transportation should be used, delivery must be consistent with the requirements and logistics of individual shipments. Other program costs must be concurrently considered. CTO's must participate in RFP's, proposals and contract awards to insure transportability is available for end item delivery. Special cars and trucks must be available to handle oversized material. The Transportation Officer will issue and control all GBL's issued, commercial transportation expenditures, passenger travel (TRs) and accommodations, household goods movements and GSA vehicle dispatch.

The Staff Transportation Office was established 21 December 1971, as a separate office.

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The volume analysis of Government Transportation Activity during  
FY 1973 was:

Government Bills of Lading -----	3781
Tonnage of Freight -----	6136
Cost of Freight Transportation -----	\$626,869
Number of Shipments -----	26,463
Transportation Requests Issued -----	303
Cost of Gov't Vehicles Assigned -----	\$845.79

The function of the Cognizant Transportation Office is the issuance and audit of GRLs to insure the lowest applicable cost for the items shipped, maintaining continuity of operations within Shipping and Receiving. Provide economical and efficient transportation services. Authorize premium transportation and expedite priority shipments. Manage Government assigned vehicles and provide transportation support services for passenger travel.



## CHAPTER III

## MAJOR PROGRAMS

## MAJOR CONTRACTS ADMINISTERED

<u>Contract Number</u>	<u>Dates in Effect</u>	<u>Item/Work Description</u>
F34601-73-C-0114	Nov 72 - Oct 73	KC-135 Fleet Support
F33615-71-C-1039	Oct 70 - Nov 72	Study Acft Fuel Qty Gaging System
F34601-71-C-1137	Nov 70 - Aug 73	B-52 Kits/Spares (SRAM)
F34601-73-C-1296	Jan 73 - Sep 73	B-52 Fleet Support
F34601-73-C-1741	Jan 73 - Mar 73	KC-135 Cyclic Tests
F34601-73-C-1760	Jan 73 - Oct 73	B-52 Supplies/Services, FY 73 Pacer Speed
F33615-71-C-1926	Jul 71 - Mar 74	Controls Configured Vehicle (CCV) Program
F34601-72-C-2000	Jan 72 - Dec 73	B-52 Pacer Speed
F34601-72-C-2039	Jan 72 - Dec 72	135 Series Acft - Fleet Support
F34601-73-D-2438	May 73 - Jul 74	Supp, Svcs, Prices and Data Appl B-52
F34601-72-A-2584	Jul 72 - Aug 74	BOA Supplies/Services
F34601-72-C-2800	Mar 72 - Nov 76	B-52 Kits/Spares (ECP 1551)
F34601-72-D-2810	Apr 72 - Aug 73	B-52 Manuals
F34601-72-D-3214	May 72 - Jun 74	B-52 Repaint Program
F34601-71-C-3333	Jul 71 - Mar 76	Electro-Optical Viewing System (EVS) B-52
F34601-71-C-3366	Jul 71 - Jun 74	Mod/PIM KC-135 Spares Services
F34601-72-C-3620	May 72 - Aug 73	Engr/Tech Svcs, B-52 Structural Mod Program
F34601-72-D-3633	Jun 72 - Jul 73	135 Series Acft - Fleet Support

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<u>Contract Number</u>	<u>Dates in Effect</u>	<u>Item/Work Description</u>
F34601-73-C-3776	Jun 73 - Feb 76	B-52, "Engine Quick Start Capability"
F34601-72-C-4020	May 73 - Dec 73	B-52 Flight Test (ALQ-127)
F34601-72-C-4213	Aug 72 - Nov 73	K-135 Wing Reskin Program
AF33(657)-16088	Jan 66 - Dec 75	Facilities Lease Agreement

FACILITIES LEASE AGREEMENT:

Facilities Lease AF33(657)-16088 with the Boeing Company, Wichita Division, for occupying AF Plant No. 13 under a five-year lease agreement was effective 1 January 1966. There are two five-year options to the lease, and by Supplemental Agreement No. 20 the first option was exercised by Boeing extending the lease through 30 December 1975. Commercial use of the plant has been decreasing while Government use has been increasing the past few years, thus the gross rents due for calendar year 1973 are estimated at approximately \$1,400,000. However, approved abnormal maintenance projects will require this entire amount, thus no remittance is expected for transmittal to the U. S. Treasury.

B-52 AIRCRAFT - ELECTRO-OPTICAL VIEWING SYSTEM (EVS):

Contract F34601-71-C-3333, FPIS, was awarded 1 July 1971 for Fiscal Year 1971, for 17 each Class V Group "A" and "B" Modification Kits in accordance with ECP 1422K, dated 7 April 1971, entitled "Electro Optical Viewing System ECP B0-52-1422K-R-4 dated on 4 January 1972" as revised by Mod P00005.

Contract Section J-4, Option for Increased Quantity of 282 each Class V Group "A" and "B" Modification Kits was exercised by S/A P00041 on 27 Mar 73. The face value as of 30 Jun 73 is \$171,880,032.00.

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including AGE, Data and Provisioning Items, and the ULO is \$98,499,818.00. The estimated value with options through FY 74 is \$220,000,000.00.

This contract required the contractor to develop and furnish to the Air Force kits to provide electronic viewing capability for the B-52 aircraft consisting of Steerable Television (STV) and Forward Looking Infrared (FLIR) detection capabilities.

The first B-52H aircraft to be equipped with EWS was kit-proofed at SAAMA and sent to K. I. Sawyer. SAC crews have reacted favorably to the installation. The first B-52G kit proof was scheduled for 6 Jul 73. Twenty-three (23) Group A modification kits and 25 Group B modification kits were delivered to the mod centers during FY73.

The kits are furnished to the Air Force as Group A (hardware, electrical wiring, etc), and Group B (electronic equipment, black boxes, etc). During FY 73, 39 Group A and 41 Group B kits were completed by the contractor and accepted by Air Force Quality Assurance.

The Group A equipment is fabricated by The Boeing Company. Manufacture of the Group B equipment is accomplished at Boeing and also at five major subcontractors (Conrac, Kaiser, IBM, Westinghouse, and Hughes). The engineering drawings for the Group B equipment require it to be manufactured in an environmental controlled area in accordance with the requirements of MIL-C-5400. The contractor developed a document, (D3-8515, Process Document Specification General Electrical Manufacturing Process and Control), which was accepted by Air Force Quality Control Materials Technology Branch as meeting the requirements of MIL-C-5400. To provide the required environmental controlled area at Boeing required an extensive physical remodeling of an area within the plant. The area consists of a group of closed rooms which are

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furnished with filtered air which is also temperature and moisture content controlled. The temperature and moisture content of the air is monitored constantly. The airborne contamination is checked weekly. The environmental controlled area is maintained at a positive air pressure with relation to uncontrolled areas.

Extensive testing of completed EVS kits was required at the start of the program. The Phase B Reliability Test which started on 12 Jun 1972 was ended on 22 Sep 1972. Det 21/QA provided surveillance over the test per OCAMA letter dated 28 Apr 1972. The test was the first part of a two part demonstration-by-test required for the EVS. The Phase B test utilized unqualified production EVS equipment for 1000 system operating hours under controlled environmental conditions. One of the main purposes of the Phase B test was to develop corrective action (fixes) for pattern failures and other significant problems as deemed necessary to meet contractual requirements. The second part was the Phase C Production Reliability Demonstration Test (PRDP) which started on 20 Jan 1973 and ended on 31 May 1973. Surveillance over this portion of the test was performed by Det 21/QA in accordance with OCAMA letter dated 10 Nov 1972. The Phase C test utilized qualified production EVS equipment taken out of stock and was for 1110 hour duration. The EVS mean time between failure (MTBF) was 48.8 hours which exceeded the contractual requirements of 37 hours by more than 30%.

Several difficulties were encountered during the initial Group B equipment component testing. Most of the problems have been resolved and the program is continuing with no major difficulty.

B-52 AIRCRAFT - D/F STRUCTURAL MODIFICATION PROGRAM:

Letter Contract F34601-72-C-3620, FPIS, was issued 2 May 72 for \$800,000, with subsequent funding through 31 Mar 73 at a maximum of \$5,114,000. The contract provides for long lead time engineering services preliminary to a definitive FPIS contract for 170 D/F Structural Wing Kits. Although the contract is now in a "hold" status pending congressional action, if approved it can run as high as \$300-400,000,000 over a four-year period.

B-52 AIRCRAFT - REMOVAL OF EXTERIOR PAINT, CORROSION CORRECTION AND REPAINTING OF AIRCRAFT:

Contract F34601-72-D-3214, FFP, is a follow-on contract for repainting of B-52 aircraft. The contract was issued in May 1972, and provides for options of 32 B-52 Aircraft each Basic, Option 1 for 115 B-52 Aircraft, and Option 2 for 54 B-52 Aircraft. The present face value is \$3,027,926.25, while the estimated total face value is approximately \$5,000,000.00.

This program continues without any major problems being encountered with the exception of some incoming discrepancies such as excessively worn flap tracks or excessively loose tip tank supports. Some braking failures were also experienced but were, for the most part, the result of improper hydraulic system bleeding by the previous depot maintenance facility. These problems were corrected by appropriate action taken with the previous maintenance facility. A total of 89 units were processed during this reporting period.

Late delivery of aircraft from the AMA's resulted in considerable disruption of the schedule. The procedure of negotiating a schedule at the end of each quarter to reflect actual occurrences has been used to

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reconcile the resulting contract variances. Work method has remained essentially the same as in previous years. Considerable structural repair work continues to be accomplished as over-and-above effort in conjunction with this contract.

B-52 AIRCRAFT - TOTO KITS (PHASE VI):

Contract F34601-72-C-2800, FPIS, was issued in March 1972. ECP 1551 Class V Mod 2519 Kits "Installation of Phase VI ECM System" is for installation of 282 Group "A" Modification Kits in accordance with ECP 1551, Spare Parts, AGE, Data, etc. The present dollar value is \$21,919,750.00 and the ULO is \$11,153,559.00. This contract has options through FY 76 with an estimated value of \$55 million.

Some of the design characteristics and electronic equipment contained in the kits have a security classification of Secret and Confidential. Three kits were delivered during FY 73, one kit for B-52H S/N 61-030 for an experimental installation at Boeing-Wichita, one kit to OCAMA for kit proofing on the B-52G, and one kit to SAAMA for kit proofing on the B-52H.

One major component of the kit is a 40" extension of the B-52 fuselage which is installed aft of Body Station 1853. Another major component is a new nose chin radome. The unit is bonded honeycomb construction with attaching hardware. In order to assure proper curing of the bonding, it was necessary to construct a new curing oven capable of meeting the requirements set forth in the applicable documents. Unit #1 was identified for "Use for Electrical Qualification Test", not acceptable for flight. Unit #3 was designated as the first production model.

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Work is continuing on this program in FY 74 with no major problems having developed at this date.

B-52 AIRCRAFT - PACER SPEED PROGRAM:

Contract F34601-72-C-2000, FFP, is a follow-on contract to the Pacer Speed Program and was effective 1 Jan 1972. This contract is to provide and furnish the services of qualified contractor personnel at specified locations for the repair, inspection and/or maintenance of B-52 Aircraft. The current face value of the contract is \$6,262,752.00 and the ULO is \$1,507,758.00.

Contract F34601-73-C-1760, FFP, is a Pacer Speed FY 73 follow-on contract. It was awarded in Jan 73 and is to expire in Oct 73. The present face value is \$2,364,137.00 and the ULO is \$1,533,518.00.

B-52 AIRCRAFT - KITS/SPARES, AGM-69A MISSILE (SRAM):

Contract F34601-71-C-1137, FPIF, was awarded in Nov 1970 and de-finitized on 10 Aug 71. The initial contract was for 21 retrofit Kits. All options have now been exercised by the Air Force. The present face value is \$17,309,290.00 and the ULO is \$2,750,725.00. Total target price for this FPIF contract is now \$20,909,508.00.

B-52 AIRCRAFT - "ENGINE QUICK START CAPABILITY":

Contract F34601-73-C-3776, FPIF, provides for Kits, Group "A" B-52 G and H IAW ECP 1530 dated 18 Jan 72, Sup 1 dated 19 Jan 72; and Statement of Work dated 3 Mar 72, Installation of Engine Quick Start Capability, Class V Mod 2527. ECP 1531 - B-52G Quick Start Engineering work continued on design of a cartridge starter system for all eight engines of the B-52G. ECP 1532 - B-52H Quick Start. Engineering work continued on design of a cartridge starter system for installation on

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all eight engines of the B-52H. ECP 381 - KC-135 Quick Start. Engineering work continued on design of a cartridge starter system for installation on all four engines of the KC-135. Including Data, AGE and Provisioning Items, the current face value is \$2,335,320.00. This contract is for the Installation of Cartridge Pneumatic Starter on the B-52 G/H Fleet.

CONTROLS CONFIGURED VEHICLE PROGRAM (CCV):

Contract F33615-71-C-1926, CFIIP, provides for research and development of the Control Configured Vehicle Program to gain significant improvement in aircraft performance. B-52 E Aircraft #56-632 is being used for this test and was modified. The Letter contract issued 1 Jul 71 was superseded by the negotiated contract dated 17 Jan 72. The scheduled completion date of the test is 1 Sep 73. The present target cost negotiated is \$4,313,979.00 and the target fee is \$356,385.00.

B-52 AIRCRAFT - SUPPORT DATA - MAINTENANCE OF TECHNICAL MANUALS:

Contract F34601-72-C-2810, FFP, is a follow-on contract for the maintenance of B-52 Manuals for the period 1 Apr 72 through 31 Mar 73. The dollar amount of this contract is \$1,906,131.00.

Contract F34601-72-D-2438, FFP, is a follow-on contract for the period Apr 1973 through July 1974. This contract is presently funded for \$3,010,414.00.

B-52 AIRCRAFT - SUPPLIES/SERVICES (MINI-MOD):

Contract F34601-72-A-2584, Order 0350, FFP, was awarded Sep 72 and extends through Apr 74. This order on the BOA is for Panel Assembly, and the present funding is \$1,309,000.00.

A program to inspect and enlarge critical fastener locations on



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the B-52 was developed. Intent of this program is to extend the fatigue life of the aircraft for a minimum expenditure. The goal of the program is to add 500 "E" hours. On the early aircraft of the program it was intended that a larger number of fastener locations be inspected to determine the most critical areas. Both aircraft under this program required considerable special repair under ECP 1175.

Two units were processed. Work consisted primarily of fastener removal and eddy current hole inspection on wing panels. No significant problems were encountered.

B-52 AIRCRAFT - FLIGHT TEST (ALQ-127):

Contract F34601-72-C-4020, definitized 7 May 73 for \$2,192,942.00, provides for the prototype installation of an AN/ALQ-127 System in a B-52G Aircraft. The flight test program includes the use of a dummy stabilizer pod to verify load distribution analysis and flight performance characteristics. Studies will be conducted to determine the pod configuration to be installed on the test airplane, and to establish Groups A and B interface requirements. Program completion is scheduled by 31 Dec 73.

VARIOUS TYPE AIRCRAFT - FUEL GAGE SYSTEM:

Contract F33615-71-C-1039, CFFF, covers research, development and investigations of methods for minimizing errors of aircraft mass fuel gaging systems. This contract was issued in October 1970 and completed in October 1972. The dollar value of this contract is approximately \$328,770.00.

B-52 AND KC-135 AIRCRAFT - BASIC ORDERING AGREEMENT:

Contract F34601-72-A-2584, FFP, Basic Ordering Agreement contract

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is effective from July 1972 through August 1974. There were 1588 orders issued during this reporting period valued in excess of \$15.0 million.

Some of the major orders received against the "BOA" contract include:

Contract F34601-72-A-2584

<u>Order No.</u>	<u>Subject</u>	<u>Approx. Dollars</u>
0160	KC-135 Parts - Edge Assy	\$ 99,891.12
0282	KC-135 Structural Repair Kits	124,635.00
0350	KC-135 Parts - Panel Assy	1,308,999.62
0379	KC-135 Parts - Window Assy	177,000.00
0498	KC-135 Structural Repair Kits	181,692.00
0704	KC-135 Parts - Repair Kits	218,204.07
0720	KC-135 Parts - Flap Assy	362,700.26
0751	KC-135 Parts - Fairing Assy	282,315.80
0783	KC-135 Parts - Repair of Boom Assy	267,089.80
0842	KC-135 Parts - TCTO Kit	568,290.00
0959	Restoration of B-52H Acft 61-023	356,685.00
0975	B-52 Acft Bolt Pulling Inspection	124,500.00
0987	KC-135 Parts - Repair Kits	120,000.00
1038	KC-135 Cyclic Test	350,000.00

ECP 1581 - RIVET PLANK. An extensive structural update of the B-52D/F wing was studied and engineering support given. Considerable portions of the wing and some body skin sections will be replaced under this project.

135 SERIES AIRCRAFT:

Contract F34601-71-C-3366, FFP, was received July 1971 and options exercised June 72 and May 73. One hundred fifty-nine (159) FIM (Mod/IRAN) aircraft and one hundred forty-eight (148) Drop-In aircraft were handled in FY 73 with a total funds obligation of \$25,632,015.00. The group established in the previous year for processing of Contractor G & A requests continued in operation. The group approves/disapproves all requests before contractor is directed to perform applicable work. Efficiency in this regard has permitted return of virtually all requests within a few hours after presentation. More than 8,500 requests for approval of over and above effort were processed during the year. Of these, 7,495 were approved, 781 were disapproved with the balance determined either to be non-work items or the Contractor elected to withdraw the request prior to formal ACO action. The receipt of Drop-In aircraft exceeded the quantity projected at the time of contract award by about 100 aircraft. All contractual authorizations, negotiations and delivery schedules were processed by the ACO and supporting personnel. During the year, substantial failure of aircraft water tanks was discovered. Much effort outside normal shifts was required in order to keep the program as nearly as possible on schedule and to assist AMA personnel in determining an appropriate work statement to correct the deficiencies. Numerous contract and work request amendments were required to properly revise the contract in keeping with the work statement revisions. All Contractor proposals on Drop-In aircraft were analyzed, negotiated and definitized by Det 21 Contracts personnel. Change Order P00087 dated 1 May 73 exercised the option to extend the contract through FY 74 for

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160 additional PIM aircraft, increasing the obligated amount of the contract to \$39,020,111.00. As of 30 June 1973 the total obligated amount of the contract was \$39,376,186.00 and the ULO was \$16,862,025.00.

During this period the major effort continues to be directed to the modification and periodic depot maintenance of C-135 series aircraft. Probably the most significant problem during this period has been the failure of the water injection tank coating which developed into a major rework and repair program. Other problems such as corrosion on landing gears, fuel leaks, corroded or cracked wing terminal fittings, and worn or damaged antifriction bearings have, for the most part, been brought under control and can be handled in a more routine manner. Cracked "B" Nuts on hydraulic lines were also found. Investigation shows that the cracks were minute in most cases and probably the result of improper material, torquing, or a combination of both. Investigation is continuing to determine if stock on hand is similarly effected. Increased inspection efforts have almost eliminated the delivery of aircraft with similar defects.

The Manufacturing Branch participation in the KC-135 Mod/PIM consists of responsibility for overhaul of aircraft components, functional test and repair of components, modification of fuel booms per TOTO IC-135-915, and other supporting functions as required by the Contract Work Requirement, Technical Order IC-135(K)A-GWS-1.

Activity in this area includes an aircraft component overhaul shop. Normally 24 aircraft components, consisting of flap drives, angle gear boxes, aileron trim actuators and other gear box type units are overhauled for each airplane undergoing Mod/PIM. The overhaul

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consists of disassembly, replacement of bearings, seals and gaskets, checking for backlash in gears, inspecting for shaft wear, replating and grinding as necessary in accordance with the applicable technical order requirements.

Machine Shop support of the Mod/PIM Program includes the fabrication of rework of fittings, wing terminal pins and bushings, beams and other aircraft structural components as the need is encountered for unscheduled aircraft repair during Mod/PIM or, in some instances, a shortage of Government Furnished parts for scheduled replacement.

This program implements Technical Order IC-135(K)A-6WS-1 and other work directed by Contract F34601-71-C-3366. Continuing problems were in the areas of the wing to body fitting, the landing gear trunnion and boost pump fittings. However, the most urgent problem area during FY73 involved rework of the tanks containing water for the water injection system. The interior of these tanks is coated with PR 1560, a polysulfide material. T.O. IC-135(K)A-6WS-1 required inspection and repair as necessary of any corroded or otherwise deteriorated areas in the interior of these tanks. The problem became evident when the coating in a reworked area sloughed off the tank wall and clogged the screens at the water pump intakes, causing loss of water injection on takeoff roll. Investigation revealed the service life of the coating had been reached and all incoming aircraft to the PIM program exhibited some deterioration. Further investigation showed that repair of PR1560 coating was impractical, as a bond between old and new coating could not be achieved. A contract amendment was issued requiring total rework of all water tanks. Glass beading is the method currently used to remove the old coating. However, at Detachment 21's urging, a bond-

release agent is being tested for future use.

Problems in supply support on the KC-135 Mod/PIM program continued throughout the fiscal year at about the same level and special logistics support was maintained to assure maximum effort extended in precluding work stoppages. SEA requirements did create considerable difficulty, however since phase-down in that area supply support has greatly improved.

135 SERIES AIRCRAFT - FLEET SUPPORT:

Contract F34601-73-C-0114, FFP, was awarded in November 1972 and extends through October 1973. This is a follow-on contract for special support services and engineering for KC-135 Aircraft, with a face value of \$1,185,000.00. The total estimated value of the contract is approximately \$1,850,000.00.

Contract F34601-72-C-4213, FFP, is effective Aug 72 through Nov 73. This contract provides for installation of the Fifth Structural Update Modification, ECP 330-10, on 18 Aircraft with deliveries beginning Oct 72 through Nov 73. The present value of this contract is \$5.6 million.

Contract F34601-72-D-3633, FFP, is effective from 1 Jul 72 through 30 Jun 73. This a follow-on contract for updating 135 Series Technical Orders, with a dollar value not to exceed \$1,433,106.00. The dollar value of this contract to date is \$916,230.78.

135 SERIES AIRCRAFT - CYCLIC TEST PROGRAM:

Contract F34601-73-C-1741, CPIP, KC-135 Cyclic Test Program for FY 73, was effective from 1 Jan 73 to 30 Mar 73. The contract was terminated on 30 March 1973. The estimated price of this contract is

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\$1,942,625.00 and the ULO is \$80,891.00.

Contract F34601-72-A-2584, Order 1038, is a follow-on to the above mentioned contract. This is an unpriced order issued on 8 May 73 to prescribe services to terminate the spectrum loading phase. There is also a requirement to preserve, store and maintain test set-up through 31 Aug 73. The estimated value of this order is \$350,000.00.

135 SERIES AIRCRAFT - MODIFICATION:

Contract F34601-72-C-2039, FFP, was issued Jan 1972 for sustaining engineering services and non-recurring services to the applicable Model C/EC/KC/RC/WC-135 series aircraft and associated training devices for the period 5 Jan 1972 through December 1972. The contract face value is \$910,577.34.

KC-135 DEPOT LEVEL DROP-IN PROGRAM

Under the same contract authorizing T.O. 1C-135(1C)A-6WS-1, Boeing also performs other maintenance, including leak repair for a number of McConnell aircraft, water injection tank rework exclusive of the PDM line, corrosion control and numerous other areas of T.O. compliance. Generally, each aircraft must be scheduled independently and production surveillance includes engineering work and investigation of man-hour usage. This requires man loading from the Production Division much higher than the number of aircraft would justify. One hundred seventy-nine (179) aircraft were delivered under this program during FY73.

KC-135 FUEL LEAK REPAIR, CONTRACT F14614-72-C-0138

The processing of fuel leak repair aircraft from McConnell AFB has been progressing satisfactorily with the exception of several aircraft processed during the early stages of the program. One contributing

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factor to delivery of leak free aircraft has been the increased time for fuel leak stand test, both before and after repair.

KC-135 FUEL BOOM MODIFICATION

Contract F34601-71-A-1408 Order 0944 is for a total of 190 Modification Kits per TCTO 1C-135-915, for reinforcement of the KC-135 fuel boom. The kits are installed in the boom at Boeing under Contract F34601-71-C-3366. The Modification "A" Kit consists of the installation of a doubler, fabricated from 7075 T6, .150 thickness aluminum sheet per QQ-A-250/12. The doubler is riveted inside the main structure tube as additional support for the carriage rollers on the telescoping tubes. The reason for the modification is that some deforming and cracking of the outer structure tube by the carriage rollers had been noted. The contract requires that the outer structure tube be inspected and if cracked a "B" Kit is installed which includes a new outer structure tube in addition to the "A" Kit doubler.

The contract requires kit proofing for both the "A" and "B" Kits. This was accomplished without any major difficulty.

On installation of the doubler some of the outer structure tubes in use were found to be deformed or curved to a degree to prevent proper adjustment of the telescoping tube carriage rollers. This was the subject of an engineering study by Boeing and OCAMA. The drawing has been revised to provide a check for this deformation, prior to installation of the doubler. If the deformation is beyond limits, the tube is considered not suitable for modification.

One hundred seventeen (117) booms were modified during FY 73. The program is continuing into FY 74.



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C-135, ECP 330-10 WING RESKIN, CONTRACT F34601-72-C-4213

A total of 17 units were processed during the reporting period. The major difficulty for this program is attributed to workmanship errors. Initially, there was also a considerable amount of fuel leaks experienced, particularly in the "beaver tail" areas. These problems, however, have since been brought under control.

This work package accomplished replacement of inboard and center lower wing skin and associated structure. This package is suitable for use on other models of the C/KC/RC/EC-135.

C-130 PANELS, CONTRACT F09603-72-C-0587

This contract was received from WRAMA and was an order for C-130 Wing Panels. There was 24 item part numbers for a total of 322 panels. The panels were the load carrying skin panels for the C-130 Wings. They ranged in length from 13' to 46'8". They were machined from 7075-T6 aluminum extrusions. The structural stringers were machined as an integral part of the skin. The engineering configuration call-out for machining was very near the minimum material required to maintain the required strength, therefore no significant undercutting during machining could be accepted.

A problem developed at the start of the program when some areas of the finished panels were found not to meet the hardness requirements, (Rockwell E106 to E112) and Electro-magnetic Conductivity (IACS 30% to 35%). Our investigation disclosed this was due to overheating of the panels in the areas which were contoured by use of a hot form block. A stringent control, including an Air Force Mandatory Control of the process was established. The action was effective and the problem did not

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recur. Some other problems were encountered at the start of the program including material analysis and machining difficulties. They were resolved in a satisfactory manner.

The parts were machined complete at Boeing-Wichita and shipped to AVCO at Nashville, Tenn. for the application of organic finishes. An incident occurred with the first shipment. Enroute, near Nashville, the railroad car on which they were being transported caught fire. This resulted in the scrapping of some panels and the return of others to Boeing-Wichita for re-inspection and removal of corrosion as necessary.

This contract was near completion at the end of FY 73 with the final shipment due to depart Boeing-Wichita 19 Jul 1973.

#### FACILITIES

During this period ASD approved expenditure of \$2,182,424 for capital type rehabilitation. The following major items were approved:

1. CyTICTR, FY73CTR, FY74CTR	\$462,590
2. Rehabilitate two fire trucks	50,000
3. Replace roof drain lines	150,000
4. Repair taxi-ways 3, 3A and 10	138,335
5. Repair door, modification hangar bldg 118-F	62,000
6. Resurfacing of factory aisle floors	46,050
7. Repair interior coating, fuel storage tanks	21,000
8. Replace condensation return lines in south lean-to factory building 297-F	60,300

The following items were not authorized by contract amendment:

1. Replace roof drain lines	\$150,000
2. Replace domestic hot water lines	80,500

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3. Roof repairs	332,989
4. FY74 CTR	955,315

These items are included in the \$2,182,424 mentioned above.

The most troublesome of the CTR items accomplished was the repair of the fuel storage tanks. These tanks had been failing to produce sufficiently pure fuel due to bacterial growth at the interface of the fuel and water settled at the base of the tank. This water collected due to insufficient drainage from the single sump drain. The A&E firm retained by the contractor proposed epoxy coating of the tank bottom. It was apparent to Detachment 21 personnel that this would not eliminate water collection. Investigation of other fuel storage facilities revealed the most effective solution was to rebuild the floor in the shape of an inverted cone, rather than the existing crown. Then one drain at the lowest point would provide adequate drainage. However, installation of four sumps in each tank was found to be sufficient at other facilities and more cost-effective. This was the approach finally taken, in addition to coating the lower part of the tank with epoxy.

Scheduled maintenance was completed on the two 420,000 gallon above ground JP-4 fuel storage tanks in accordance with Air Force Manual 85-16. Three additional sumps were installed due to unevenness in the tank floor which previously created undrainable water pockets. The tank floors were coated with .015 mils of epoxy finish material (Byolin 1201) after installation of the sumps and sand blast cleaning.

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HISTORY  
of  
DETACHMENT 21, HQ AFCMC O/L DALLAS  
1 JULY 1972 - 30 JUNE 1973

Prepared by  
Barbara Corbin  
Historian

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CHAPTER I

MISSION STATEMENT

Accomplish contract management and operational surveillance of Air Force and other agency contracts, as assigned, including quality assurance, contract administration, production surveillance, industrial property administration, and ground safety.

MISSION ACTIVITIES

The primary mission of Detachment 21 O/L Dallas is to assure that Dallas Airmotive, Inc. and Southwest Airmotive Company provide the procuring Air Materiel Areas with overhauled and modified aircraft engines in accordance with the terms of the various contracts.

ORGANIZATION CHANGES

As a result of the increased DoD workload during the 2nd half of FY73 at Southwest Airmotive Company and Dallas Airmotive, Inc., it was determined that Detachment 21 Operating Location (O/L) Dallas would be redesignated as Detachment 3 AFCMC effective 1 August 1973, with authorized manning of nineteen personnel. As a result, the manning of the O/L increased from four to nine personnel by 30 June 1973:

Major Carlos L. Naumann, Officer in Charge

Edwin J. Betts, Property Administrator

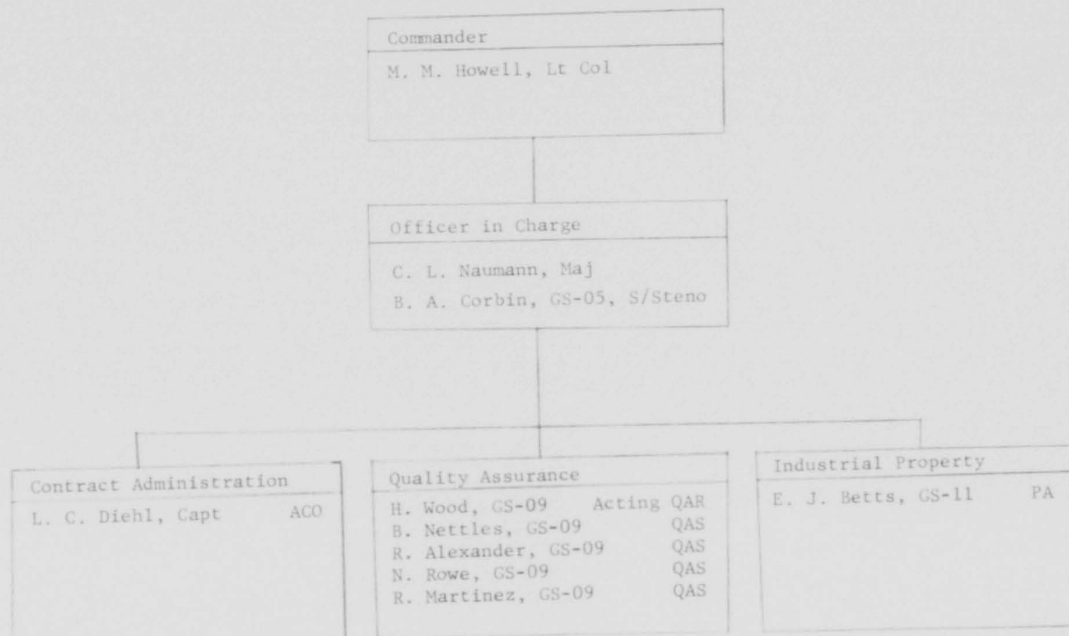
Robert K. Alexander, QAS

Norman E. Rowe, QAS

R. E. Martinez, QAS

AIR FORCE CONTRACT MAINTENANCE CENTER (AFLC)  
 Detachment 21, O/L Dallas  
 6114 Forest Park Road  
 Dallas, Texas 75235  
 Area Code 214/351-3849 or 357-6951

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Approved:

*Carlos L. Naumann*  
 CARLOS L. NAUMANN, Maj, USAF  
 Officer in Charge



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KEY PERSONNEL

Officer in Charge	Carlos L. Naumann, Maj, USAF	Jun 73
Contract Administration and Production Officer	Louis C. Diehl, Capt, USAF	Mar 71
Property	Edwin J. Betts	Nov 67
Quality Assurance (Acting QAR)	Harold H. Wood	Feb 58

## MANPOWER SUMMARY (30 Jun 1973)

## CONTRACT ADMINISTRATION

		<u>Auth</u>	<u>Assigned</u>
SUPERVISOR	6516	MAJ 1	MAJ 1
PROCUREMENT OFFICER	6534	CAPT 1	CAPT 1
CONTRACT ADMINISTRATOR	6534	GS-12 1	0
PROPERTY ADMINISTRATOR	6524	GS-11 1	GS-11 1
INDUSTRIAL SPECIALIST	1150	GS-11 2	0
ADMINISTRATIVE SUPERVISOR	70270	TSgt 1	0
SECRETARY/STENO	70450	GS-05 1	GS-05 1
PROCUREMENT CLERK	65150	GS-05 1	0

## QUALITY CONTROL STAFF

QAS (AERO)	4024	GS-12 1	0
QAS (AERO)	4024	GS-11 1	0
QAS (AERO)	43191	GS-09 6	GS-09 5
CLERK TYPIST	70230	GS-03 2	0

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CHAPTER II

Contract Administration

During 1 July 1972 - 30 June 1973, the Contract Administration office accomplished its function on thirteen active prime contracts and one active facilities contract. Two of these contracts were production complete during the reporting period, one transitioned from active to physically complete, two were retired, eight remained active, seven of those which were awarded during this reporting period. Lists of the contracts are furnished at the end of this narrative.

Three of the contracts awarded during this period were one year follow-on contracts for programs already in existence at each contractor's facility. These were the J-60 Engine and Navy TC4C programs at Dallas Airmotive, Inc., and the J-47 Engine program at Southwest Airmotive Co. Two of the contracts awarded during this period were for existing programs, but were multi-year contracts as opposed to one year contracts as had been the practice in the past. These multi-year contracts were for the J-60 Engine and Navy TC4C programs at Dallas Airmotive, Inc. Two of the contracts awarded during this period were for new engine programs. The J-57 Engine Program began at Southwest Airmotive Co. in April 1973 and the R-2000 Engine Program began at Dallas Airmotive, Inc., also in April 1973.

Both contractor's overall accounting and estimating systems were reviewed by DCAA and found to be satisfactory. The Contractor Procurement System approval was renewed at Dallas Airmotive, Inc. Approval was not necessary for the system at Southwest Airmotive Co.

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Both contractors are complying creditably in the Small Business/  
Labor Surplus Area Subcontracting Programs and letters were sent  
to each contractor commending them for their efforts.

The following were active contracts during this period:

F41608-71-D-1475	F34601-72-D-0530*
F41608-73-D-2568**	F34601-73-D-1925**
F41608-73-D-6039**	F34601-73-D-1444**
F41608-73-A-3419**	F33657-69-C-0567
N00019-73-C-0038**	F34601-69-D-4308
N00019-74-D-0024**	F34601-72-M-1205
DAAJ01-72-D-0077*	N00019-72-A-0020

\*Production complete during reporting period

\*\*Awarded during reporting period

The following contracts transitioned from active to physically  
complete:

N00019-72-A-0020

The following contracts were retired during this period:

F34601-69-D-4308

F34601-72-M-1205

Production

Major contracts administered are for engine and component overhaul to support various aircraft world wide. An Army and a Navy contract were also under production surveillance during FY 73.

Production is accomplished at two facilities. J-60 engine/component overhaul, Army and Navy contracts are performed at Dallas Airmotive, Inc. Overhaul of the J-57 and J-47 engines and components is accomplished at Southwest Airmotive Co. The J-47 is solely in support of the Military Assistance Program (MAP).

Dallas Airmotive, Inc. and Southwest Airmotive Co. both have union agreements with the International Association of Machinists and Aerospace Workers, AFL-CIO, Airline District 146. Dallas Airmotive's agreement was renegotiated during FY 73 and is due to expire in March 1976. Southwest Airmotive's agreement expires 17 November 1973.

Industrial Property

Because of decreased workload at Det 21 O/L Dallas, incumbent property administrator was transferred to Detachment 21, Wichita, Kansas. Incumbent, however, retained assignment of Det 21 O/L Dallas contractors. Property surveillance of same was performed on bi-monthly visits of one week duration. This arrangement detracted somewhat to the thoroughness and the quality of property surveys performed.

In April 1973, Southwest Airmotive Company was awarded the J-57 engine overhaul contract, the largest military contract awarded to them, and Dallas Airmotive, Inc. received the R-2000 engine overhaul contract from Spartan Aircraft Company, Harlingen, Texas.

Southwest Airmotive Company will establish an automated records system for the J-57 contract, and has plans for a new warehouse and office building on Putnam Street.

Dallas Airmotive, Inc., because of increased Government work, will reestablish their GFP warehouse and material control section at the 9019 Premier Row address.

Both contractors have requested installation of Advanced Records Systems (ARS) for the transmission of MILSTRIP requisitions, and both have expressed a desire to enter the Stock Number User Directory (SNUD) program.

Industrial Property Control Surveillance Program

System surveys were completed on schedule at end of calendar year 1972 for Dallas Airmotive, Inc. (DAI) and Southwest Airmotive Company (SAC). Both systems were satisfactory. Category surveys were only 45 per cent

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complete as of 30 June 1972, due to the property administrator being located at Detachment 21 Wichita, Kansas, until 10 June 1973, and also because of increased demands of newly awarded engine contracts at both contractors.

Loss, Damage, Destruction of Government Property

There was not any loss, damage, or destruction of Government property of any consequence. The contractor (DAI) was relieved of liability for one drum of lacquer thinner valued at \$132.00 as the ACO determined there was no willful misconduct or negligence involved.

Inventory Adjustments

During reporting period 1 July 1972 - 30 June 1973, inventory adjustment vouchers were submitted to and approved by the property administrator as follows:

<u>Contractor</u>	<u>Number Submitted</u>	<u>Total Value Property Inventoried</u>	<u>Value of Overages</u>	<u>Value of Shortages</u>	<u>Percentage of Shortages</u>
DAI	1	\$ 1,940,000	\$ 942	\$ 668	.1
SAC	3	\$ 473,103	\$ 2,346	\$ 2,800	1

Plant Clearance

During reporting period 1 July 1972 - 30 June 1973, disposals of Government property through plant clearance actions were as follows:

<u>Number of Cases</u>	<u>Acquisition Cost</u>	<u>Value of Redistributions</u>	<u>Proceeds from Sales</u>	<u>Net Proceeds</u>
5	\$ 257,290	\$ 8,630	\$10,170	\$10,170



Scrap Sales

Scrap sales conducted during reporting period were as follows:

<u>Number of Cases</u>	<u>Acquisition Cost</u>	<u>Proceeds from Sale</u>	<u>Net Proceeds</u>	<u>Cost of Sales</u>
1	\$1,330,000 Est	\$ 1,424	\$ 1,424	0

Government Property Provided Under the Exception Authority

Government property has been provided under exception authority to Detachment 21 O/L Dallas contractors on 16 different occasions during the period of this report.

Transportation Discrepancies in Shipment

Carrier damage has remained low. Only one shipment was received in a damaged condition. A J-60 compressor rotor container sustained damage while in transit. A claim for \$381 has been processed against the carrier.

Quality Assurance

During the period 1 July 1972 through 30 June 1973, the contractor's quality, as reflected by AFTO forms 64, Quality Unsatisfactory Material Reports, Reports of Item Discrepancies and other feedback, was very good. This condition prevailed for both contractors -- Dallas Airmotive, Inc. and Southwest Airmotive Co. Likewise, AFQA records indicate that both contractors maintained acceptable levels of quality.

There was considerable turnover in assigned personnel during the year. The AFQAR was on extended sick leave from 8 January until his retirement on 14 March. Two QA personnel performed the quality functions until the build-up of personnel started in June.

CHAPTER III

Highlights of Major Active Overhaul Contracts

F41608-73-D-2568: Contractor: Dallas Airmotive, Inc. - One year follow-on contract for overhaul of the J-60 engine. Awarded in March 1973. Select Source four month option clause. Contractor overhauls this engine commercially. At the end of FY 73, 20 engines were on contract with a total of seven engines produced. Best estimated quantity of engines to be placed on this contract is 134.

F41608-73-D-6039: Contractor: Dallas Airmotive, Inc. - This is a three year contract plus a two year option for the overhaul of the J-60 engine. Awarded in June 1973 under source selection procedures. First input of engines will be October 1973. First output of engines will be December 1973. BEQ for FY 74 is 62 engines. The J-60/P5B engine used on the VIP/SAM Fleet of VC 140 aircraft will be overhauled under this contract.

F41608-73-A-3419: Contractor: Dallas Airmotive, Inc. - One year BOA for the overhaul of the R-2000 engine. Select source. Awarded in April 1973. Four month option clause. Contractor overhauls this engine commercially. BEQ is 150 engines.

N00019-74-D-0024: Contractor: Dallas Airmotive, Inc. - A multi-year contract to support the Navy TC4C MK-529-8E/8H Engine Program. ACO writes orders for consumable material, gear box overhaul, rentals, exchanges and engine overhaul in support of this program.

F34601-73-D-1925: Contractor: Southwest Airmotive Co. - One year follow-on contract for the overhaul of the J-47 engine. Awarded in December 1972. Three month option clause. At the end of FY 73, 6 engines were on contract with a total of 4 engines produced. BEQ of engines for this contract is 34 engines.

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F34601-73-D-1444: Contractor: Southwest Airmotive Co. - This is a three year contract plus a two year option for the overhaul of the J-57 engine. Awarded in April 1973. Source selection procedures. Six engines were input by the end of FY 73. First output of an engine, by contract, is to be October 1973.

GLOSSARY OF ABBREVIATIONS

Det - Detachment  
SAC - Southwest Airmotive Company  
OCAMA - Oklahoma City Air Materiel Area  
DAI - Dallas Airmotive, Inc.  
SAAMA - San Antonio Air Materiel Area  
ACO - Administrative Contracting Officer  
DCAA - Defense Contract Audit Agency  
FOD - Foreign Object Damage  
GFP - Government Furnished Property  
IPE - Industrial Plant Equipment  
MAP - Military Assistance Program  
PCO - Procuring Contracting Officer

## GLOSSARY

ACFT	Aircraft
ACO	Administrative Contracting Officer
AERO	Aerospace
AF	Air Force
AFB	Air Force Base
AFCMC	Air Force Contract Maintenance Center
AFLC	Air Force Logistics Command
AFLCM	Air Force Logistics Command Manual
AFM	Air Force Manual
AFQA	Air Force Quality Assurance
AFQAR	Air Force Quality Assurance Representative
AGE	Aerospace Ground Equipment
AMA	Air Materiel Area
Apr	April
ARS	Advanced Records System
ASD	Aeronautical Systems Division
ASPR	Armed Services Procurement Regulation
ASSY	Assembly
Aug	August
BOA	Basic Ordering Agreement
Capt	Captain
CCV	Controls Configured Vehicle
CFAE	Company Furnished Aeronautical Equipment
CFE	Company Furnished Equipment
Co	Company
CPIFF	Cost Plus Fixed Fee
CPIF	Cost Plus Incentive Fee
CTO	Cognizant Transportation Officer
CTR	Capital Type Rehabilitation
DAI	Dallas Airmotive Inc
DCAA	Defense Contract Audit Agency
Dec	December
Det	Detachment
DISC	Defense Industrial Supply Center
DOD	Department of Defense
DFV	Daily Procedures Verification
DSA	Defense Supply Agency
ECM	Electronic Counter Measures
ECP	Engineering Change Proposal
Engr	Engineering
EVS	Electro-Optical Viewing System

Feb	February
FFP	Firm Fixed Price
FLIR	Forward Looking Infra Red
FOD	Foreign Object Damage
FPIF	Fixed Price Incentive Fee
FPIS	Fixed Price Incentive (Successive Target)
FY	Fiscal Year
GBL	Government Bill of Lading
GFP	Government Furnished Property
GSA	General Services Administration
Hq	Headquarters
IACS	International Annealed Copper Standard
IAW	In Accordance With
IBM	International Business Machine
IDWA	Interdivisional Work Authorization
IG	Inspector General
Inc	Incorporated
IRAN	Inspect and Repair as Necessary
Jan	January
Jul	July
Jun	June
Lt	Lieutenant
LtCol	Lieutenant Colonel
Mar	March
Maj	Major
MIL-STD	Military Standard
MILSTRIP	Military Standard Requisitioning and Issue Procedures
MIRR	Materiel Inspection and Receiving Reports
Md	Modification
MTBF	Mean Time Between Failure
MTU	Mobile Training Unit
NASA	National Aeronautics and Space Administration
Nov	November
OCAMA	Oklahoma City Air Materiel Area
Oct	October
OH	Ohio
OI	Operating Instructions
O/L	Operating Location



PA	Property Administrator
Pa	Pennsylvania
PCO	Procuring Contracting Officer
PDM	Periodic Depot Level Maintenance
PRDT	Production Reliability Demonstration Test
QA	Quality Assurance
QAR	Quality Assurance Representative
QAS	Quality Assurance Specialist
Qty	Quality
RFP	Request For Proposal
S/Steno	Secretary/Stenographer
SAC	Southwest Airmotive Company
SAAMA	San Antonio Air Materiel Area
SEA	Southeast Asia
Sep	September
S/N	Serial Number
SNUD	Stock Number User Directory
SRAM	Short Range Attack Missile
SSgt	Staff Sergeant
STV	Steerable television
Svs	Services
TCTO	Time Compliance Technical Order
Tech	Technical
T.O.	Technical Order
TR	Transportation Request
TX	Texas
ULO	Unliquidated Obligations
U.S.	United States
USAF	United States Air Force
Wa	Washington
WRAMA	Warner Robins Air Materiel Area

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USAF HOST - TENANT SUPPORT AGREEMENT			
INITIAL	REVISION	ANNUAL REVIEW	TERMINATION
I. DISTRIBUTION			
INDICATE HOST, TENANT OFFICE SYMBOL AND NUMBER OF COPIES REQUIRED FOR DISTRIBUTION			
SAC/LGX	2cys	AFLC/XOM/CSM	2cys ea
15AF/LGX	1cy	Hq AFMCMC/XM, Wright-Patterson AFB OH	1cy
381SMW/LGMR	2cys	Det 21 AFMCMC/DA, 3801 S Oliver, Wichita KS	2cys
II. IDENTIFICATION			
HOST		TENANT	
COMMAND	UNIT	COMMAND	UNIT
SAC	381st S'ral Msl Wp	AFLC	Hq AF Contr Maint Cen, Wright-Patterson AFB OH 45433
BASE OR ADDRESS		BASE OR ADDRESS	
McCoswell AFB KS 67221		Det 21 AF Contr Maint Cen 3801 S Oliver, Wichita KS 67210	
III. REMARKS			
INCLUDE EFFECTIVE DATE IF OTHER THAN THAT OF LAST SIGNATURE, AND WAIVERS.			
Effective date of this basic agreement is 1 May 73			
IV. COORDINATION AND APPROVAL			
AF Form 149 conforms with AFM 11-4 and other applicable Air Force Directives.			
HOST		TENANT	
TYPED NAME, GRADE AND ORGANIZATION OF COORDINATING OFFICIAL		TYPED NAME, GRADE AND ORGANIZATION OF COORDINATING OFFICIAL	
		M M HOWELL, Lt Colonel, USAF Commander	
DATE	SIGNATURE	DATE	SIGNATURE
		MAY 27 1973	M M Howell
TYPED NAME, GRADE AND ORGANIZATION OF APPROVING OFFICIAL		TYPED NAME, GRADE AND ORGANIZATION OF APPROVING OFFICIAL	
DATE	SIGNATURE	DATE	SIGNATURE

AF FORM 149  
SEP 70

PREVIOUS EDITION IS OBSOLETE.



Continuation page to Initial Host Tenant Agreement, Detailed Support Responsibilities -

<u>FUNCTION</u>	<u>HOST WILL</u>	<u>TENANT WILL</u>
23XX Field Maintenance	Responsible for Survival Equipment (including maintenance and repair, inspection of flight clothing, rubber products, and parachute equipment).	Deliver to and pick up from Host Base.
	Provide Spectrometric Oil Testing IAW T.O. 42B-2-1-9 when requested by tenant.	Request as required.
3130 Synthetic Trainer	Advise when simulator is available for use by Det 21 Flight Crews.	Advise Host of requirements and ensure attendance of personnel.
34XX Weather	Provide weather briefings by telephone for Det 21 Functional Test Flights.	
5XXX Medical	Includes flight medicine support audiometric tests for Det 21 AFMC personnel.	Advise Host of requirements as they arise.

66

SUPPORT AGREEMENT			1. EFFECTIVE DATE 1 November 1972	2. TERMINATION DATE 1 November 1977	3. AGREEMENT NUMBER	4. ACG SUBGROUP NO.
5. AGREEMENT NUMBER SUPERSEDED BY THIS AGREEMENT				6. NAME AND ADDRESS OF SUPPLYING ACTIVITY Detachment 21, AFMCC (AFIC) The Boeing Co., Wichita Division Wichita, Kansas		6A. M.C. CODE
7A. NAME AND ADDRESS OF RECEIVING ACTIVITY Defense Contract Audit Agency Resident Office, The Boeing Company Wichita, Kansas				7B. RECEIVING ACTIVITY ADDRESS CODE		
8. EST. YEARLY VALUES OF SUPPORT TO BE PROVIDED			9. CATEGORIES OF SUPPORT (Indicate codes from reverse)			
A. REIMB.	B. NON-REIMB.	C. TOTAL	OTHER			
		None				
10. FUNDING AND REIMBURSEMENT ARRANGEMENT (Use blank sheets of paper if additional space is necessary)						
Not applicable (non-reimbursable)						
11. SPECIFIC PROVISIONS (Use blank sheets of paper if additional space is necessary)						
a. VHC Equipment, including maintenance service						
b. Incoming message service (this being cooperated AUTODIN)						
c. Transportation Requests						
No additional manpower resources are required to perform the support provided for in this agreement.						
12A. TYPED NAME, POSITION TITLE OF LOCAL OFFICIAL FOR SUPPLIER M. M. HOWELL, LtCol, USAF Commander, Det 21 AFMCC (AFIC)				12B. SIGNATURE <i>M. M. Howell</i>	12C. DATE 16 Apr 73	
13A. TYPED NAME, POSITION TITLE OF LOCAL OFFICIAL FOR RECEIVER LOUIS M. ESPOSITO, Regional Manager				13B. SIGNATURE <i>L. Esposito</i>	13C. DATE 4/1/73	
14. APPROVAL AUTHORITY IS: <input type="checkbox"/> REQUIRED (If required, complete items 14A-15C) <input type="checkbox"/> NOT REQUIRED						
14A. NAME, POSITION TITLE FOR SUPPLIER				14B. SIGNATURE	14C. DATE	
15A. NAME, POSITION TITLE FOR RECEIVER				15B. SIGNATURE	15C. DATE	
16. ANNUAL REVIEW AND/OR MINOR MODIFICATION						
A. DATE OF REVIEW			C. SIGNATURE FOR SUPPLIER			
B. NATURE OF MODIFICATION			D. SIGNATURE FOR RECEIVER			
A. DATE OF REVIEW			C. SIGNATURE FOR SUPPLIER			
B. NATURE OF MODIFICATION			D. SIGNATURE FOR RECEIVER			
A. DATE OF REVIEW			C. SIGNATURE FOR SUPPLIER			
B. NATURE OF MODIFICATION			D. SIGNATURE FOR RECEIVER			
A. DATE OF REVIEW			C. SIGNATURE FOR SUPPLIER			
B. NATURE OF MODIFICATION			D. SIGNATURE FOR RECEIVER			

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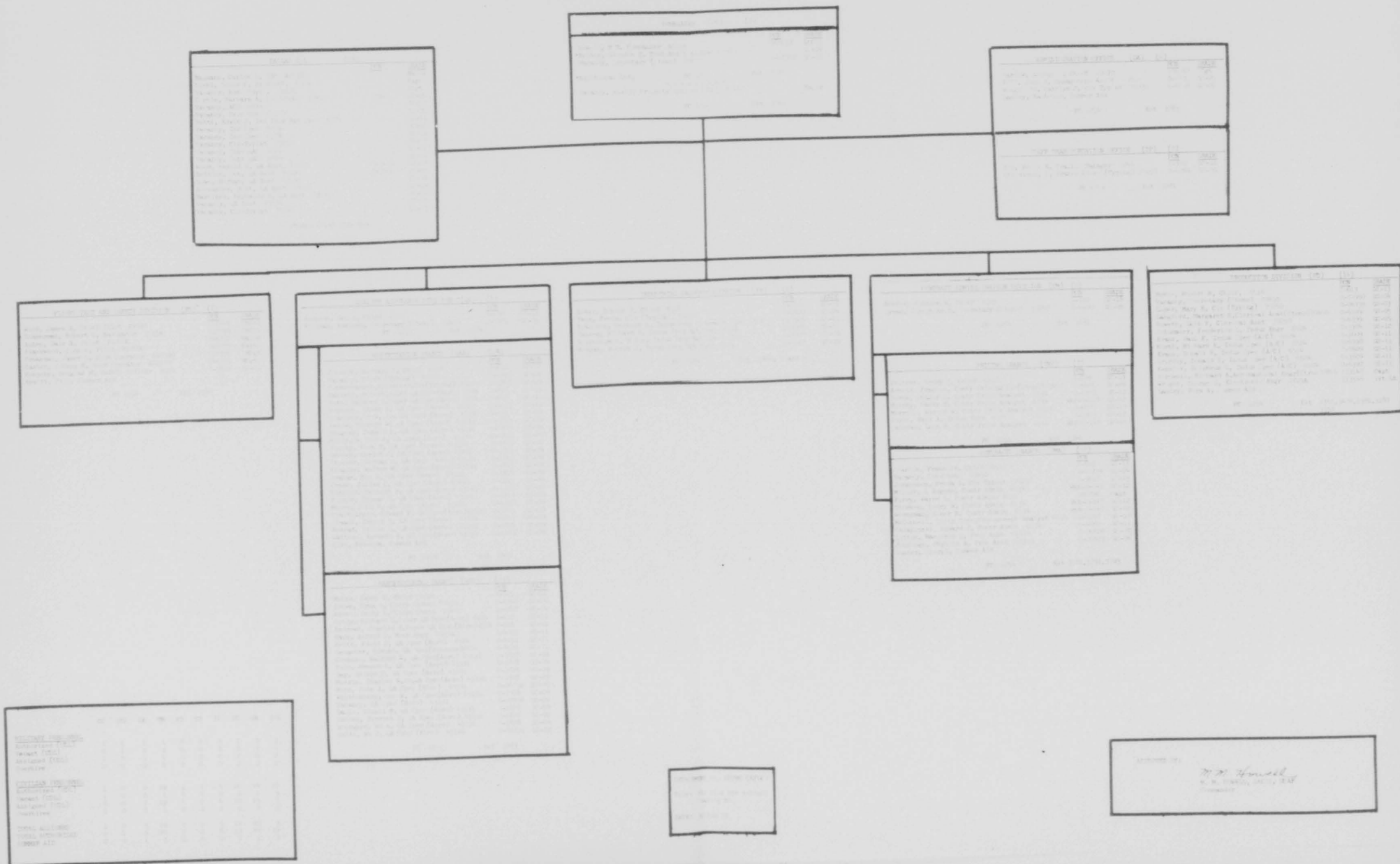


# DETACHMENT 21, AFCMC (AFLC)

The Boeing Company, Wichita Kansas



## ORGANIZATION MANNING CHART



"Photographs"

KC-135s Undergo Paint Job

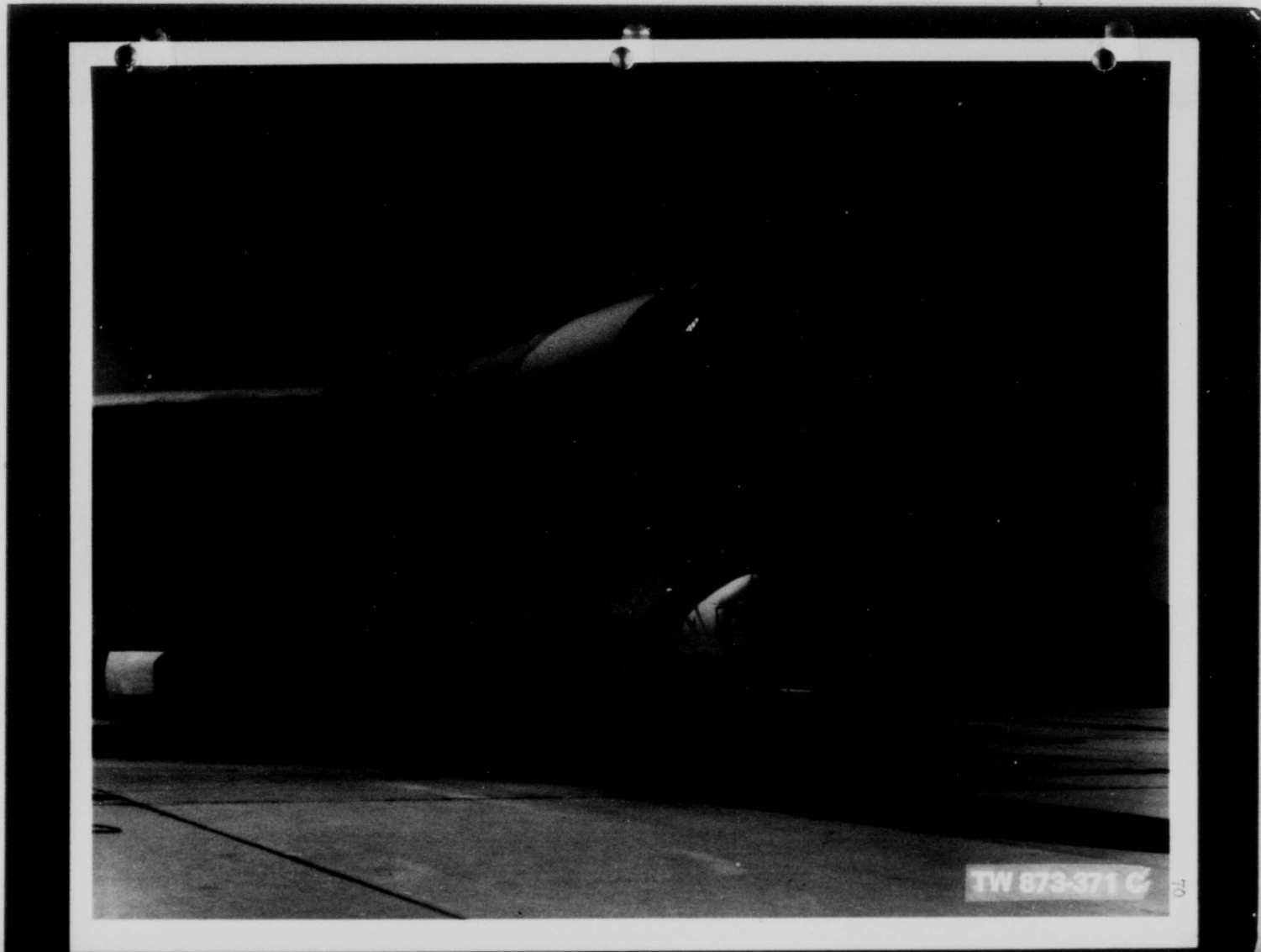
New Program to paint 159 KC-135 aircraft as an extension of the on-going '73 Mod/IRAN effort here was begun in July as a part of a contract with OCAMA. The first aircraft to receive its aluminum-color paint job is pictured here undergoing removal of decals and stencils preparatory to applying the new protective finish. Approximately 30 employees are assigned to the project.



B-52 EVS

B-52H showing the external turrets of the EVS Installation  
with front closed.

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THIS PAGE IS DECLASSIFIED IAW EO 13526

B-52 EVS

B-52 showing the external turrets of the EVS Installation  
with front open.





B-52 Sport Model

LOOKING like the "sky grabber" it really is, this modified B-52E with movable horizontal and vertical canards is shown taking off from Wichita's McConnell Air Force Base on a test flight. The program, known as Control Configured Vehicles (CCV) ride control system is expected to improve ride quality of aircraft at low altitudes. The tests are being conducted here under a contract with the Air Force Flight Dynamics Laboratory, Dayton, Ohio. In addition to the canards, the brightly painted airplane is equipped with a gust probe and a large CCV decal on its nose. The airplane is now being modified for later flights.



Wichita's First B-52 Returns

FIRST Wichita-built B-52D returned to its birthplace October 5 when it was flown here from Barksdale Air Force Base, La., by a Boeing crew for a new paint job. The aircraft was rolled out here (along with a B-47E) Dec. 7, 1955, amid colorful ceremonies and cheers of thousands of onlookers. The Stratofort, which has seen service in Southeast Asia, has 10,465 flying hours in its log book.



Advanced Medium STOL Transport

HUGE nacelles (circled) for the two Boeing YC-14 prototypes are earmarked for production at the Wichita Division. The aircraft, previously called the Advanced Medium STOL Transport, is being considered as a replacement for the Air Force C-130.

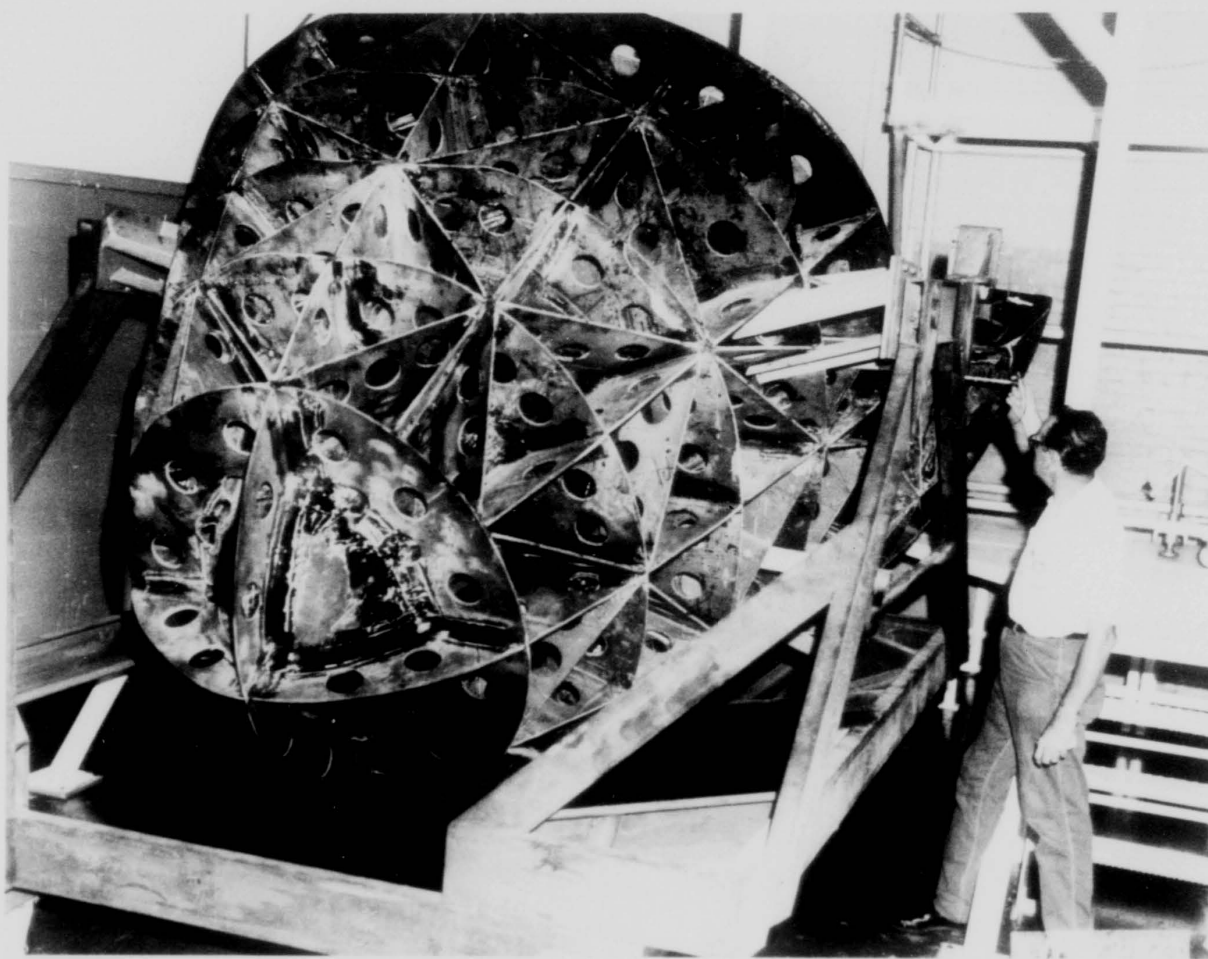


Boeing "Plastic Surgeons" Go  
To Work On Stratoforts Nose

The need to develop a new nose radome that would be compatible with improved electronic systems earmarked for B-52G and H airplanes resulted in one of the best displays of team effort at Boeing-Wichita in some time.

Bond Assembly Jig (BAJ) made by Tooling shop and used for layup of materials for new B-52 radome is pictured. A Boeing employee is shown removing lock pin in preparation for rotating jig in upright position. BAJ is capable of being rotated in all positions to facilitate layup of core and skins.

One of 4 series





The radomes - largest ever built here - are 10' long, 8' wide and 8' tall. They feature new materials, techniques and processes and represent five years of developmental effort.

Employees are shown here cleaning interior of BAJ in preparation for building second unit.

Two of 4 series



Reduce 9" to 4 1/2" - 4 1/2"

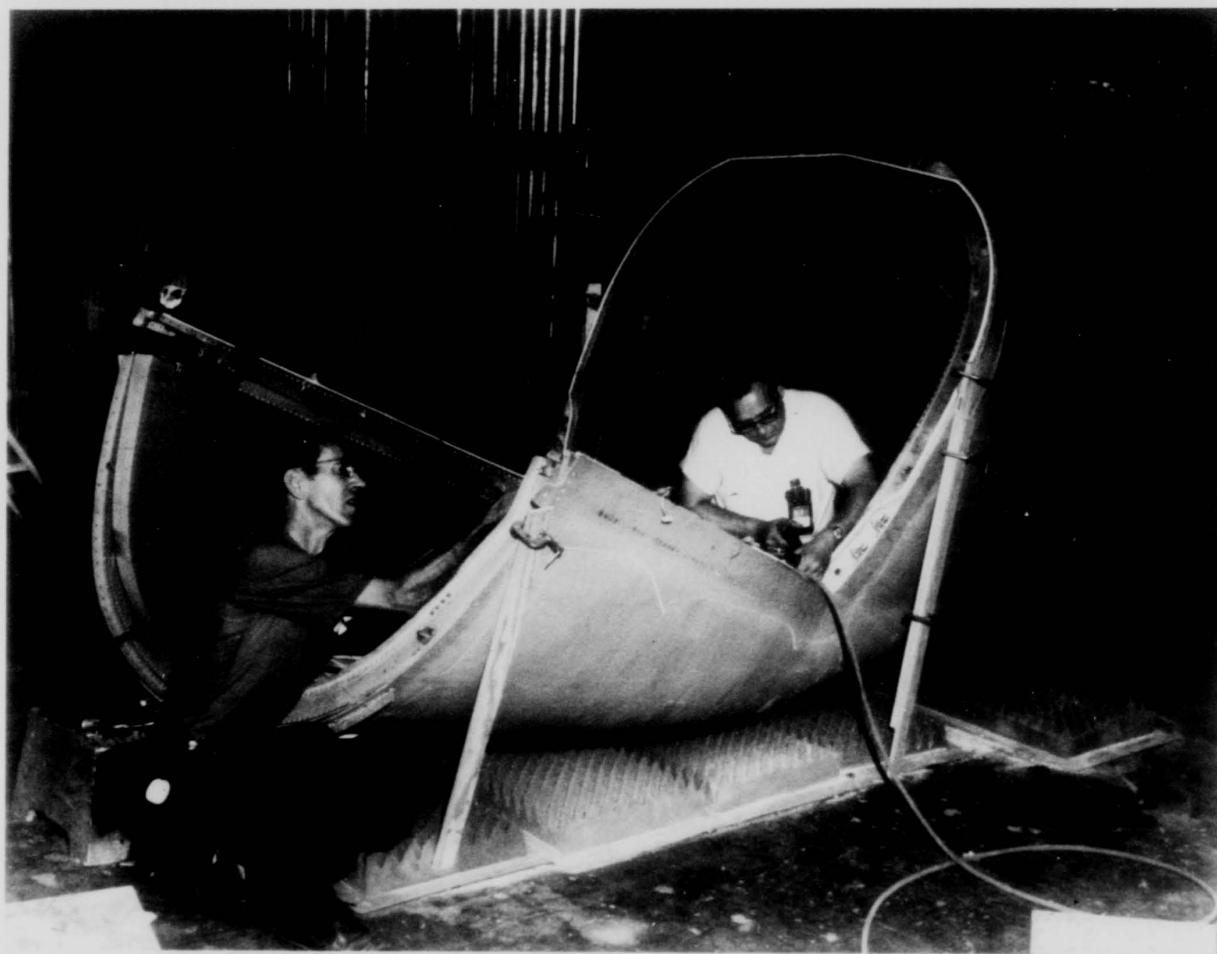
4/10

75

103173151

Installation of metal edge hand hardware holds the  
attention of the employees. The radome is positioned  
on thick foam rubber pads for protection.

Three of 4 series



Finished at last is first B-52 radome unit, complete with  
10 coats of paint. Those Boeing employees responsible are  
photographed with the unit.

Four of 4 series









IRIS WORKSHEET		006 OLD REEL NUMBER
016 CALL NUMBER (10AN) K215.103 V.14	005 IRIS NUMBER (10AN) 00917091	
026 OLD ACCESSION NUMBER (12AN)	018 MI MICROFILM REEL/FILM NUMBER 00917091	
SECURITY WARNING/ADMIN MARKINGS		
RD FR CN SA WI NF PV FO PS NO CONTRACT PROPRIETARY INFO	ORAL HISTORY CAVEAT 01 02 03 04	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 00917075	DEST DUP OF _____	027 NUMBER IN AUDIO REEL SERIES
INSERT TO _____	DUP OF _____	
CATALOGING RECORD		
100 - PERSONAL NAME	109 - ISSUING AGENCY	129 - TITLE AS MAIN ENTRY
Air Force Contract Maintenance Center		
220 (Use one) (DO NOT USE IF TITLE IS MAIN ENTRY) (180AN) Historical Data of Detachment 22		
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) Vol 14		
DATES: ONLY 264 OR 265 MUST BE COMPLETED. SUPPLY BOTH IF KNOWN		
264 INCLUSIVE DATE 72 07 01 TO 73 06 30		IF DATE ESTIMATED, CHECK HERE <input type="checkbox"/>
265 DATE OF PUBLICATION _____		300 TOTAL PAGES _____

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APPROVED BY	V. H.	K215.103
DATE		FY 1973
RETURN TO		
7 MAY 1973		

HISTORICAL DATA  
OF  
DETACHMENT 22  
AIR FORCE CONTRACT MAINTENANCE CENTER (AFLC)  
1 JULY 1972 THROUGH 30 JUNE 1973

by  
Joyce E. Anderson

UNCLASSIFIED

Approved by:

*[Signature]*  
COLONEL W. WARE, Colonel, USAF

3-8661-14  
00917091

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#### MISSION STATEMENT

Operations of Detachment 22 are unique to the Air Force Contract Support Center (AFSC) in that our original charter provided for the administration of the Peace Hawk Phase III Program. This includes materiel support provided by Air Force Logistics Command (AFLC). Subsequently, Detachment 22 became the on-site program management representative of the Peace Hawk Program Manager at San Antonio Air Materiel Area (SAAMA).

#### PROJECT PEACE HAWK

Project Peace Hawk is a three-phased 1/3 billion dollar Foreign Military Sales Program. The immediate objective is to provide F-5B/E aircraft, supporting equipment and spares, facilities, training, and maintenance assistance to the Royal Saudi Air Force (RSAF). Phase I provides F-5B aircraft and spares and supporting equipment. All 20 aircraft under Phase I have arrived in Dhahran, Saudi Arabia. Phase II provides for 30 F-5E aircraft with spares and supporting equipment. Aircraft deliveries are scheduled to commence February 1974. United States Military Training Mission to Saudi Arabia (USMTMSA) is primarily responsible for these two

Detachment 22 is most directly involved in the contract with Northrop Corporation, Aircraft Division, for technical services and facilities. This phase of the contract is supplied under Phases I and II. The ultimate goal is to enable the RSAF to become self-sufficient in the maintenance of the F-5B/E weapons system.

#### MISSION ACTIVITIES AND EVALUATION

The letter contract #F41608-72-C-2172 was signed 31 May 1972 establishing Peace Hawk Phase III. Duration of the contract is May 1972 to August 1975 with two one-year options. Negotiations for definitization of the letter contract was held during the period of April-June 1973 at SAAMA. To date, the letter contract has not been formalized, but is scheduled to be completed before the end of the calendar year 1973. The letter contract was issued for a "not-to-exceed" price of \$76,838,898 and the definitive contract will have a "not-to-exceed" price of \$128,648,300. This contract is also unique in that the work is performed at two sites (Dhahran and Taif, Saudi Arabia) located approximately 850 miles apart. The Detachment Operating Location at Taif was activated when the Officer-in-Charge and the Contracting Officer arrived and began establishing the unit in July 1971.

KEY PERSONNEL  
AS OF 30 JUNE 1973

Dhahran

COMMANDER	CHARLES S. BEDELL, Colonel, USAF
CONTRACT ADMIN	PAUL E. GANNON, GS-13
PRODUCTION	JAMES H. LAWRENCE, Captain, USAF
PRODUCTION (LOGISTICS)	GAIL SADBERRY, GS-12
INDUSTRIAL PROPERTY	EARLE M. JURICK, GS-12
QUALITY ASSURANCE	JOHN L. SANDFORD, GS-12
ADMIN SUPERINTENDENT	RICHARD E. FLAMER, SMSgt, USAF
FLIGHT TEST/SAFETY	KEITH E. PHILLIPS, Lt Col, USAF (assigned to USMTM)

Operating Location - Taif

OFFICER-IN-CHARGE	ROBERT E. COLE, Lt Col, USAF
CIVIL ENGINEER	FOREST E. BLAIR, Major, USAF
CONTRACT ADMIN	NELSON I. HALL, GS-12
INDUSTRIAL PROPERTY	CHARLES F. RUMMAGE, GS-11
PRODUCTION	PHILIP E. GENTRY, GS-11

## PERSONNEL STRENGTH AS OF 30 JUNE 1972

## DHAHRAN AIR BASE

<u>COMMAND</u>	<u>AFSC</u>	<u>GRADE</u>	<u>AUTH</u>	<u>ASSIGNED</u>
Commander	6516	Co1	1	1
Secretary (Stenography)	70450	GS-05	1	1
Administrative Superintendent	70490	SMS	1	1
Administrative Supervisor	70270	TSG	1	1
<u>CONTRACT ADMINISTRATION</u>				
Contract Administrator (ACO)	6534	GS-13	1	1
Contract Administrator (Asst)	6524	GS-12	1	1
Clerk-Typist	70250	GS-04	1	1
<u>QUALITY ASSURANCE</u>				
QA Specialist (Aero)	4024	GS-12	1	1
QA Specialist (Aero)	4024	GS-11	1	0
Aircraft Maintenance Technician	T43171C	MSG	1	1
Aircraft Elec Rep Technician	T42370	MSG	1	1
Jet Engine Technician	43270	TSG	1	1
Clerk-Typist	70250	GS-04	1	1
<u>PRODUCTION</u>				
Production Officer	6516	Maj	1	CAPT 1
Industrial Specialist	6524	GS-12	1	1
Industrial Specialist	6524	GS-11	1	0
Clerk-Typist	70250	GS-04	1	1
<u>INDUSTRIAL PROPERTY</u>				
Property Management Specialist	6524	GS-12	1	1
Inventory Management Specialist	64570	TSG	1	MSG 1

## PERSONNEL STRENGTH AS OF 30 JUNE 1972

## TYPE OPERATING LOCATION \*

<u>COMPANY</u>	<u>AFSC</u>	<u>GRADE</u>	<u>AUTH</u>	<u>ASSIGNED</u>
Office Clerk	6516	LTC	1	1
Clerk/ stenographer	70450	GS-05	1	1
Administrative Supervisor	70270	MSG	1	0
<u>CONTRACT ADMINISTRATION</u>				
Contract Administrator (Asst)	6534	GS-12	1	1
Clerk/typist	70250	GS-04	1	1
<u>QUALITY ASSURANCE</u>				
QA Specialist (Aero)	4024	GS-12	1	0
Aircraft Maintenance Tech	43171C	MSG	1	0
Aircraft Maintenance Tech	T43171C	MSG	1	0
Aircraft Elect Rep Tech	T42370	MSG	1	0
<u>PRODUCTION</u>				
Industrial Specialist	6524	GS-11	1	1
Maintenance Sch Tech	43370	MSG	1	0
Administrative Specialist	70250	SSG	1	1
<u>INDUSTRIAL PROPERTY</u>				
Property Management Specialist	6524	GS-11	1	1
Inventory Management Specialist	64570	TSG	1	0

\* All military positions are scheduled to be manned by January 1974.



PERSONNEL ACTIONS

1. Capt. Richard M. Hines, HQ 2849 Air Base Group, Hill AFB, Utah arrived 1 July 1972 to provide assistance to Detachment Civil Engineer.
2. MSgt Angelo M. Adragna, arrived 30 July 1972 to assume his position as Inventory Management Specialist.
3. TSgt William T. Anderson arrived 30 July 1972 to assume his position as Quality Assurance Specialist.
4. MSgt Owen L. Sugg arrived 4 August 1972 to assume his position as Quality Assurance Specialist and NCOIC.
5. Mrs Joyce E. Anderson, GS-5, Secretary (Steno) entered on duty 12 August 1972 as Commander's Secretary.
6. MSgt Edward E. Affolter arrived 20 August 1972 to assume his duties as Production Specialist.
7. MSgt James N. Dillard arrived 20 August 1972 to assume his duties as Quality Assurance Specialist.
8. Mrs Beverly J. Cleaver, GS-4, Clerk-Typist entered on duty 4 September 1972 in Contract Administration.
9. Mrs Fredna E. Olander, GS-5, Procurement Clerk entered on duty 16 September 1972.
10. Earl E. Gilbert, GS-11, arrived 17 September 1972 to assume his duties as Industrial Specialist.

11. 1st Lt. Robert J. Hill arrived 17 September 1972 to assume duties as Quality Assurance Specialist.

12. Sgt. Carroll L. Harries arrived 24 September 1972 to assume duties as Quality Assurance Specialist.

13. On 27 September 1972 Lt Col Keith E. Phillips was assigned as the Government Flight Representative and Chief Flight/Test Officer of the TDY per Memo of Agreement with USMTMSA.

14. Mrs. Gloria M. Patrakis, GS-4, Clerk-Typist entered on duty 27 September 1972 in the Quality Assurance functional area.

15. 1st Lt. Raymond C. Wright arrived 22 October 1972 to assume duties as Quality Assurance Specialist.

16. Nelson I. Hall, GS-12, arrived 10 November 1972 to assume duties as Contracting Officer at Taif, Saudi Arabia.

17. Captain Richard M. Hanes departed from TDY in Saudi Arabia in November 1972.

18. Gail Sudberry, GS-12, arrived 1 December 1972 to assume duties as Industrial Specialist in the Production functional area.

19. Mrs. Lois D. Fagan, GS-4, Clerk-Typist, entered on duty 4 December 1972 in the Production functional area.

20. John L. Sandford, GS-12, arrived 9 December 1972 to assume duties as Quality Assurance Representative.

21. Earle H. Jurick, GS-12 arrived 22 December 1972 to assume duties as Industrial Property Administrator.

22. Dewey S. Jones, GS-12, arrived 31 December 1972 to assume duties as Assistant Administrative Contracting Officer.

21. Lt Col Robert E. Cole arrived 5 January 1973 to assume duties as Officer-in-Charge, Taif.
22. TSgt Clarence C. Aton arrived 13 January 1973 to assume duties as Administration Specialist at Taif.
23. Major Ernest E. Blair arrived 11 February 1973 to assume duties as Civil Engineer at Taif.
24. Mrs Marie L. Sudberry, GS-4, Clerk-Typist, entered on duty April 1973 in the Quality Assurance functional area vice Mrs Maria I. Petrakis who transferred to Taif in the Contract Administration functional area.
25. Lt Col Gerald T. Dantzler departed Det 22 PCS on 13 April 1973.
26. Joseph E. Holmes, GS-11, and Earl E. Gilbert, GS-11, departed PCS 28 April 1973.
27. TSgt Wilburn T. Anderson departed PCS on 2 May 1973.
28. Philip E. Gentry, GS-11, entered on duty 15 May 1972 to assume duties as Industrial Specialist at Taif.
29. SMSgt William Walsh, Jr departed PCS on 23 May 1973.
30. Charles F. Rummage, GS-11, entered on duty 1 June 1973 to assume the duties as Property Management Specialist.
31. TSgt Richard E. Wolf departed PCS on 3 June 1973.
32. SMSgt Richard E. Flamer arrived 9 June 1973 to assume duties as Administration Superintendent vice SMSgt Walsh.

15. Lt. Col. Joseph M. Ware arrived 27 June 1973 to assume duties  
as Detachment 22 Commander vice Colonel Charles H. Bedell who  
will be departing PCS 1 July 1973.

#### ORGANIZATION

Detachment 22 AFMPC is divided into seven functional areas and an operating location to deal with Peace Hawk Phase III Program:

- \* Contract Administration
- \* Production
- \* Industrial Property
- \* Quality Assurance
- \* Administration
- \* Flight Test/Safety
- \* Operating Location at Taif

There follows a brief history prepared by each functional area and the Operating Location of Detachment 22.

#### Contract Administration

The Contract Administration functional area is responsible for the overall administration of the contracts assigned to the Detachment to administer. The Administrative Contracting Officers (ACO) coordinate the technical skills of the other functional specialists in developing a basis for ACO actions on contract administration. In general, the Contract Administration functional area performs the numerous contract administration functions as specified in the contract, the terms of the contract, and other applicable regulations.

#### ORGANIZATION

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#### Contract Administration

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Accomplishments:

a. During February, the Contract Administration function was extensively busy with the construction phase of the Peace Hawk Program. In July 1972, a functional review was accomplished of the proposed facilities at Dhahran, RSAF, and contractor personnel participated in the review. Concept design drawings of the proposed Hangar Modification were forwarded to the RSAF for approval. Additionally, the Director of the SAAMA Program Management Office arrived and the Civil Engineer took the first design review drawings to Livorno, Italy. Also during July, the AC received authorization from the Procuring Contracting Officer (PCO) at SAAMA to issue contractual changes under Line Item 0-12 of Contract F41608-72-C-2172 up to \$20,000 per action provided the change did not increase the "not-to-exceed" price of the contract.

b. During August, the Hangar Modification was started and the Dhahran Engine Inspection and Repair Shop and Test Stand designs were approved by the RSAF. Hochtief, a German construction firm, was awarded the sub-contract for the construction of the facilities at Dhahran and Taif. The RSAF also cancelled the Arm-De-Arm pads from the facilities to be constructed.

through October and November, 1972. The Contract Administration function was performed by Mr. Dewey Jones. Mr. Dewey Jones was selected to fill one of the ACO slots during this period, Mr. Dewey Jones was selected to fill the second ACO slot thus bringing the total number of ACOs in the Contract Administration function to two. Mr. Hall reported for duty in November 1972 and Mr. Jones reported for duty in December 1972.

In early January 1973, the final inspection and acceptance was accomplished on Compass Rose and the Trim Pad. In addition, the newly constructed Mobile Training Set (MTS) and English Language Training (ELT) buildings were inspected and accepted for beneficial occupancy. Shift operation was activated with Mr Hall moving to shift to perform the functions of the ACO at the Operating Location.

The month of February 1973 brought the first fatal accident on the program. A laborer from Hochtief fell to his death through the unfinished roof of the Operational Conversion Unit (OCU) building. A Stop Work Order was issued until safety conditions were met. On 12 February 1973, SAAMA and NAD management personnel moved into the new Administration building on 12 February 1973. Towards the end of the month, a fact-finding team from SAAMA and Northrop/Hawthorne



arrived for a three-week stay to prepare first hand for the upcoming contract finalization negotiations. The long awaited communications frequencies were also assigned in February.

f. In April 1973 Mr Gamron departed for CONUS to participate in the contract negotiations. The Apron Lights, LOX shelters, and modifications to the existing Weld Shop were all completed and accepted during this period.

g. During May and June 1973, discussions were held over how and when the OCU, AIT, Administration, Contractor Technical Training (CTT), and Hangar Modification would be turned over to the RSAF. A tentative schedule of 12 June 1973 was established. Transfer and acceptance forms were forwarded to the RSAF. Later in the month, a Stop Work Order was issued on the HF antennas due to a penetration of the antennas above the horizontal plane authorized by the ICAO standards for International Airports.

h. The fiscal year ended with almost all Peace Hawk facilities complete or nearing completion both at Dhahran and Taif; the English language and Technical Training in full operation at Dhahran, with partial operation at Taif; and a class of pilot trainees having completed pilot training.

Production:

The production functional area is responsible for performing production surveillance in accordance with provisions of ASPB and implementing directives. The purpose of production surveillance under the Peace Hawk contract is to protect the rights of the United States and Saudi Arabian Governments by the early detection of problems affecting delivery performance and immediate notification to higher headquarters. At all times, we must keep the ultimate program objective in mind: to provide the RSAF with the capability of self-sufficiency in flying and maintaining F-5B/E weapons systems.

Accomplishments: During FY73, the Production Office grew from a one-member operation to its fully authorized size. The Production Officer was joined by a Master Sergeant Maintenance Scheduling Technician in August 1972 and a GS-11, Industrial Specialist the following month. The GS-12, Industrial Specialist and GS-4 Clerk-Typist began work early December 1972 to complete the Production Office. The following are a few of the accomplishments achieved during the year:

- a. The first two F-5B aircraft arrived in Dhahran 24 September 1972 as scheduled. Deliveries continued throughout the

six months, and by the end of March 1973, all twenty F-5Es had arrived. As aircraft deliveries proceeded, the flying training and aircraft maintenance programs commenced and progressed satisfactorily. RSAF and Northrop pilots began proficiency flying on 15 June, and continued these flights throughout the fiscal year. The first F-5E Instructor Pilot Qualification class, consisting of three Saudi pilots, began 2 December 1972, and the first F-5E Pilot Qualification class of 18 Saudi pilots began 1 February 1973. By the end of FY73, 3,328 accident-free flying hours had been recorded.

b. Logistics management functions are also being performed within the Production functional area. This is a unique workload for an AFMC detachment but was necessitated by the Peace Hawk mission and by SAAMA designating the Detachment 22 Commander as on-site program manager. The GS-12, Industrial Specialist position was redesignated as Logistics Specialist to maintain constant surveillance of Peace Hawk operational problem areas and critical items for immediate notification to SAAMA.

c. English language training completed 11½ months of operation on 30 June 1973. This training began earlier than the 1 October contractual opening date due to unexpectedly low English Comprehension Level (ECL) test scores attained by the initial

group made to provide a set technical training. By the end of the fiscal year, 70 potential aircraft maintenance technicians had graduated with sufficient language comprehension to understand and follow spoken technical instruction; their scores averaged an average of 29 points. In addition, two graduates who had shown extraordinary English language ability, were selected for instructor training as part of the program to establish a self-sufficient RSAF operation. Training is programmed for two years. Sufficient empirical data was collected to predict the number of students expected to graduate by the end of the contract period. As a result, four additional instructors were hired to accommodate 80 students at Dhahran and, beginning with commencement of training in Taif on 1 July 1973, 80 students at that location also.

d. Technical training began in Dhahran 7 August 1972 with a class of ten base firemen taking the crash-rescue course. The first RSAF technicians assigned to Peace Hawk commenced training 10 August 1972. By the end of almost 11 months, 95 technicians had successfully completed one or more courses and were performing assigned F-5 maintenance tasks, 21 pilots had received aircrew familiarization training, and ten personnel completed crash-rescue. Seven graduates of four purely technical courses returned

to the extent of the contract, as technical instructors.

The contract also provided for technicians progressed to the next level of flight line for on-the-job training under the supervision of contractor maintenance personnel.

At the end of the fiscal year, the 19 special purpose vehicles

started the fiscal year, the 19 special purpose vehicles were received and placed into service. Eight of these vehicles will be transferred to Taif during the coming year.

(1) Contract personnel in Saudi Arabia as of 30 June 1973

totalled 1,279, down from the peak of 1,279 in March 1973.

Contract personnel numbered 523, and the remaining 500 lived and worked in Taif.

(2) The breakout by nationality is as follows:

U.S. Americans	295
Saudi Arabian	537
Third-country Nationals	191

(3) The breakout by company is as follows:

Northrop Corporation	245
NADC	18
Page Communications	60
Hochtief	226
General Electric	11
Tospane Company	473

#### Industrial Property

The Industrial Property functional area is responsible for developing and applying a system survey program for contractors

... of the contractor's control

... Administrator arrived at Dhahran on 22 December  
... of the Industrial Property Section. The  
... Property Management Specialist assigned to the Task  
... arrived in June 1973.

... evaluation of the Northrop Property Control  
... was performed in January 1973, and a Post-Award conference  
... was held in early February 1973.

c. Significant problems were encountered in that the con-  
tractor's Property Control System was unacceptable for various  
reasons, i.e., accountable property was not identified or con-  
trolled and acceptable written procedures were not established  
until June 1973. The contractor's Property Control System remains  
disapproved at end of subject report period.

d. The required annual system surveys will commence during  
first quarter, FY74, upon approval of the Northrop Property  
Control System.

The Quality Assurance Representative maintains surveillance over the contractor's Quality Control System. Determines the type and extent of required Quality Assurance actions necessary to assure the contractor supplies and/or services specified by the contract. Implements day-to-day surveillance over contractor activities using standard Quality Assurance procedures.

The Quality Assurance Representative arrived in-country in December 1972. With the help of one U.S. DOD civilian and five military personnel, procedures were developed, control centers established, product and procedure checklists were initiated.

b. Due to the complexity of the contract, it was finally determined that MIL-I-45208A was not applicable to a maintenance contract; therefore, a problem existed in the contractor writing an acceptable Quality Control Plan. The contractor wrote a plan using Air Force Manual 66-1 dated 10 February 1970 as a guide. The plan is currently being revised to comply with all contractual requirements. All other areas have MIL-I-45208A as a requirement. An acceptable Quality Control Plan has been submitted for house-

... acceptable procedures  
... and GJT.

#### Administration

The Administration functional area provides planning and management of administrative functions, and exercises control over administrative functions, budget, accounting and finance, TDY activities and financial requirements. Provides liaison with the Detachment and logistical support of the Detachment operating location. Issues guidance and exercises control over administrative functions performed by the Detachment and the operating location, including manpower, budget, travel, TDY, and status reporting.

#### Accomplishments:

a. When the Detachment was activated, the Administration functional area was charged with the responsibility of preparing and publishing Detachment Operating Instructions; establishing and providing support and liaison between the servicing CBPO, CPO, and the Detachment which is a geographically separated unit (GSU); coordinating housing and vehicle requirements as well as administrative liaison with the contractor, and establishing various accounts, such as PDO, for successful operation of this GSU. Provides liaison and rapport with host activities.

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The successful operation of the Detachment of the Peace Hawk Program is dependent upon the successful transition of personnel and the acquisition of logistics and support enabling the Detachment to operate from the Dhanran Air Base without visible degradation.

#### Flight Test and Safety

The Flight Test and Safety functional area is responsible to ensure that the contractor complies with the operational requirements as written in the Peace Hawk contract. Additionally, the Chief functions as the Government Flight Representative and, as such, is responsible to certify contractor pilots for instructional duties prior to their flying with RSAF personnel.

Accomplishments: The following are some high lights of the first nine months of flying operations in the Peace Hawk Program:

1. The first flight which was a Functional Check Flight in the Peace Hawk Program took place on 28 September 1972 at Dhanran Air Base. Since this first flight, 13 Northrop instructors have been added, 5 Saudi pilots have completed the instructor course, 1 pilot has graduated from the F-5B qualification course, and 15 pilots have continued to fly the F-5 in proficiency training.

...deployed six aircraft to Riyadh  
...graduation. As  
...all six aircraft, which  
...the total F-4 inventory at the time was only

...the first formal Instructor Class was  
...with its first three Saudi instructors.

...the USAF Air Base Commander, solved the F-4 on  
...February 1971. He was the first general officer in the USAF  
...as a proficiency base.

...the OCU flew 60 cross-country training  
...in a six-day period.

...the nine months of operational activities in the Peace  
...Hawk Program has been highly successful. The planned training  
...There were no accidents and only  
...a few minor incidents.

Operating Location - Taif

Detachment 22 Operating Location's mission is to administer the  
Taif portion of the Project Peace Hawk contract.

23

... ..  
... .. arrived in July 1971  
... .. arrived in January also to  
... .. office. A Civil Engineer (Major  
... .. during the month of February 1971 with a GS-4,  
... .. in March. In May 1971 the GS-11, Indus-  
... .. to staff the Production office and  
... .. Industrial Property Specialist reported for duty in  
... .. Industrial Property office.

... .. during January 1971 and by the end  
of the month it was three weeks ahead of the approved Critical  
Path Method Schedule. Construction progressed at a steady pace  
through June 1971.



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**DECLASSIFIED HISTORY**

AF/IGSPB Ltr., 13 Dec 1973  
 By AFSHRC  
 Date: APR 24 1975 of

PORT AIR MATERIEL OFFICE

NEW ORLEANS, LOUISIANA

10 JUN 1987

QUANTITY	UNIT	STOCK NUMBER	DESCRIPTION	DATE	INITIALS	REMARKS
1	1	1	1	1	1	1
2	2	2	2	2	2	2
3	3	3	3	3	3	3
4	4	4	4	4	4	4
5	5	5	5	5	5	5
6	6	6	6	6	6	6
7	7	7	7	7	7	7
8	8	8	8	8	8	8
9	9	9	9	9	9	9

**HISTORICAL DATA**

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*Handwritten:* 1097-5407-8  
 26021600

IRIS WORKSHEET		006 OLD REEL NUMBER
015 CALL NUMBER (10AN) E215.521	005 IRIS NUMBER (10AN) 00917092	
026 OLD ACCESSION NUMBER (12AN)	018 MICROFILM REEL/FILM NUMBER 02000576400835	
SECURITY WARNING/ADMIN MARKINGS		
RD FR CN SA WI NF PV FO PS NO CONTRACT	ORAL HISTORY CAVEAT 01 02 03 04 PROPRIETARY INFO	THIS DOCUMENT CONTAINS NATO _____ INFO
501 DOCUMENT SECURITY		
501 U	DOWNGRADING INSTRUCTIONS	
	DECLASSIFY ON	REVIEW ON
502 CLASSIFICATION AND DOWNGRADING INSTRUCTIONS FOR		
TITLE ABSTRACT LISTINGS		
028 REF _____ INSERT TO _____	DEST DUOP OF _____ DUOP OF _____	027 NUMBER IN AUDIO REEL SERIES1
CATALOGING RECORD		
MAIN ENTRY (Use one) (150AN)		
100 - PERSONAL NAME	109 - ISSUING AGENCY	119 - TITLE AS MAIN ENTRY
Mobile Air Materiel Area		
TITLE (Use one) (DO NOT USE IF TITLE IS MAIN ENTRY) (150AN)		
220 History of Port Air Materiel Office New Orleans Port of Embarkation		
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"/> 229Z PAPERS
<input type="checkbox"/> 227P CALENDAR		
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HISTORY

of

PORT AIR MATERIEL OFFICE  
NEW ORLEANS PORT OF EMBARKATION  
New Orleans, Louisiana

10 JUN 1987

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Second Installment

1 April 1952 - 30 June 1952

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AF/OSPB Ltr., 13 Dec 1973  
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Date: APR 24 1975

Prepared for the Historical Office, Headquarters  
Air Materiel Command by Capt. Harold F. Henderson  
(Historical Officer) and Miss Rosemary Arcola

(Mobile Air Materiel Area, Air Materiel Command)  
(Emanuel E. Criminale, Historian)

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FOREWORD

The first installment of the History of the Port Air Materiel Office,<sup>1</sup> New Orleans Port of Embarkation, New Orleans, Louisiana, depicted the activation, training, and organization of the office during the period of 26 October 1951 to 31 March 1952.

To facilitate writing future installments, the history will be written in chapter form to include a chapter for each branch: the Administrative Office, the Communications Branch, the Cargo Control Branch, the Operations Branch, the Overseas Monitoring Branch, and the Statistical Services Branch.

A format of this nature will be more complete and will permit a more detailed and chronological account of happenings within each succeeding installment.

1. History of PAMO, First Installment, 26 Oct 51 through 31 Mar 52, filed in PAMO, NOPE

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## CHAPTER I

## ADMINISTRATIVE OFFICE

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During the latter part of March 1952, it became apparent that some type of central filing system was needed to provide a ready reference to all incoming and outgoing correspondence generated by the operation of the various branches. A study was conducted to determine how a system could best be established, and what such a system should comprise. The study revealed that the office was receiving approximately 3200 teletypes, transmitting approximately 3000 teletypes, receiving approximately 2200 pieces of other correspondence, and dispatching approximately 2400 pieces of other correspondence each month. Each branch was surveyed and one position was transferred from the Overseas Monitoring Branch, two positions were transferred from the Cargo Control Branch, and one position was assigned to a branch called the Central Files and Distribution Branch. The change in organizational structure was reported to Headquarters Mobile Air Materiel Area,<sup>2</sup> Brookley Air Force Base, Alabama, and was approved on 20 March 1952 as a result of the report submitted and Management Survey No. 85,<sup>2a</sup> conducted by Captain L.R. Myers and Richard Douglas of the Comptroller's Office, Headquarters Mobile Air Materiel Area, between 10 March 1952 and 14 March 1952. The office was named the Administrative Office of the Port Air Materiel Office which eliminated the necessity of appointing another branch chief at additional cost to the government for salary. This title placed the office under the direct supervision of the Civilian Executive, Lester L. Ferguson, Assistant to the Officer In Charge,

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2. See Appendix No. 8

2a. Management Survey No. 85, PAMO, NOPE, March 52, filed in PAMO, NOPE

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Captain Harold F. Henderson. During April, under the direction of Mrs. Hazel Juncker, the intermediate supervisor of the Central Files and Distribution Section, all records were removed from the respective branches and central files established with control ledgers and suspense files to insure prompt action and ready reference for all correspondence.

On 7 May 1952, a letter from the Commanding General,<sup>3</sup> Mobile Air Materiel Area, directed that a Unit Security Program be inaugurated. Mr. Ferguson was appointed Unit Security Office. The alternate approved was Raymon E. Smith. Under the direction of Mr. Ferguson and Mr. Smith, personnel were indoctrinated in security procedures. Lectures were given, and literature was displayed and explained, all of which was of great value because handling of classified correspondence for overseas logistical support was of vital importance to the government and people of the United States.

On 21 May 1952, the Inspector General and his staff from Headquarters Mobile Air Materiel Area inspected the Port Air Materiel Office. The report of inspection cited deficiencies in the Records Disposition Program and in correspondence control.<sup>4</sup> To correct the deficiencies in the Records Disposition Program, Mrs. Lois M. Wade of Headquarters Mobile Air Materiel Area, was ordered to the Port Air Materiel Office to render assistance. Under her guidance the provisions of the Records Disposition Manual were explained to all supervisors and to the Records Disposal Officer of the Port Air Materiel Office, Mrs. Marian Siener.<sup>6</sup> A Records Disposition

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3. Ltr, MOAMA to PAMO, Sub: Security Indoctrination, 7 May 52, filed in PAMO, NOPE
  4. AMCR 205-1, Security, 14 Mar 49, filed in PAMO, NOPE
  5. Ltr, MOIA, MOAMA, to CG, MOAMA, Sub: Quarterly Inspection PAMO NOPE New Orleans, La, 27 May 52, filed in PAMO, NOPE
  6. AFM 181-5, Administration of Records, June 50, filed in PAMO NOPE

Schedule was prepared, and coverage records were prepared for retirement.<sup>7</sup> To correct deficiencies in correspondence control, correspondence control forms were obtained,<sup>8</sup> Air Materiel Command regulations on correspondence control were studied, and procedures were devised for outlined control to be established in the Port Air Materiel Office.<sup>9</sup>

To facilitate administrative control, reports of time lost because of leave,<sup>10</sup> Production Controls,<sup>11</sup> and Time and Cost Study Reports,<sup>12</sup> were inaugurated. Employment trends and personnel assignments increased during this period.<sup>13</sup>

7. AF Form 296, Records Disposition Schedule, 1 April 51, filed in PAMO, NOPE
8. DD Forms 278 and 278A, Mail Control Record, 1 June 49, filed in PAMO, NOPE
9. AMCR 10-2, Correspondence, 15 April 52, and AMCR 11-26, Administrative Practices, 7 March 52
10. See Appendix No. 1
11. See Appendix No. 2
12. See Appendix No. 3
13. See Appendixes Nos. 4 and 5

CHAPTER II  
THE COMMUNICATIONS BRANCH

On 31 March 1952,<sup>14</sup> final action on the installation of communications facilities in the Port Air Materiel Office, New Orleans Port of Embarkation, New Orleans, Louisiana, was pending. On 4 April 1952, representatives of the Western Union Telegraph Company arrived at the Port Air Materiel Office with necessary work orders for installation of the requested circuit to Maxwell Air Force Base, Alabama. In order to effect installation, certain teletype equipment had to be obtained because the only equipment available was one Model 19 teletypewriter which was used as a proof machine by the Statistical Services Branch. Department of Army authorities at the New Orleans Port of Embarkation were contacted and the loan of another Model 19 teletypewriter and a Model TG 26A typing reperforator was arranged until similar equipment became available through Air Force sources. At 1430 hours, 4 April 1952, the first contact by teletype was made with Maxwell Air Force Base Communications Relay Station. They were advised that the Port Air Materiel Office was ready to begin operation as a tributary station with limited facilities and that functional procedures and a call sign were needed. Limited facilities was a gross understatement. To satisfactorily operate, sufficient equipment, providing no malfunctions developed requiring major repairs, was available. To operate efficiently, two Model 19 teletypewriters, one Model 15 teletypewriter, and two Model 14 typing reperforators were required. The substitute typing reperforator borrowed from the Department

<sup>14</sup>. History of PAMO, First Installment, 26 October 51 through 31 March 52, filed in PAMO, NOPE

of Army was manufactured for field use, but it was used satisfactorily. The station at Maxwell Air Force Base furnished the requested procedures and call sign, and station JESNP at the Port Air Materiel Office was in operation.

Instructions included 24 hour operation seven days a week, which proved to be a problem because only four operators were employed. To cover the 24 hours as adequately as possible with a limited force, two operators worked the regular day shift, two the swing shift, and unattended service was assumed for receipts only during the third shift. The problem was solved with the exception of Saturdays and Sundays. The only feasible solution was to have a swing shift operator work the Saturday and Sunday day shifts with both the swing and third shift covered by unattended service. Fortunately, two additional operators and a supervisor were employed immediately, and the above schedule was only necessary for two weeks. Employment of these three persons permitted 24 hour coverage, seven days a week, if unattended service was utilized for the swing and third shifts on Saturdays and Sundays. As classified cryptographic traffic was not to be routed to JESNP, such unattended service was considered practicable and was established as policy.

Operating the station with only one typing reperforator which had to be utilized in the transmission of outgoing traffic penalized the office in processing mechanized supply requisitions. With only the one reperforator, only page copy could be received which made it necessary for all electrical accounting machine cards required for new requisitions to be key punched. With the services of a second reperforator, requisitions could be received on teletype tape and could be processed through

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a tape to card electrical accounting machine which required less man-hours and the services of fewer personnel. To make such processing possible, a request was rendered to the Department of the Navy at the Algiers Naval Station, Algiers, Louisiana, for the loan of one Model 14 typing reperforator. Fortunately, one was available in excess to requirements, and the request for loan to this office was approved. Simultaneously with arrival of the above machine, a requisition for two Model 19 teletypewriters was filled by the Decatur Illinois Signal Depot. These were received, disassembled, and the services of teletype mechanics were required. Inquiry to the Department of the Army, New Orleans Port of Embarkation, revealed that all communications maintenance in the New Orleans area was performed by the Department of Navy, Algiers Naval Station, under a cross-servicing agreement basis. Authorities at Algiers were again contacted and requested to perform maintenance on equipment of JESNP. An agreement was made that such services could be provided on a reimbursable basis. A request for approval of such an agreement was dispatched to the Commanding General, Mobile Air Materiel Area, and was immediately approved. On 25 April 1952, the station discontinued operation for four hours while the newly procured equipment was installed. The new equipment permitted the return of the Model 19 teletypewriter to the Department of Army and mechanized requisitions to be more quickly processed.

After all the necessary equipment was installed, problems in communications facilities were still pending. Personnel assigned to this branch were experienced operators, but they were not familiar with the Department of Air Force procedures in conjunction with Plan 51,<sup>15</sup> Western Union Nets,

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<sup>15</sup>. Western Union Plan 51



because previous employment had been with the Department of Army and commercial establishments only. To remedy errors resulting from unfamiliarity with procedures, Daniel Jolley, supervisor, was ordered to Maxwell Air Force Base on 25 May 1952 for a familiarization tour of one week. Upon returning, he formulated policies and established courses of instruction to permit the operators to efficiently dispatch traffic in the approved manner.

Concurrently, equipment problems arose again. The Department of Army, New Orleans Port of Embarkation, gave notice that the Model TG 26A typing reperforator, in use, was required by Headquarters 4th Army, Fort Sam Houston, Texas, immediately. An agreement was made that the machine would be returned, but after reminding the Signal Center, New Orleans Port of Embarkation, of their agreement to furnish communications to the office and subsequent withdrawal of such services,<sup>16</sup> permission to retain the machine until a replacement could be obtained was granted. These circumstances were reported to Headquarters Mobile Air Materiel Area with a request to expedite a requisition for two machines which had been submitted in January 1952. A report was immediately received from Headquarters Mobile Air Materiel Area that the requisition was being expedited and that temporary loan of a replacement machine had been arranged with Mallory Air Force Specialized Depot, Memphis, Tennessee. The replacement machine was received on 13 June 1952. The machine belonging to the Department of Army was returned thereby discharging any obligations to them for further communications services.

Although partially temporary in nature, the Communications Branch was a smooth running organization. The personnel needed only more experience in procedures and retention of borrowed equipment until equipment requisitioned could be furnished from Air Force sources.

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16. Tenancy Agreement between Hq NOPE and Hq MOAMA, 28 Sep 51, filed in PAMO, NOPE



Personnel problems tend to produce more operational difficulties than any other problems. In the Communications Branch, on 16 June 1952, the supervisor had to be removed, but regulations required a two weeks notice which left this branch without supervision for that period of time because the incumbent of this position elected to be AWOL rather than carry out his assigned duties during the period of notice. On 30 June 1952, Mrs. Lucille Vahey, an operator in the Communications Branch, was appointed supervisor, and another operator was employed to fill her vacancy.

CHAPTER III  
THE CARGO CONTROL BRANCH

During the previous historical period the Cargo Control Branch required very little organization and training and did not present any major problems.<sup>17</sup> Personnel were available for assignment to this branch from those persons transferred from the Air Materiel Command Liaison Office which had been in existence at the New Orleans Port of Embarkation under the jurisdiction of the Traffic Division of the Supply Directorate, Headquarters Mobile Air Materiel Area, from 1948 until its discontinuance and consolidation with the Port Air Materiel Office on 26 October 1951.

The duties of the branch were not changed a great deal. In fact, the duties were almost identical to those performed by the Air Materiel Command Liaison Office which consisted of exercising administrative control of all Air Force supplies received at the New Orleans Port of Embarkation for overseas shipment; rendering reports to higher Headquarters relative to tonnage shipped, personnel transported, and documentation difficulties; furnishing overseas consignees with manifests and other detailed information pertinent to Air Force supplies enroute by water transportation; and advising and assisting the Department of Army authorities at the New Orleans Port of Embarkation with problems arising peculiar to Air Force supplies. The only procedure actually new that required study and planning in the new organization was supply mechanization as prescribed in the manual.<sup>18</sup> Mrs. Evelyn Sambola who had been employed with the Air Materiel Command Liaison Office was appointed supervisor of the Cargo Control Branch

17. History of PAMO, First Installment, 26 October 51 through 31 March 52, filed in PAMO, NOPE

18. Manual, Overseas Requisitioning, Shipping and Case and Item Control Procedures, prepared by AMC, revised 15 Oct 50, filed in PAMO, NOPE

and, in this capacity, indoctrinated newly assigned personnel in mechanized procedures to the extent that this branch operated almost without change until the implementation of Amendment 36 to AFM 67-1 on the 16 June 1952. Under the provisions of the manual, the Cargo Control Branch was required to maintain and process electrical accounting machine cards insofar as the manual functions were concerned. These functions had previously been performed by the Statistical Services Branch which left a great deal to be desired concerning logistical data that could be used in determining time involved while freight was intransit to the port, on hand at the port, and intransit from the port to overseas consignee. The elapsed time was very important in figuring stock control levels at overseas stations, procurement objectives for procurement agencies, and requisitioning schedules by both agencies.

A problem which confronted this branch from its inception until the implementation of Amendment 36 was the shipment of lumber to overseas stations.<sup>19</sup> This material did not seem to adapt itself to mechanization, in that each agency that handled the lumber had different methods of arriving at weight, cube, and number of pieces involved. For example, depots effecting shipment may elect to ship the lumber by bundle as the quantitative unit, whereas port authorities would elect to handle the lumber by board feet as the quantitative unit, and again the shipping agency operating the vessel moving the lumber to the overseas theater may elect to use either one or both methods of shipment. Consequently, electrical accounting machine records were constantly in a state of change. Amendment 36, however, deleted this commodity from the mechanized system, permitting the commodity

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19. Amendment 36 to AFM 67-1, 1 Feb 52, filed in PAMO, NOPE

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to be processed under a manual system which best suited the Port Air Materiel Office exercising control. The system adopted by the Cargo Control Branch of this office was a combination manual and mechanized procedure.<sup>20</sup>

Another unsolved problem was the different manner in which cubic footage of shipments was figured by various agencies. Shipping depots, which made shipments based predominately upon the weight of each complete shipment, figured cubic footage to the nearest whole for each box or crate concerned; however, the Department of Navy, Military Sea Transportation Service, which made shipments based entirely on cubic footage, refigured each box to the nearest tenth of a cubic foot to effect payment to contract carriers for the exact amount loaded. It would seem that the larger tenths of a cubic foot would balance the smaller tenths; however, this was not the case. Almost all of the boxes were figured at a mean of six tenths of a cubic foot when a partial of a whole was required, resulting in overpayment to contract carriers during the course of a year's operation.

The quantity of Air Force supplies moved through the New Orleans Port of Embarkation remained comparatively stable during the months of April, May, and June, with the tonnage handled during June 1952 increasing only slightly over the two preceding months.<sup>21</sup>

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20. PAMO Instruction No. 52-29, 4 June 52, filed in PAMO, NOPE  
21. See Appendix No. 6

CHAPTER IV  
THE OPERATIONS BRANCH

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The Operations Branch was initially established for the following reasons:<sup>22</sup> to perform liaison duty with the New Orleans Port of Embarkation personnel engaged in the physical handling of the Department of Air Force freight through the port and aboard vessels for further shipment to overseas consignees; to advise port personnel relative to peculiarities of certain Air Force supplies; to render assistance in repacking and inspection of damaged freight; to prepare documentation for overseas shipments as required; to furnish costs for items not received to permit the preparation of Reports of Survey; to prepare all documentation and to give disposition of all supplies returned from overseas consignees to port authorities to facilitate shipment to the Air Force supply depot designated to make repairs in accordance with applicable technical order.<sup>23</sup>

The Parcel Post Consolidation Unit was assigned to the Operations Branch primarily because supervisory personnel would be available to control the functions and because the functions of this new unit were very closely related to duties already being performed by the Operations Branch. Two packers and two warehousemen were employed and assigned to the Parcel Post Consolidation Unit on 1 May 1952 when the necessary packing materials and other equipment had been procured. This action permitted the transfer of this function from the Department of Army. These four employees and four personnel already assigned to the Operations Branch moved from Section

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22. History of PAMO, First Installment, 26 October 51 through 31 March 52, filed in PAMO, NOPE

23. TO-00-25-11, Localizing and Specializing Overhaul of Aircraft Engines, Accessories, and Assorted Equipment at Air Materiel Area, 1 July 51 filed in PAMO, NOPE

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B, second floor of Unit One, to Section C, third floor of Unit Three, New Orleans Port of Embarkation, on 12 May 1952, and the consolidation of parcel post was begun.<sup>24</sup> After operating three weeks the work load was increased by approximately 110 per cent over the anticipated work load; therefore, additional personnel were requested to accomplish the mission. A letter was written to the Commanding General,<sup>25</sup> Mobile Air Materiel Area, on 3 June 1952, requesting additional packers and warehousemen, followed by a teletype on 5 June 1952, requesting assignment of overtime hours because the work load had increased subsequent to the request for additional personnel. Immediate action was taken by Headquarters Mobile Air Materiel Area on both requests; overtime was disapproved, but approval was given to employ six additional ungraded personnel as packers and warehousemen. Employment was effected during the week 16 through 21 June 1952, and consolidation activities were accelerated to reduce the accumulated backlog and maintain consolidation of parcel post on a routine basis. The establishment of the Parcel Post Consolidation Unit at the port was a boon to supplying depots because small items of less than three cubic feet in size were shipped in cardboard cartons on a daily basis which eliminated the necessity of manufacturing small wooden boxes to accommodate small items. Although a good economy measure, if properly controlled, it was utilized by supply depots to too great an extent. Regulations specified that supply depots would consolidate small items to the fullest extent and ship only those items remaining to the port for consolidation; however, receiving records at

24. PAMO Instruction No. 52-8, 14 March 52, and 52-8A, 26 May 52, Consolidation of Parcel Post, filed in PAMO, NOPE

25. LTR, PAMO to MOAMA, Sub: Manpower Allocations, 3 June 52, filed in PAMO, NOPE

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this office indicated that almost all depots failed to effect maximum consolidation because as many as 50 parcel post packages of less than three cubic feet each were received, postmarked on the same date.

The greatest problem of the Operations Branch was that of documentation. Supplies when shipped from a supply depot were to be accompanied by ten copies of the pertinent shipping document; however, experience indicated that about ten per cent of all shipments made from supply depots arrived at the port without the required documentation. This shortage of documents was attributed to the loss of the documents by the carrier, the failure of supply depots to affix them to a shipment, or the failure of port freight checkers to remove them from the shipment upon arrival. Corrective measures were taken to report the shortage of documentation to offending depots weekly, by letter, citing Shipping Officer's Voucher Number and all other pertinent information with the request that carriers be advised to be more careful with documentation and that depots inaugurate a program to insure that proper documentation accompany each shipment. These reports reduced documentation errors to about four per cent of all shipments received which was considered by this office to be the calculated risk that must be allowed. To permit expeditious movement through the port, all missing documentation was prepared by the Operations Branch from the overseas packing list affixed to the outside of each container or from the packing list inside the container if the outside packing list was not available.



## CHAPTER V

## THE OVERSEAS MONITORING BRANCH

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Duties assigned to personnel of the Overseas Monitoring Branch consisted of the receipt, extraction, and follow-up of all requisitions for supplies received from overseas stations within South America, Central America, and Africa. The predominant stations services were Ramey Air Force Base, Puerto Rico; Albrook Air Force Base, Canal Zone; Nouasseur Air Force Base, French Morocco; and Wheelus Air Force Base, Tripoli.

At the time of activation of this branch on 26 October 1951 and implementation on 14 January 1952, the procedures established in the manual had been amended innumerable times. The manual had been rushed into publication without benefit of experience factors because of the police action in Korea which necessitated mechanization of supply procedures in order that supplies could be requisitioned and routed to the forces in that country and adjacent occupied area in the shortest possible time.<sup>26</sup> The amendments formulated by various commands and placed into effect by means of various implementing documents made it necessary for this office to interpret the contents of each amendment and publish policies accordingly. Naturally, these policies were not in accord with those published from interpretations of other agencies operating under the same procedures. Consequently, separate procedures and methods were adopted to facilitate handling supply documents and supplies shipped by each supplying depot.

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26. Manual, Overseas Requisitioning, Shipping and Case and Item Control Procedures, prepared by AMC, revised 15 Oct 50, filed in PAMO, NCFE



Headquarters Air Materiel Command, aware that such a group of variable procedures was not conducive to an efficient and fast moving supply system, formulated and published a revised procedure in the form of an Amendment to AFM 67-1.<sup>27</sup> Although this Amendment was dated 1 February 1952, it was not published until early May.

On 12, 13 and 14 May 1952, a conference was called at Headquarters San Antonio Air Materiel Area, Kelly Air Force Base, Texas, to discuss implementation of the newly published Amendment. Representatives of all the supply depots, all the Air Materiel Area, all Port Air Materiel Offices, and Headquarters Air Materiel Command, were in attendance. New procedures as outlined were discussed in detail.<sup>28</sup> Representatives were instructed that the published procedures would be followed and changes would be made only when specifically directed by Headquarters Air Materiel Command. Upon completion of the conference, all agencies were of the opinion that an overseas supply system had been established that could be readily adopted to all phases of supply and that all agencies would be in conformance in formulating policies and working together toward a more efficient supply system. Headquarters Air Materiel Command established the implementation date of the procedures discussed as 16 June 1952. This date was chosen because every agency concerned would be required to indoctrinate personnel relative to changes in procedures, convert statistical control files to revised format, and allow overseas agencies enough time to receive distribution of publications. The conference was of great value to personnel participating in the various phases of overseas supply, and the continuance of conferences at prescheduled intervals would do a

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27. Amendment 36 to AFM 67-1, 1 Feb 52, filed in PAMO, NOPE

28. See Appendix No. 7

great deal toward effecting more efficient supply procedures. Only through such a medium is it possible to convene a group of personnel faced with the same problems but with various ways of solving them. In this way, problems and solutions can be discussed and a policy established and published for the benefit of all concerned.

On 19 May 1952, the newly published Amendment was introduced to personnel of the Port Air Materiel Office, and a schedule for instruction was promulgated for the Overseas Monitoring Branch to familiarize all personnel with the new procedures. Instruction periods were held each morning for one hour, and by the implementation date of 16 June 1952, all personnel were quite familiar with the requirements established by Amendment 36.

On 13 June 1952, notification was received from Headquarters Air Materiel Command that the implementation date had been advanced to 1 July 1952. Since all files had been converted, new procedures published, and electrical accounting machine controls rewired for implementation on 16 June 1952, a teletype was dispatched to all depots and Headquarters Air Materiel Command requesting concurrence for this office to implement the program as originally planned. Concurrence was received from Headquarters Air Materiel Command on 16 June 1952 by telephone with advice that the official implementation date of new procedures would be 23 June 1952 with a one week period until 1 July 1952 to process all the old type paper work from the system.

Simultaneously with new procedures for processing of supply requests, a letter was received from Headquarters Air Materiel Command,<sup>29</sup> directing

29. Ltr, AMC to MOAMA, Sub: Monitorship of MDAP Shipments to Title IV Countries, undated, copy filed in PAMO, NOPE

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that the Port Air Materiel Office assume the monitoring responsibilities for Mutual Defense Assistance Program supplies for Title IV Countries. Title IV Countries include all countries in Central and South America entitled to Mutual Defense Assistance Program aid. Procedures were inaugurated to accomplish these added duties by Port Air Materiel Office Instruction,<sup>30</sup> and additional personnel were requested from Headquarters Mobile Air Materiel Area to accomplish the added work load. Final action on the personnel request was pending.

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30. PAMO Instruction No. 38-11, Processing of MDAP Records, 2 July 52, filed in PAMO, HOPE

CHAPTER VI  
THE STATISTICAL SERVICES BRANCH

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The Statistical Services Branch was organized to provide machine processing facilities to accomplish mechanical functions for overseas requisitions, follow up action, and case and item control for the production of the Overseas Monitoring Branch.\*

In order to convert facilities for compliance with Amendment 36,<sup>31</sup> training periods were conducted each day from 19 May 1952 to 23 June 1952. Instructions were given in the changes necessary to comply with its procedures, new control wiring was explained, and new processing charts were drawn and explained to govern each step of machine processing for overseas supply requisitions. Concurrently with the instruction period, Statistical Services Branch personnel were trained in the operation of new tabulating machine, Type 402, which was installed to replace tabulating machine, Type 405. The new machines were more elaborate than the ones replaced, providing more and better services in a shorter length of time. Statistics on new machines were published by the International Business Machines Corporation, New York, New York.<sup>32</sup>

New procedures established by Amendment 36 increased the duties of the Statistical Control Branch by approximately 40 per cent by providing maximum utilization of electrical accounting machines in supply requisitioning and control. Total mechanization was ideal for this office because quick, concise and easy reference records were provided on all phases of supply procurement.

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\* See Chapter V, pages 22-26

31. Amendment 36 to AFM 67-1, 1 Feb 52

32. Manual, IBM Electric Punched Card Accounting Machines, Principles of Operations, Accounting Machines, Types 402 and 403

CHAPTER VII

THE CONCLUSION

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From the preceding chapters, it is apparent that the Port Air Materiel Office developed considerably in the last few months, assuming new duties and functions with the establishment of a Parcel Post Consolidation Unit and with the establishment of monitoring responsibilities for the Mutual Defense Assistance Program.

Lack of equipment and personnel presented the major problems which were eventually solved in all branches, except the Overseas Monitoring Branch; however, it was expected that additional personnel authorizations would be forthcoming for the Mutual Defense Assistance Program.

The implementation of Amendment 36 to AFM 67-1 affected all branches of the Port Air Materiel Office. In the Statistical Services Branch the training program in implementation of Amendment 36 enabled this branch to have all files converted, procedures drawn and machines reset for the implementation date of 23 June, but at the same time a considerable backlog resulted. The same was true of the Overseas Monitoring Branch. Classes were held daily to acquaint clerks with changes in procedure and format to be effected.

The new Amendment, although increasing the work load of this office, resulted in more control over overseas supply requisitioning, and it is believed that procedures outlined therein increased the effectiveness of supply mechanization to the satisfaction of all concerned.


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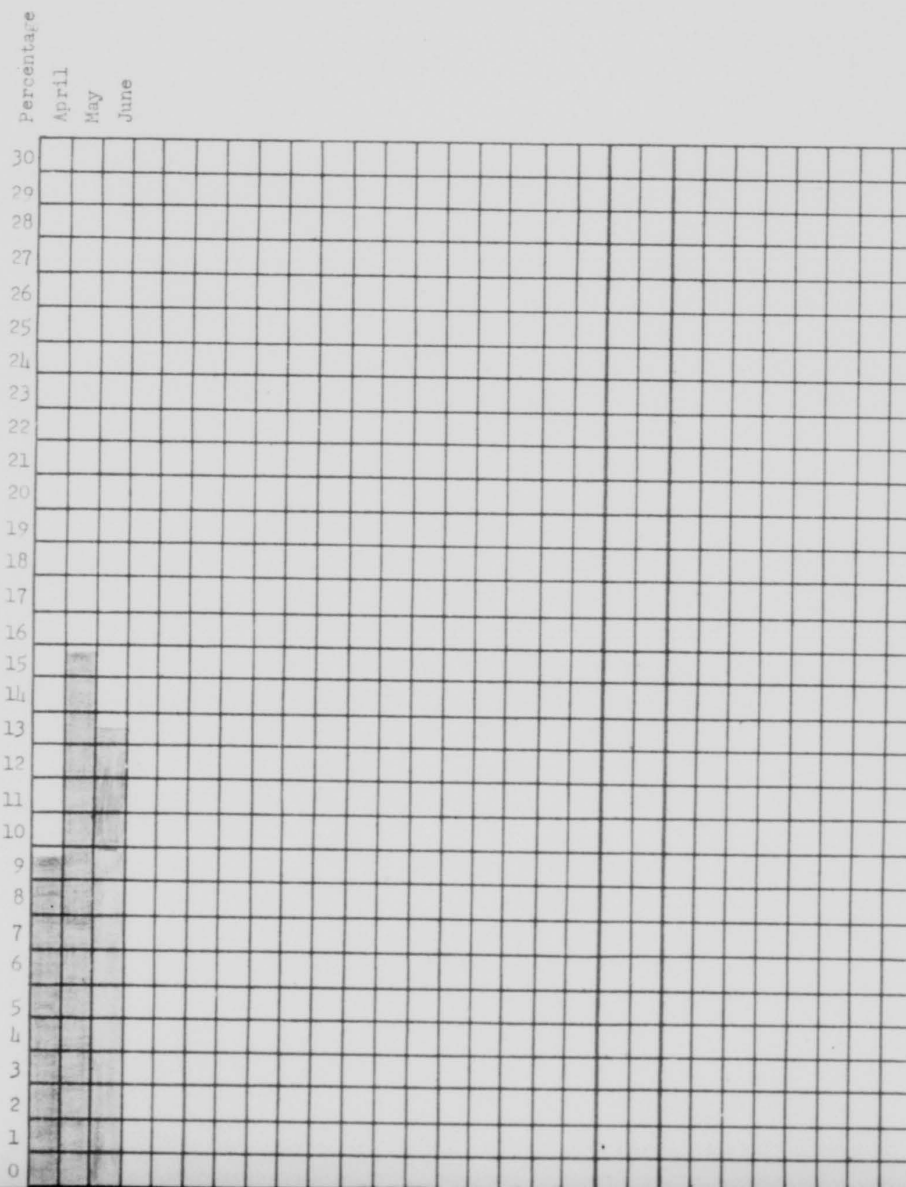
PERCENTAGE TIME LOST MONTHLY

23

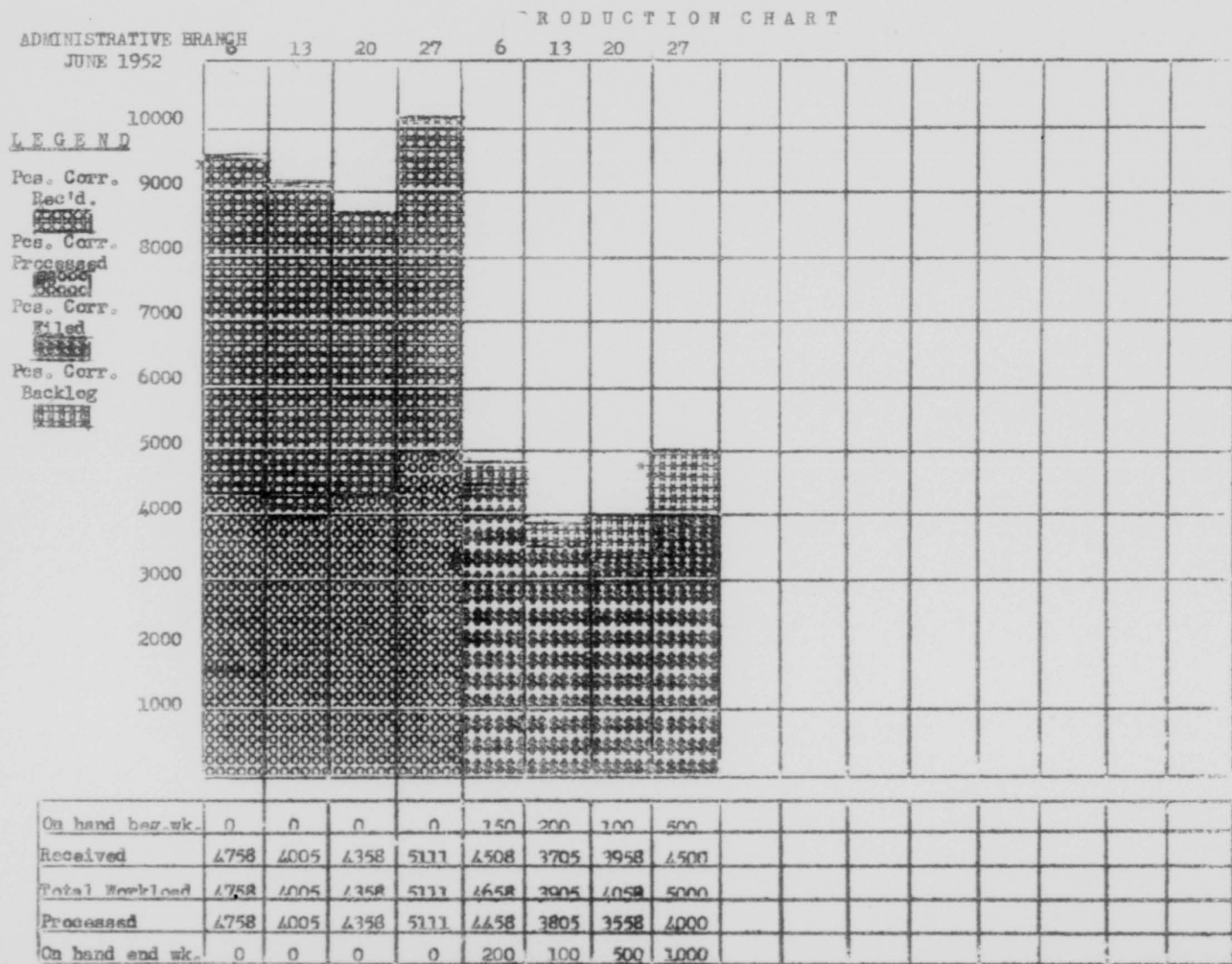
 Annual, Sick and Military Leave

Appendix No.1

 Excused Leave, LWOP, AWOL, etc.







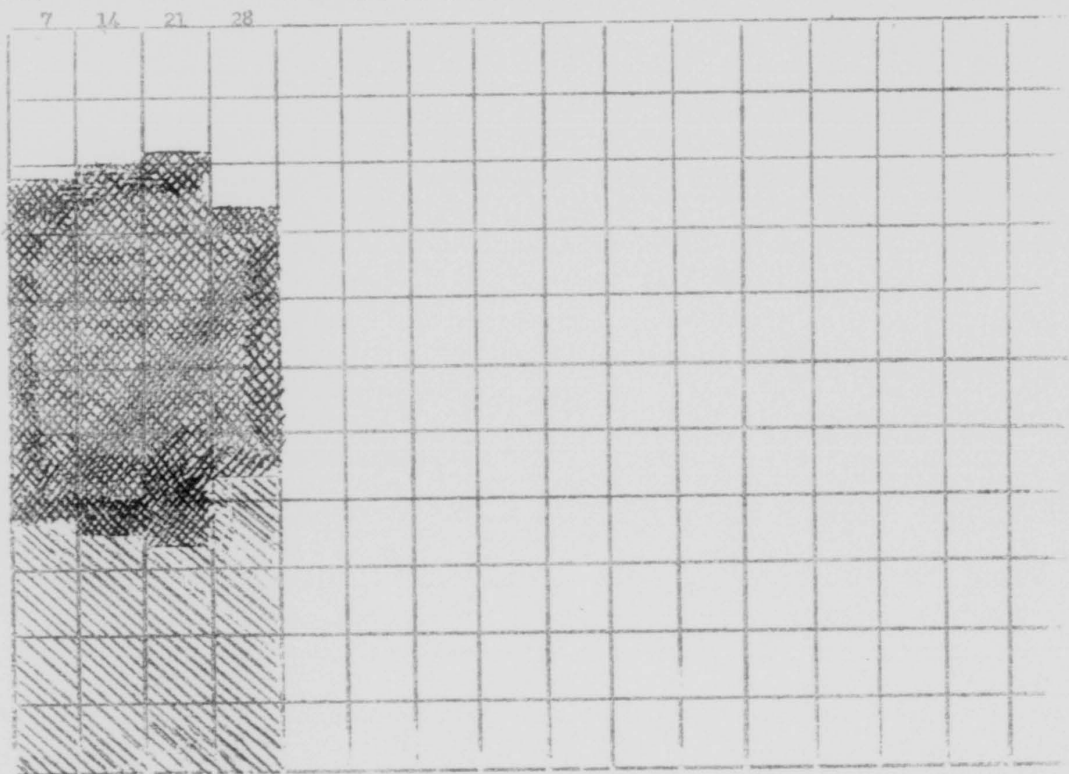
COMMUNICATIONS BRANCH  
JUNE 1952

REDUCTION CHART

LEGEND

1800  
1600  
1400  
1200  
1000  
800  
600  
400  
200

MSG'S SENT  
MSG'S REC'D



On hand beg. wk.	0	0	0	0
Received	1019	1058	1166	757
Msgs. Sent	755	743	644	878
On hand end wk.	0	0	0	0

CARGO  
CONTROL  
BRANCH

JUNE 1952

PR ODUCTION CHART

LEGEND

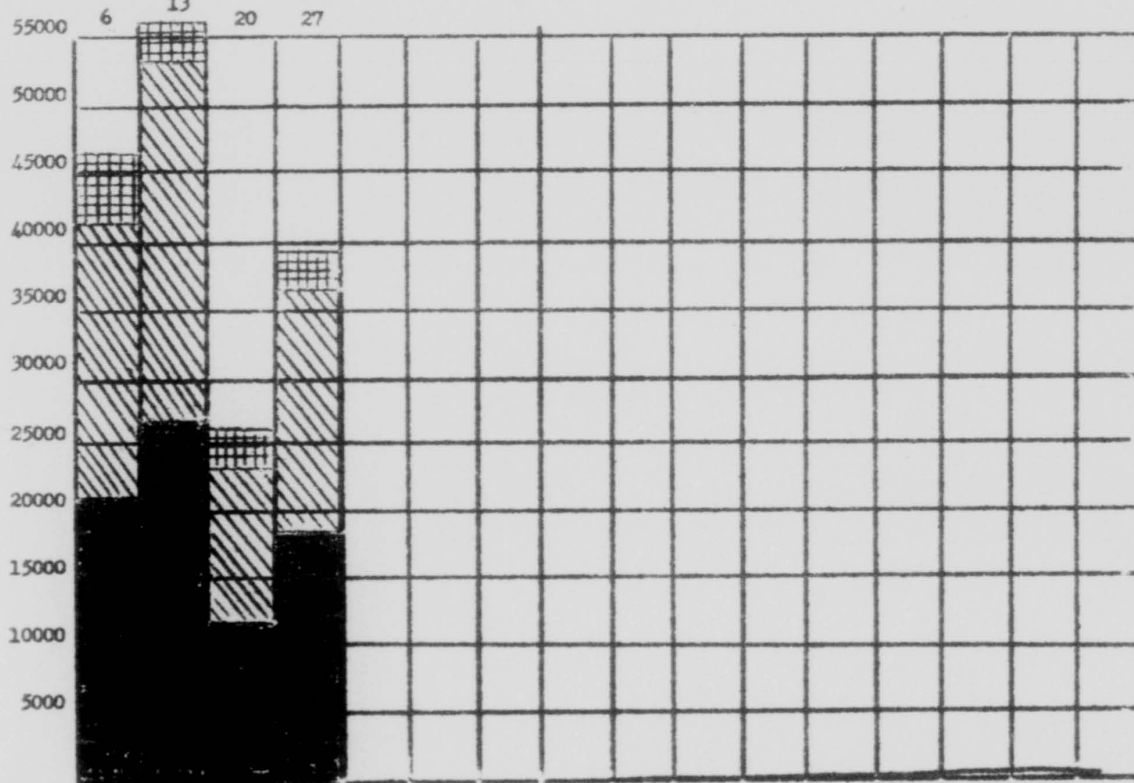
Documents  
Received



Documents  
Processed



Backlog  
End wk.



On Hand Beg. wk.	4522	4535	2636	2520
Received	21121	25319	11236	18776
Total Workload	25643	29945	13872	20296
Processed	21108	27318	11352	16574
On Hand End wk.	4535	2627	2520	3722

OVERSEAS  
MONITORING  
BRANCH  
PRIORITIES SEC.

JUNE 1952

PRODUCTION CHART

6 13 20 27 6 13 20 27 6 13 20 27

LEGEND

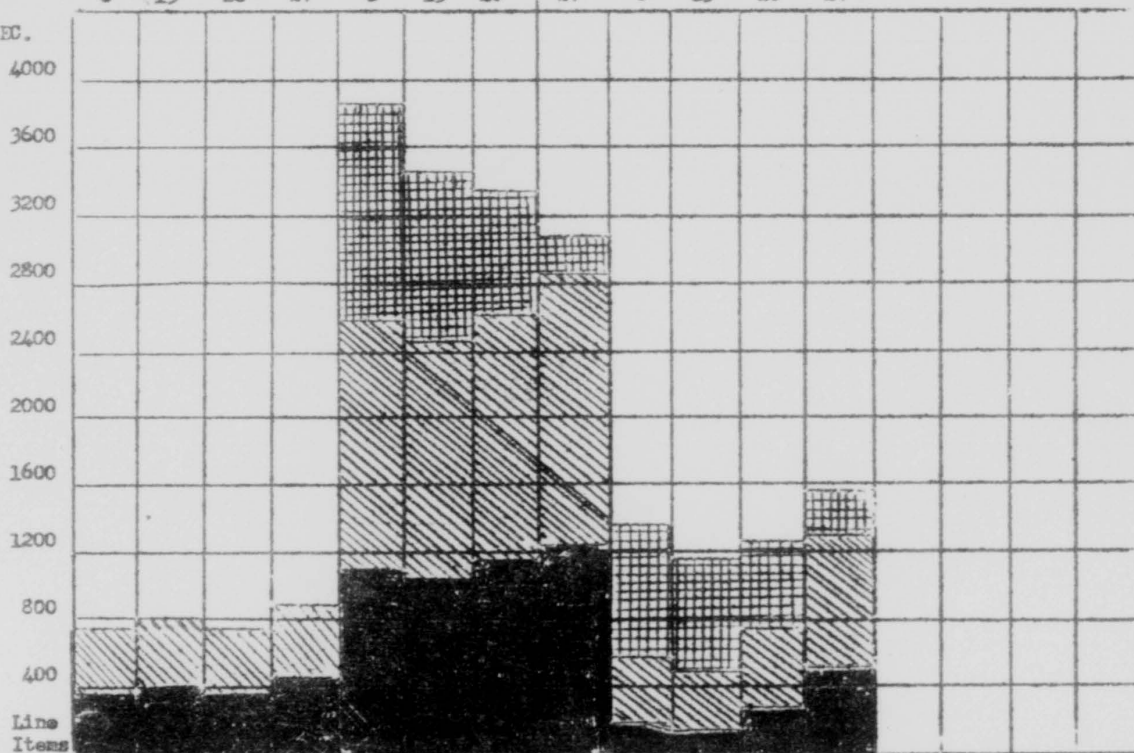
Received



Processed



Backlog  
End Wk.



	Status Changes				Filing									
On hand Beg. wk.	0	0	0	0	1538	1272	987	677	780	568	488	293		
Received	385	391	380	410	1168	1085	1155	1213	190	170	281	484		
Total Workload	385	391	380	410	2706	2357	2142	1890	970	738	769	777		
Processed	385	391	380	410	1434	1370	1455	1592	402	250	476	767		
On hand end wk.	0	0	0	0	1272	987	677	298	568	488	293	10		

OVERSEAS  
MONITORING  
BRANCH  
Routine Sec.

JUNE 1952

PRODUCTION CHART

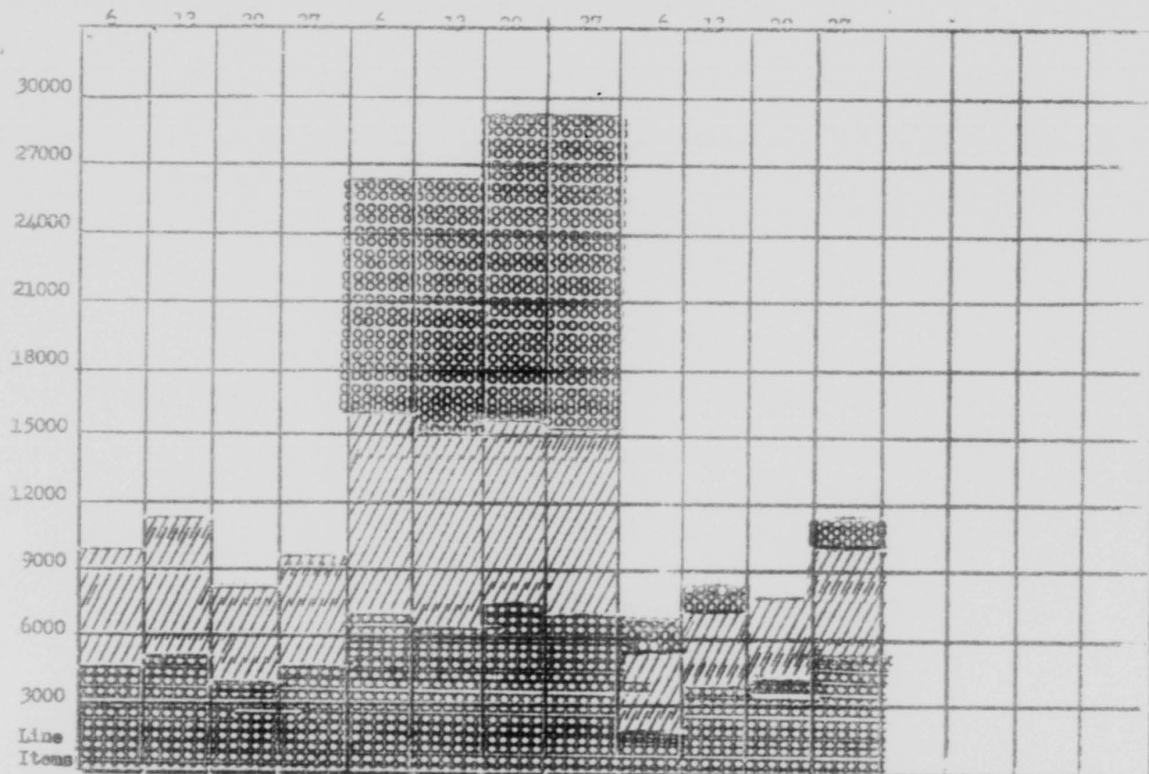
LEGEND

RECEIVED

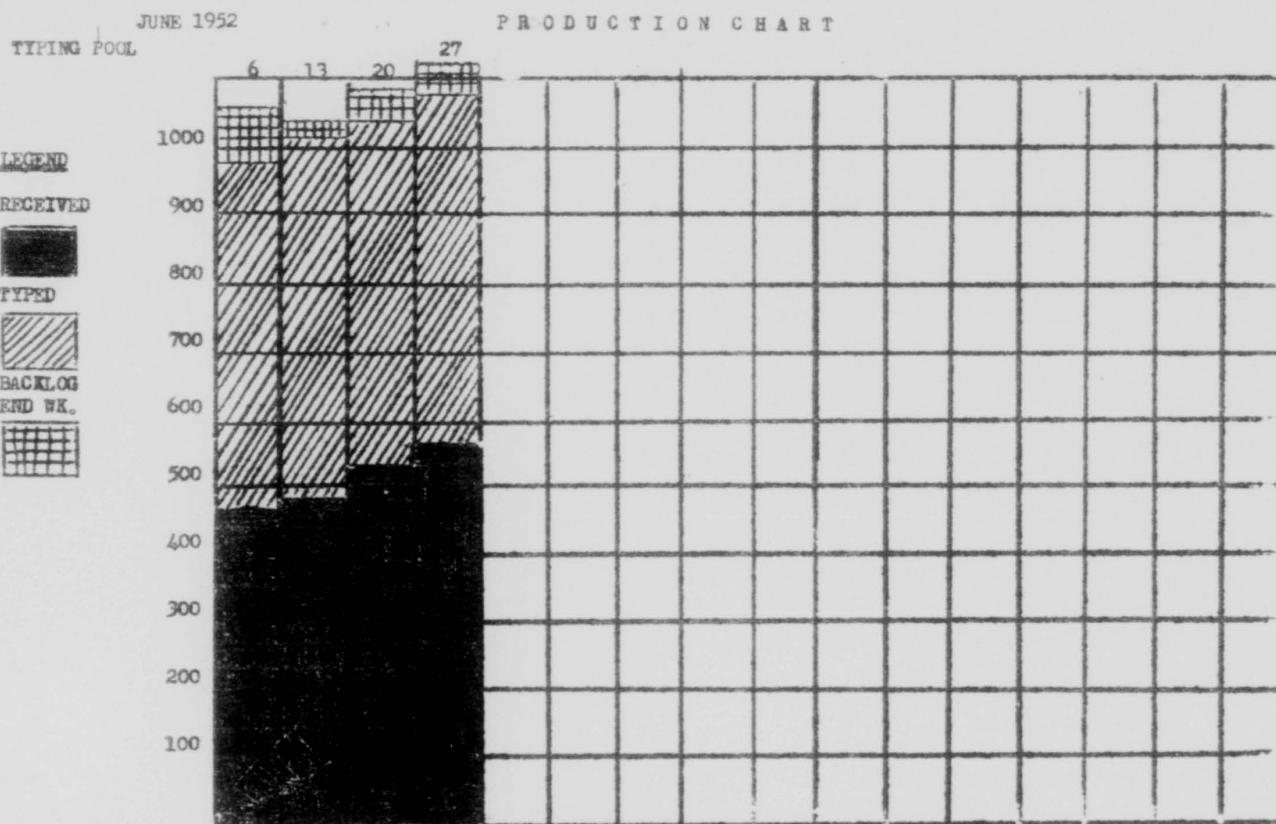
PROCESSED

BACKLOG  
END OF  
WEEK

Line  
Items

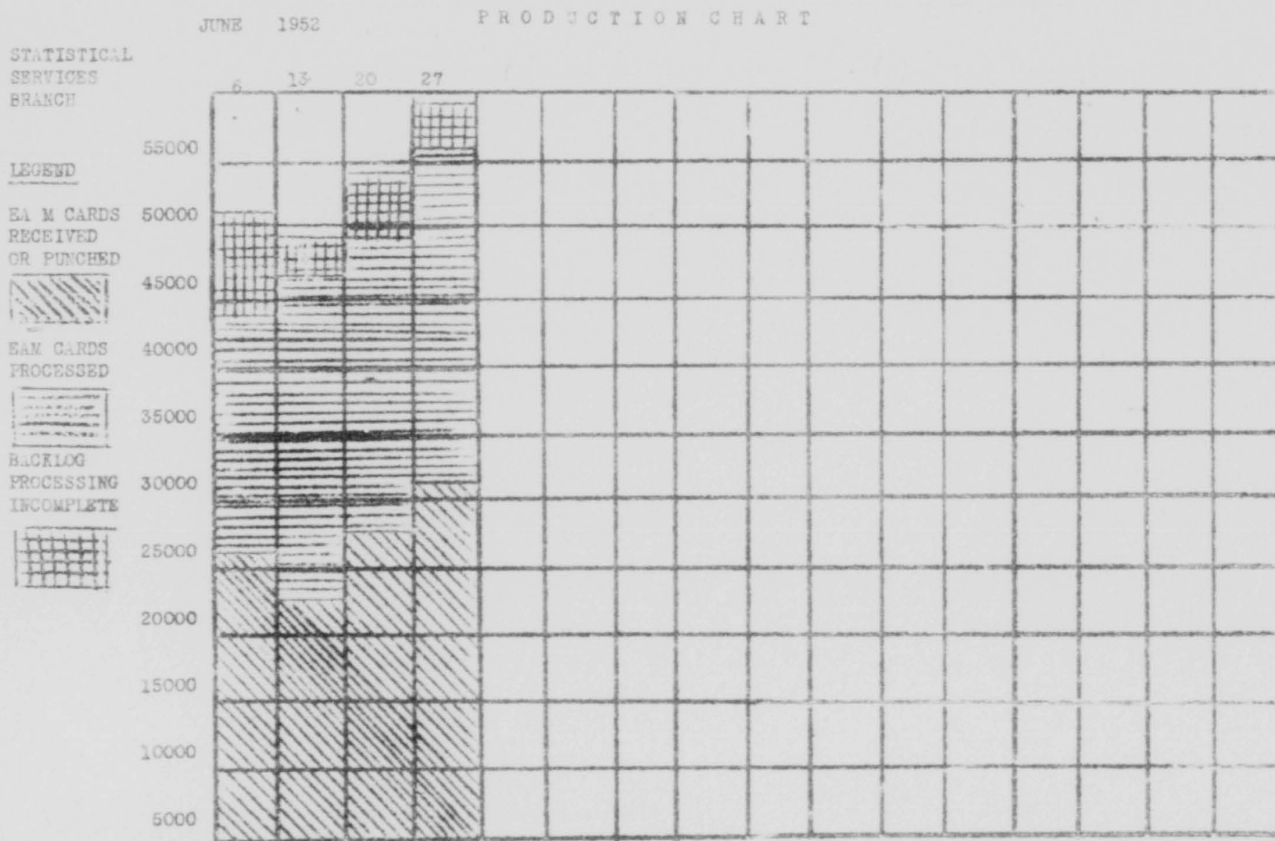


	ROUTINE REQUESTS				STATUS CHANGES				FILING			
On Hand and in	0	0	0	0	10140	10934	11489	13307	1830	281	511	7
Processed	1608	5210	4301	4584	8187	7792	8828	7940	2256	3662	3807	5505
Total	1608	5210	4301	4584	18327	18726	20317	21247	4086	4543	4318	5512
Processed	4698	5210	4301	4584	7393	7237	7010	7307	3205	4032	4311	4581
On Hand and in	0	0	0	0	10934	11489	13307	13940	881	511	7	931



On hand beg. wk.	71	49	11	48
Received	480	437	527	550
Total Workload	551	533	538	608
Processed	505	522	490	516
On Hand end wk.	46	11	48	92





On hand beg wk	3500	5351	2482	3845
Received	20551	18631	22363	25148
Total Workload	24351	24482	24845	28991
Processed	18500	22000	21000	25000
On hand end wk	5851	2482	3845	3991

## PERSONNEL OPERATION COST FOR APRIL, MAY &amp; JUNE

	Hours			Cost		
	First Shift	Second Shift	Compensatory	First Shift	Second Shift	Compensatory
01 Administration	1764 0		10 5	4241 11		18 27
02 Research	50 0	8 0		81 73	12 48	
03 Supervision	2723 5	8 0	25 5	4542 85	14 40	40 99
04 Secretarial	496 0			710 08		
05 Project Planning	125 0		6 5	297 50		15 47
06 Filing Records	1709 3		26 5	2588 73		11 90
07 Coding and Editing	678 2		16 0	1051 56		14 15
08 Filing Punch Cards	1869 8		55 2	2880 06		72 96
09 Screening Documents	570 6		3 0	890 38		1 65
11 Clerical Work	2191 0	8 0	13 0	3516 12	12 88	19 22
12 IBM Plugboard Wiring	77 6	2 3		148 75	3 22	
13 IBM Machine Operation	2650 8	843 8	64 0	4105 18	1313 80	41 35
14 Key punch and Verify	1850 0			2858 05		
15 Computing and Auditing	234 3			345 49		
16 C-T I-C Prf 1st Tax	62 3	9 7		96 84	15 56	
17 Operation of Teletype	1309 5	1574 5	31 5	1862 46	2403 18	48 99
18 Typing	2837 1			4217 24		
19 Messenger	129 5			159 29		
20 Education and Training	1566 1	6 0	8 0	2457 07	4 68	
21 Repair of Equipment	1 0			1 40		
23 Checking Items on Wharf	172 0			295 16		
24 Checking Items	175 4			294 13		
26 Mail Distribution	1096 3			1606 76		
27 Correspondence	1394 8		23 3	2183 84		25 12
28 Parcel Consolidation	132 0			167 64		
29 Planning	20 0			30 16		
30 Conference	116 2			243 10		
31 Packing	663 5			790 82		
32 Warehouse	836 0			985 72		

Appendix No. 3

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## PERSONNEL OPERATION COST (CONTINUED)

	Hours			Cost		
	<u>First Shift</u>	<u>Second Shift</u>	<u>Compensatory</u>	<u>First Shift</u>	<u>Second Shift</u>	<u>Compensatory</u>
40 Annual Leave	1610 0			3550 17		
41 Sick Leave	1241 7			1888 48		
42 Leave Without Pay	361 0					
43 Absent Without Leave	179 5					
44 Excused Leave	504 0			793 20		
45 Compensatory Time	331 0			523 84		
46 Military Leave	80 0			131 00		
47 Suspension	16 0					
	31825 0	2460 0	283 0	49535 95	3780 20	310 07
Personnel Total	31568 0			53626 22		

PERSONNEL JOB COST FOR APRIL, MAY & JUNE

	HOURS			COST		
	First Shift	Second Shift	Compensatory	First Shift	Second Shift	Compensatory
0001 Administration	2012 0		10 5	4720 52		10 27
0002 Secretarial Duties	496 0			718 16		
0003 Clerical Office Work	654 7		6 5	1004 09		10 21
0005 Msg - Mail Distribution	319 2			424 27		
0006 Personnel Statistics	27 6			41 84		
0007 Time and Cost Study	254 3	15 5		406 74	25 12	
0008 Official Reports	31 0			46 81		
0009 Military Duties	4 0			4 92		
0011 Planning	6 0			0 00		
0012 Education and Training	771 9	6 0		1181 28	4 68	
0014 Tdy	208 0			406 00		
0015 Management Program	27 5			42 57		
0016 Misc Administration	152 5			192 37		
0017 Publication and Documents	171 5			258 90		
0140 Annual Leave	1610 0			2550 17		
0141 Sick Leave	1243 7			1891 54		
0142 Leave Without Pay	361 0					
0143 Absent Without Leave	173 0					
0144 Excused Leave	504 0			793 20		
0145 Compensatory Time	331 0			523 84		
0146 Military Leave	80 0			131 04		
0147 Suspension	16 0					
0193 Punch Manifest Finders	19 2			29 91		
0194 Ammunition	865 9			1393 41		
0195 Case and Item Corrections	28 9			45 68		
0197 Cargo Summary Monthly	55 1			81 58		
0198 Cargo Control	3557 4	37 5	39 0	5533 09	58 00	49 61
0199 Case and Item	2189 1	317 3	30 5	3459 95	500 45	29 75
0200 Requisition	5641 2	1300 0	94 5	8694 08	1997 91	73 88
0201 Purging Requisitions	2279 8	9 5	40 3	3546 63	13 87	48 31
0202 Follow up	3737 8	774 2	55 2	5639 25	1180 17	78 39

## PERSONNEL JOB COST (CONTINUED)

	HOURS			COST		
	<u>First Shift</u>	<u>Second Shift</u>	<u>Compensatory</u>	<u>First Shift</u>	<u>Second Shift</u>	<u>Compensatory</u>
0300 Operations Branch	1161 7			1931 92		
0301 Follow up Sup Doc	115 8		6 5	191 75		1 65
0303 Packing	144 0			173 52		
0305 Parcel Consolidation	569 9			795 97		
0306 Preparing Shipping Doc	639 1			870 30		
0307 Repackaging Parcel Post	1035 5			1218 38		
0600 MDAP	26 0			56 20		
0900 Central Filing	232 4			332 65		
1001 Special Request	71 3			111 33		
	31825 0	2460 0	283 0	49535 95	3780 20	310 07
Personnel Total	31568 0			53626 22		

## EAM REPORT FOR APRIL, MAY &amp; JUNE

	HOURS		COST	
	First Shift	Second Shift	First Shift	Second Shift
031 37533 Card Punch	272 3		75 00	
031 37539 Card Punch	343 1		75 00	
031 37540 Card Punch	360 8		75 00	
031 37557 Card Punch	323 3		75 00	
043 10134 Tape Card Punch	29 0		180 00	
055 15974 Card Verifier	55 8		105 00	
055 15980 Card Verifier	398 7		105 00	
055 15986 Card Verifier	170 7		105 00	
063 10144 Card Tape Punch	372 5	40 2	176 05	18 95
082 18134 Card Sorting Machine	408 7	134 6	137 61	42 39
082 18942 Card Sorting Machine	412 9	121 7	139 95	40 05
089 10390 Card Collator	305 1	281 9	348 09	334 41
089 10636 Card Collator	151 8	126 5	167 85	144 41
405 24310 Accounting Machine	281 7	73 7	1107 23	272 77
405 25444 Accounting Machine	265 2	47 4	1156 26	223 74
514 12131 Reproducing Punch	238 3	78 5	238 65	76 35
514 12844 Reproducing Punch	155 8	24 0	264 19	40 81
552 15269 Card Interpreter	220 8	66 1	169 26	55 74
552 18204 Card Interpreter	252 1	82 5	180 60	59 40
	5018 6	1077 1	4880 74	1369 02
EAM Total	6095 7		6189 76	

AUTHORIZED AND ASSIGNED PERSONNEL STRENGTH  
STATISTICS  
PORT AIR MATERIEL OFFICE  
NEW ORLEANS, LOUISIANA

1 April 1952 - 30 June 1952

	<u>Civilian</u>		<u>Officers</u>		<u>Airmen</u>		<u>Totals</u>	
	<u>Auth</u>	<u>Asgd</u>	<u>Auth</u>	<u>Asgd</u>	<u>Auth</u>	<u>Asgd</u>	<u>Auth</u>	<u>Asgd</u>
1 April	65	61	0	1	0	0	65	66
30 April	65	61	0	1	0	0	65	66
31 May	65	65	0	1	0	0	65	66
30 June	71	60	1	1	0	0	72	70

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Appendix No. 5

OFFICER'S ASSIGNMENT ROSTER

Assigned  
(April, May & June)

Capt. H.F. Henderson

Transferred  
(April, May & June)

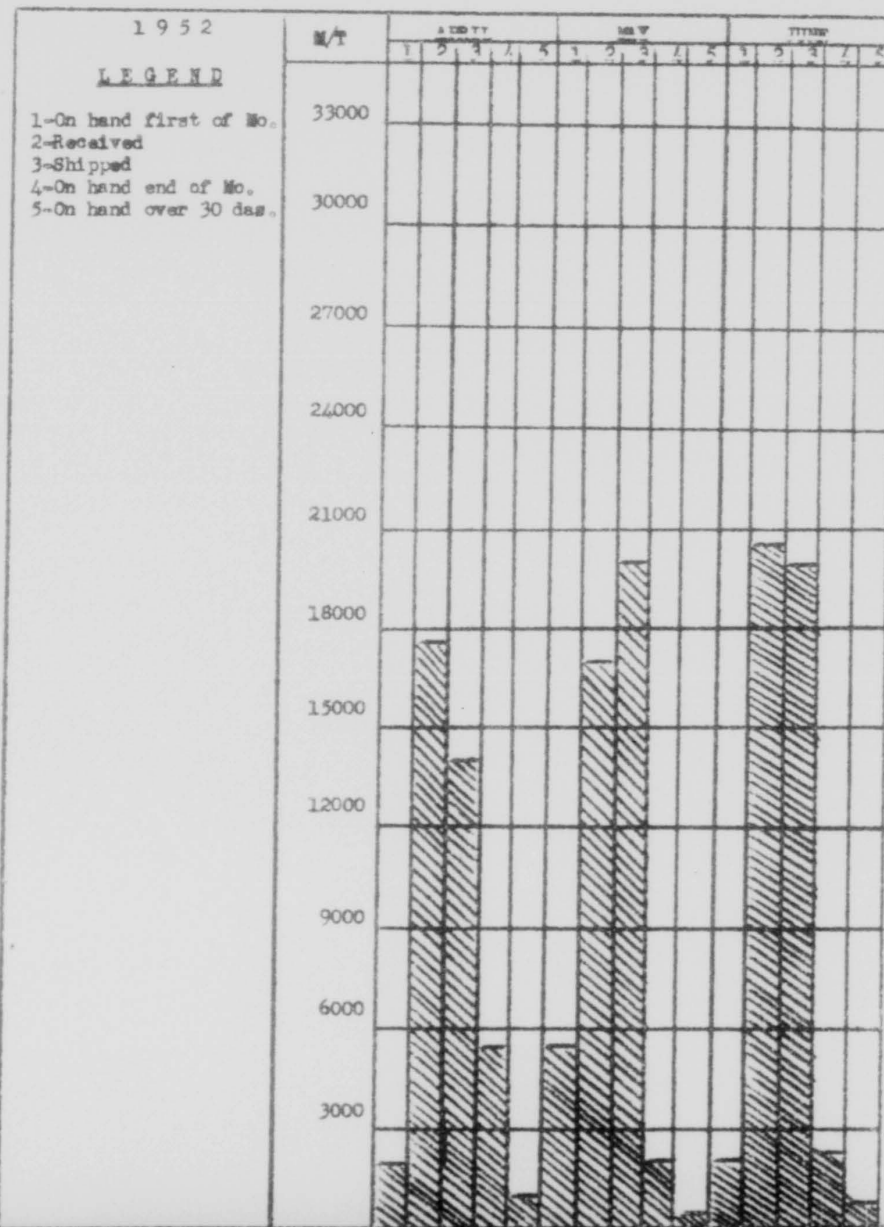
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Newly Assigned  
(April, May & June)

0

REPORT OF TONNAGE HANDLED

Appendix No. 6



39

Appendix No. 7

25 May 1952

SUBJECT: Report of SAAMA Conference

TO: Commanding Officer  
Port Air Materiel Office  
New Orleans Port of Embarkation  
New Orleans, Louisiana

A conference, concerning Case and Item Control Procedures contained in Amendment 36 to AFM 67-1, was held at San Antonio Air Materiel Area, Kelly Air Force Base, 12 May 1952 through 14 May 1952. Representatives from Hq AMC conducted the conference which was attended by representatives from all Air Materiel Areas, Specialized Depots, Hq USAF, Hq SAC, San Francisco Port of Embarkation, Newark Transportation Control Depot, New Orleans Port Air Materiel Office, and Rand Corporation. Personnel attending from this installation were Captain H.F. Henderson, Commanding Officer, Mr. R.B. Smith, Supervisor, Statistical Services Branch, and Mrs. M.H. DeSomer, Supervisor, Overseas Monitoring Branch.

Registration and issuance of security passes were conducted from 0830 to 0930, 12 May 1952.

Captain W.B. Williamson, Chief, Management Office, Supply Division, SAAMA, officially opened the conference with a welcome address and an explanation of facilities available to attending personnel, namely: communications, transportation reservations, daily transportation, Officers' Club, and "break" periods.

Colonel Mathews, Comptroller, SAAMA, spoke briefly, requesting that all organizations represented expend the utmost effort to shorten supply pipeline time to overseas Air Force installations.

The conference was then turned over to Mr. G.F. Fowler, Hq AMC, who presented the major points covered by Amendment 36 to AFM 67-1. The presentation was made with the aid of a chart outlining procedures published in Amendment 36 and changes which would be made to the Amendment by Interim Procedures to be issued by Hq AMC in the near future. Changes to be made to Amendment 36 were listed as follows:

1. Transfer of priority code 4 from emergency request to ROCP (Radar Out of Commission Awaiting Parts). AFR 67-51 will govern ROCP requests.
2. Establishment of priority code 6 to cover emergency requests, initial shortages, WDP, etc.



SUBJ: Report of SAAMA Conference, dtd 25 May 1952

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3. Items not in the "40" series would be supplied on all priority codes and a notation made on the AF Form 480 that the item is to be "locally manufactured", and future requisitions should be submitted in the "40" series. The Overseas Shipment Control Depot will advise the overseas activity.
4. Follow up period by zonal depots was established as 10 days on priority requests and as 30 days on routine requests.
5. If an item is to be supplied by a depot in accordance with "Unit Pack", AF Forms 200 will be forwarded to the Overseas Shipment Control Depot cancelling quantity which would appear to be unsupplied.
6. When an item is to be shipped to Air Materiel Area for re-packing and reshipment, the supplying depot should send a deck of EAM cards to the Air Materiel Area concerned and to the Overseas Shipment Control Depot, showing material to be supplied.
7. AF Property Classes 22, 16F, and 16H barometers are to be exempt from case and item control procedures.
8. Teletype report of shipment on priority requisitions would be eliminated and actual case and item card would be transmitted by teletype.

Mr. Fowler stated that the present procedure of cancelling an item that has been on requisition for 270 days is under study and will be changed. Two proposals are being considered as follows:

1. every 90 days, on requisition cards 180 days old would be pulled, listed and mailed to the overseas activity for screening. The overseas activity would request continued supply action on items required. Remaining items would be cancelled 60 days from date of listing.
2. At the beginning of each month, on requisition cards 270 days old would be pulled, listed and sent to the overseas activity for screening. The overseas activity would request continued supply action on items required and cancellation of remainder.

Mr. R.J. Greiner, SMAMA, stated that SMAMA believed that requisitions submitted in the "80" series (local purchase items) should be exempt from 270 day cancellation. Sacramento's proposal on local purchase items was as follows:

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SUBJ: Report of SAAMA Conference, dtd 25 May 1952

1. If delivery date was estimated at 270 days or more, the overseas activity should be queried before the contract was made. If supply action was still required by overseas, the contract should be made and items maintained on back order until delivery was effected.

In addition to elaboration on Amendment 36 and changes to be made to it, Mr. Fowler stated that Section III, Part II of USAF Manual 67-1 concerning procedures for processing Air Force Supply Directives was being re-written and would be published at an early date. Discussion for the first day of the conference covered Section XXXVIII, Overseas Requisitioning on Zone of Interior, Section XIX, Processing of Overseas Requisitions at the Overseas Shipment Control Depot, and Section XX, Processing of Air Force Overseas Requisitions by Air Force Supply Depots.

-0-

On the second day of the conference, Mr. J.M. Kemp, Hq AMC, conducted the discussion and explanation of the remaining portion of Amendment 36, Additional Operations Incident to Processing of Overseas Requisitions by Supplying Depots, and Section XXI, Case and Item Control of Air Force Materiel Shipped Overseas.

The conference was divided into groups for a conducted tour of SAAMA's supply operation, beginning with the Overseas Shipment Control Branch where a detailed explanation of the actual processing of new requests was given by Mr. John Bernardoni, SAAMA representative. The tour continued through Statistical Services Section, Communications Section, and the Warehouse and Packing Operations Section.

-0-

The final day of the conference was utilized as a general discussion period. Hq AMC requested that a representative of each installation present any problems or questions arising from the previous explanations made, and express an opinion as to the tentative date on which his activity could implement the new procedures. The following points of particular interest to this depot were discussed:

1. Clarification of the "K" status code: "K" indicates shipment of material direct to the overseas activity from a contractor.
2. Clarification of the "W" status code: "W" indicates shipment from a contractor or sub-depot to an Air Materiel Area for repacking and reshipment overseas.

3

SUM: Report of SAAMA Conference, dtd 25 May 1952

3. All EAM cards being mailed from one installation to another should be addressed to the attention of the Statistical Services Section. In order to assure use of the correct address, each activity was requested to submit the proper mailing address to Hq AMC where a list would be compiled and distributed.
4. A Supplying Depot is not required to give an estimated delivery date when placing an item on back order.
5. New suffix codes will be set up by Hq AMC for status code "W" (local purchase). The suffix codes will indicate whether an item is to be locally purchased in accordance with AF Regulation 70-16 or 70-17.
6. If case and item cards are received in error, cards should be forwarded to the appropriate destination, and a letter reporting the error, sent to the offending depot.
7. Long distance telephone calls to determine the availability of material on priority 1 through 4 requisitions are mandatory. They are not mandatory on priority 6 requisitions.
8. A Supplying Depot issuing a shipping order to a sub-depot or contractor to ship material to an Air Materiel Area for repacking will designate the Air Materiel Area geographically nearest to the port of embarkation through which the material will be shipped.
9. Under the new procedure, unit precedence rating will not be punched in priority 8 requisition cards. This problem is under study by Hq AMC, and an Interim Procedure will be issued when a decision is reached.
10. Capt. Bailey, SAAMA representative, stated that SAAMA had obtained authorization from the local postal authorities to consolidate small packages for one addressee in postal bags at Kelly Air Force Base. Mail bags could be delivered directly to the railroad station without being routed through the main post office for re-sorting. This serves the double purpose of expediting delivery of mail and insuring against loss of small packages.
11. The 16 of June was agreed as a tentative implementation date for Amendment 36.
12. Hq AMC advised the Overseas Shipment Control Depots that a quarterly report on supply pipeline time would be requested in the near future. Reports for priority and routine requests would be prepared separately.

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SUBJ: Report of SAAMA Conference, dtd 25 May 1952

Major John O'Bert, Hq USAF, concluded the conference with a brief discussion of the Congressional Bill in the Senate which would consolidate supply functions for all branches of the armed services.

-0-

During the morning of the 15 of May, a special conference was held to discuss case and item control of Initial MIA shipments to Title IV Countries. Representatives from Hq AMC, Newark Transportation Control Depot and New Orleans Port Air Materiel Office attended. Agreement was reached on the following points:

1. Newark would receive case and item cards for material being shipped through that port to Title IV Countries on MDSB's (Mutual Defense Supply Directives) already initiated for Peru, Colombia and Ecuador.
  - a. Newark would mail a duplicate deck of case and item cards to New Orleans Port Air Materiel Office for the purpose of clearing suspense files.
  - b. Newark would retain one deck of case and item cards to be used in the preparation of the Bureau of Census Report, Report to Consignee, and other required reports.
2. New Orleans Port Air Materiel Office would receive case and item cards for material being shipped through that port to Cuba on an MDSB already initiated. Future MDSB's for Title IV Countries will designate the New Orleans Port of Embarkation as the primary port.
  - a. Case and item cards will be used to clear suspense files.
  - b. Case and item cards will be used to prepare report to consignee and other required reports.
  - c. A duplicate deck of case and item cards will be forwarded to Newark for inclusion in the Bureau of Census Report.

*M. H. DeSomer*

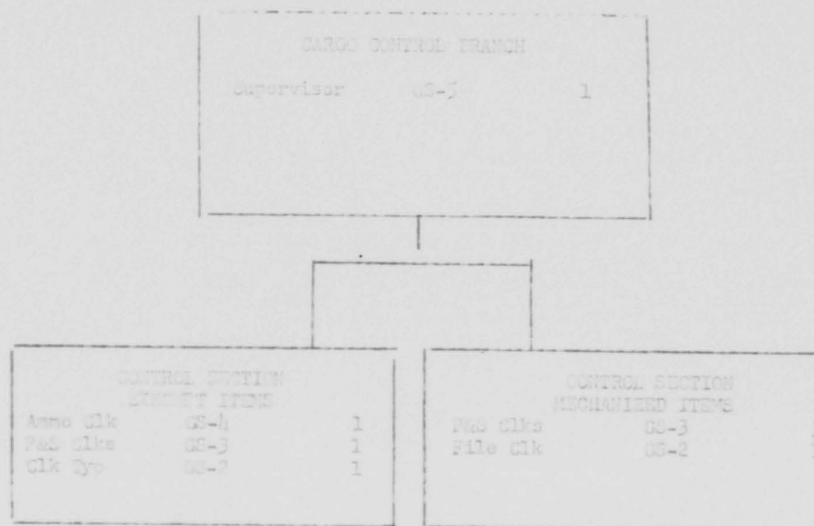
M.H. DeSOMER  
Supervisor, Overseas Monitoring Br  
Port Air Materiel Office

ORGANIZATIONAL CHART (As of 30 June 1952)  
PORT AIR MATERIEL OFFICE  
NEW ORLEANS PORT OF EMBARKATION  
New Orleans, Louisiana

PORT AIR MATERIEL OFFICE		
Officer in Charge	Captain	1
Executive Assistant*	GS-2	1

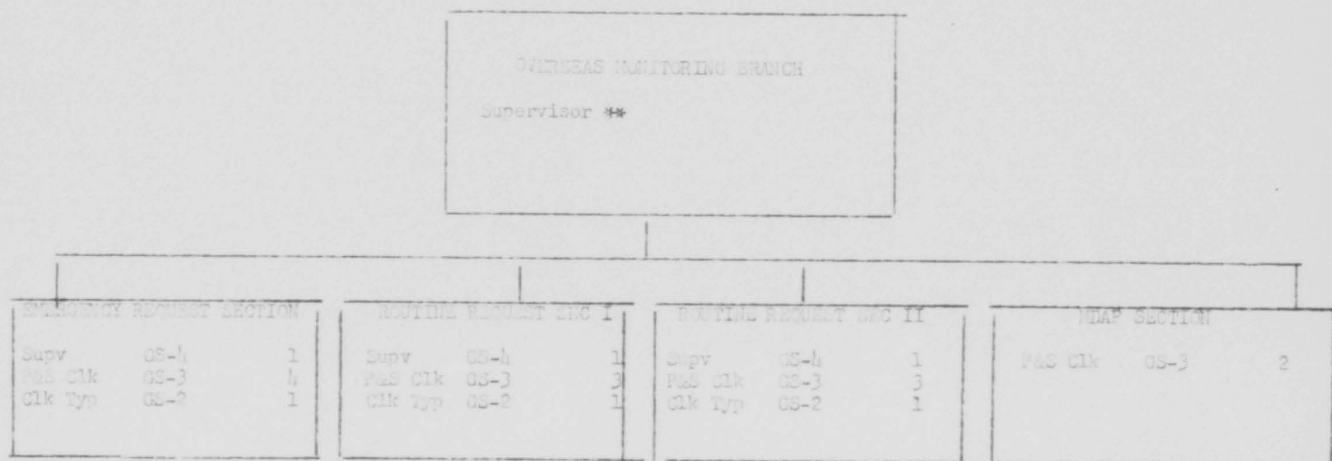
\*See Overseas Monitoring Branch

ADMINISTRATIVE OFFICE		
Secretary	GS-3	1
Typist	GS-2	1
Supv File	GS-3	1
File Clks	GS-2	2
Messenger	GPO	1
Pers Clerk	GS-4	1

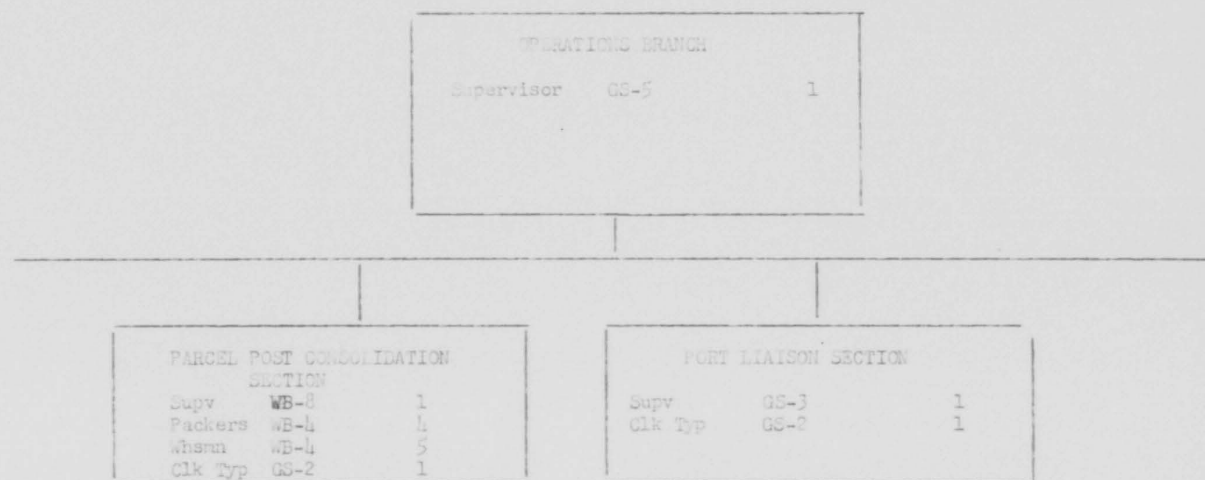


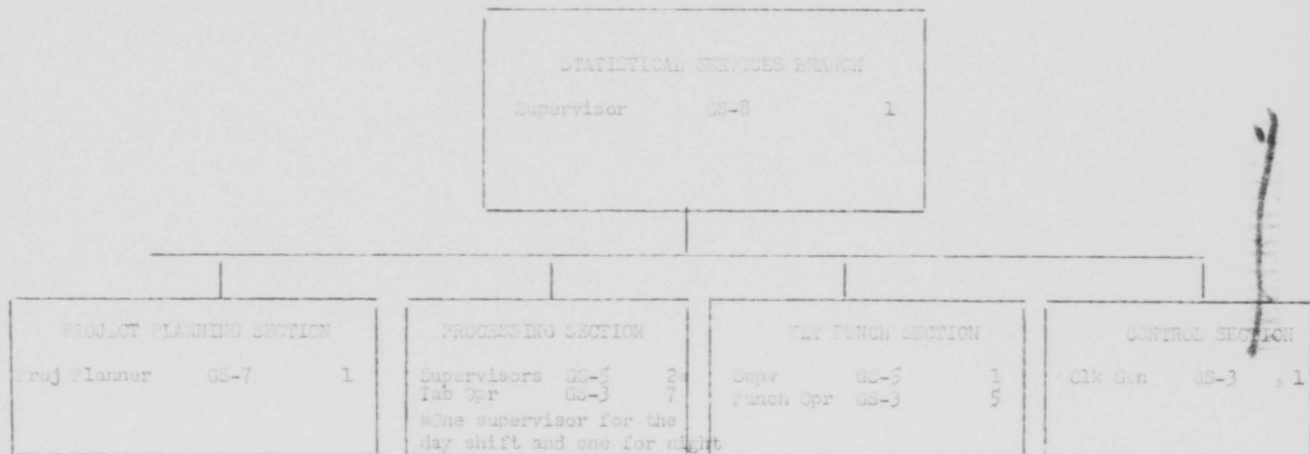
COMMUNICATIONS BRANCH		
Supervisor	GS-1	1
TT Opr	GS-3	6





\*\* See Port Air Materiel Office







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**[REDACTED]**

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By AFSHRC APR 24 1975  
Date:

**HISTORY**

**OF**

**PORT AIR MATERIEL OFFICE**

8 JUN 1987

**NEW ORLEANS, LOUISIANA**

KA16 621

00917093

26 OCTOBER 1951 - 31 MARCH 1952

HISTORICAL DATA

**DECLASSIFIED**  
AF/IC Ltr., 13 Dec 1978  
By AFSHRC APR 24 1975  
Date:

**[REDACTED]**

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IRIS WORKSHEET		006 OLD REEL NUMBER
016 CALL NUMBER (10AN)	005 IRIS NUMBER (10AN)	
16215.521	00917093	
026 OLD ACCESSION NUMBER (12AN)	015 MICROFILM REEL/FILM NUMBER	
	116625964000874	
SECURITY WARNING/ADMIN MARKINGS		
RD FR CN SA WI NF PV FO PS	ORAL HISTORY CAVEAT	
NO CONTRACT	PROPRIETARY INFO	THIS DOCUMENT CONTAINS NATO _____ INFO
501 DOCUMENT SECURITY		
301	DOWNGRADING INSTRUCTIONS	
U	DECLASSIFY ON	REVIEW ON
CLASSIFICATION AND DOWNGRADING INSTRUCTIONS FOR		
502	TITLE / ABSTRACT / LISTINGS	
028	REF _____ DEST DUPOF _____	027 NUMBER IN AUDIO REEL SERIES
INSERT TO _____	DUPOF _____	
CATALOGING RECORD		
MAIN ENTRY (Use one) (180AN)		
100 PERSONAL NAME	109 ISSUING AGENCY	129 TITLE AS MAIN ENTRY
Mobile Air Materiel Area		
TITLE (Use one) (DO NOT USE IF TITLE IS MAIN ENTRY) (180AN)		
220	History of Port Air Materiel office New Orleans	
Port of Embarkation		
OR CHECK:		
<input type="checkbox"/>	2210 ORAL HISTORY	<input type="checkbox"/>
<input type="checkbox"/>	222E END OF TOUR REPORT	<input type="checkbox"/>
<input type="checkbox"/>	222H HISTORY (AND SUPPORTING DOCUMENTS)	<input type="checkbox"/>
<input type="checkbox"/>	224C CHECO MICROFILM	<input type="checkbox"/>
<input type="checkbox"/>	228Q CORRESPONDENCE	<input type="checkbox"/>
<input type="checkbox"/>	226Z PAPERS	
<input type="checkbox"/>	227P CALENDAR	
250	TITLE EXTENSION ENTER VOLUME NUMBER, PARTS, ETC. (20AN)	
DATES: ONLY 264 OR 265 MUST BE COMPLETED. SUPPLY BOTH IF KNOWN		
264	INCLUSIVE DATE 51/10/36 TO 52/03/37	IF DATE ESTIMATED, CHECK HERE <input type="checkbox"/>
265	DATE OF PUBLICATION	300 TOTAL PAGES

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HISTORY

9 JUN 1987

of

PORT AIR MATERIEL OFFICE  
NEW ORLEANS PORT OF EMBARKATION  
New Orleans, Louisiana

First Installment

26 October 1951 - 31 March 1952

Prepared for the Historical Office, Headquarters,  
Air Materiel Command by Capt. Harold F. Henderson  
(Historical Officer) and Mrs. Hattie K. Lewis.

(Mobile Air Materiel Area, Air Materiel Command)  
(Emanuel E. Criminale, Historian)

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BY AFSHRC  
Date: APR 24 1975

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CHAPTER I

ORGANIZATIONAL DEVELOPMENT

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In accordance with General Orders Number 64,<sup>1</sup> General Orders Number 35,<sup>2</sup> and an Air Materiel Command Regulation 24-7,<sup>3</sup> the Port Air Materiel Office, located at the New Orleans Port of Embarkation, New Orleans, Louisiana, was activated 26 October 1951 as an off-base facility under the command jurisdiction of Headquarters Mobile Air Materiel Area, Brookley Air Force Base, Alabama.

The office was established to maintain liaison with the Department of Army authorities, New Orleans Port of Embarkation, and Department of Air Force supply activities; to insure proper dispatch and disposition of all Air Force materials forwarded or returned from overseas through the New Orleans Port of Embarkation; to maintain case and item control on all overseas Air Force shipments monitored by the New Orleans Port Air Materiel Office; and to process and distribute supply requests received from overseas activities.<sup>4</sup>

Activation of this office on a Department of Army installation required that certain agreements relative to responsibilities, space requirements and financial arrangements be entered into with the Commanding Officer of the New Orleans Port of Embarkation. To this end a tenancy arrangement was effected on the 28 September 1951 with the Commanding Officer, New Orleans Port of Embarkation, Colonel W.W. Moore,<sup>5</sup> whereby the

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1. See Appendix No. 1.
  2. MOAMA GO 35, 17 Oct 51, filed in PAMO, New Orleans, La.
  3. AMCR 24-7, 16 Nov 51, filed in PAMO, New Orleans, La.
  4. AMC ltr, 13 Sept 51, filed in PAMO, New Orleans, La.
  5. Tenancy Agreement between Hq NOPE and Hq MOAMA, 28 Sept 51, filed in PAMO, New Orleans, La.

Commanding General, Mobile Air Materiel Area, was granted the use of approximately 7,200 square feet of administrative space to house a Port Air Materiel Office on a non-reimbursable basis. The area was located in a permanent concrete structure on the Second Floor, Unit One, Section B, of the New Orleans Port of Embarkation, accessible by stairs, passenger elevator and freight elevator. Certain alterations were necessary in order to conform to the requirements of the different branches of the organization. Required modification included the installation of electrical circuits and outlets for accounting machines, lighting fixtures, partitions, asphalt tile floors and heating appliances. Modification was completed prior to occupation by personnel assigned to the Port Air Materiel Office on 14 January 1952 at a cost of approximately \$16,000 chargeable to funds of the Department of Air Force.

Although the Port Air Materiel Office was activated on 26 October 1951, actual operation as such did not begin until 14 January 1952. Subsequent to this date, additional alterations were approved by Headquarters Mobile Air Materiel Area. These included the installation of acoustical tile to the ceiling to soften noise made by machine operation which adversely affected the efficiency of personnel; the installation of large ventilating fans to afford comfort to personnel during the summer months; and the installation of light fixtures and asphalt tile floors in an office in Unit Three, Third Floor, Section C, New Orleans Port of Embarkation, to house the Operations Branch and permit adequate supervision over the receipt, storage, consolidation and shipment of parcel post receipts from Air Force supply depots.

Initial tenancy agreement provided for communications services to be furnished by the Department of Army at New Orleans Port of Embarkation by including the Port Air Materiel Office traffic with Department of Army traffic, processing both through existing Department of Army facilities; however, after the Port Air Materiel Office actually began operations, the traffic generated proved to be more than could be advantageously handled and resulted in unsatisfactory services to both parties. On 21 January 1952, Headquarters Mobile Air Materiel Area was requested to obtain an Air Force controlled circuit to Maxwell Air Force Base, Alabama, and requisitions for necessary terminal equipment were submitted to establish a communications center and thus relieve the Department of Army, New Orleans Port of Embarkation, of excessive traffic. This request was approved, and final action is pending.

Headquarters Mobile Air Materiel Area was directed by Headquarters Air Materiel Command on 20 December 1951 to effect liaison with the Commanding Officer, New Orleans Port of Embarkation, to obtain space in the port area for the establishment of a parcel post repackaging and consolidation unit under the jurisdiction of the Port Air Materiel Office.<sup>6</sup> Request for such space was necessary because sufficient space to house such a unit was not available to the Department of Air Force in the New Orleans area and because establishment of such a unit would greatly reduce transportation expenditures at supply depots and permit more expeditious supply action to overseas units. In response to a letter from Headquarters Mobile Air Materiel Area

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6. AMC ltr, 20 Dec 51, filed in PAMO, New Orleans, La.

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to the Commanding Officer, New Orleans Port of Embarkation,<sup>7</sup> a conference was called on 29 February 1952 to initiate arrangements for the assignment of requested space. In attendance were Colonel Moore, Commanding Officer, New Orleans Port of Embarkation, other port authorities, Captain Harold F. Henderson, Commanding Officer, Port Air Materiel Office, and Lester L. Ferguson, Civilian Chief, Port Air Materiel Office. As a result of this conference, 13,400 square feet of warehouse space in Unit Three, Third Floor, Section C, New Orleans Port of Embarkation, was allocated for use in establishing the unit. Further, the Terminal Operations Division, New Orleans Port of Embarkation, agreed to continue parcel post consolidation for the Department of Air Force until the parcel post consolidation unit could be placed in operation. The Comptroller of the New Orleans Port of Embarkation agreed that the Department of Air Force might utilize contractual labor presently under contract to the port on a reimbursable basis in lieu of Civil Service personnel. Colonel H.R. Johnson, Deputy Port Commander, advised that the use of powered equipment was approved at no cost to the Department of Air Force.

Captain Henderson in a letter dated 5 March 1952 to the Commanding General, Mobile Air Materiel Area,<sup>8</sup> reviewed personnel and equipment requirements necessary for establishing a unit for consolidation of parcel post. Approval was requested for the issue of equipment and supplies, and authorization was requested for spaces to employ Civil Service personnel or

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7. MOAMA ltr, 16 Nov 51, filed in PAMO, New Orleans, La.

8. PAMO ltr, 5 Mar 52, filed in PAMO, New Orleans, La.

utilize contractual labor. Projected requirements were based upon information received from Newark Transportation Control Depot where a unit was in operation similar to the one planned.<sup>9</sup> Approval for issue of equipment was granted and the employment of Civil Service personnel authorized in lieu of contractual labor because of the difference in wage scale. Employment of Civil Service personnel would save an estimated cost of forty cents per hour per employee.

In accordance with instructions from Headquarters Department of the Air Force, the Port Air Materiel Office assumed the responsibility for monitoring overseas requests for Air Force ammunition on 1 March 1952, which was formerly accomplished by the Department of Army, Overseas Supply Division, New Orleans Port of Embarkation.<sup>10</sup> Personnel required to accomplish these responsibilities were one Property and Supply Clerk and one Clerk Typist under the supervision of the Cargo Control Branch. Inasmuch as all graded civilian spaces made available by Headquarters Air Materiel Command had been utilized, this work load had to be discharged within the current man power allotment to the Port Air Materiel Office.<sup>11</sup> Selected personnel were placed on temporary duty with the Overseas Supply Division, New Orleans Port of Embarkation, for on the job training in their new duties, which paralleled those of the Department of Army.

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9. AMC ltr, 20 Dec 51, filed in PAMO, New Orleans, La.

10. AMC ltr, 30 Nov 51, filed in PAMO, New Orleans, La.

11. PAMO ltr, 15 Feb 52, and 1st, 2nd and 3rd Inds thereto, filed in PAMO, New Orleans, La.

CHAPTER II  
PERSONNEL ALLOTMENTS AND UTILIZATION

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Establishment of a Port Air Materiel Office at the New Orleans Port of Embarkation had to conform to certain predetermined personnel allotments as indicated in General Orders Number 35.<sup>12</sup> Allotments were based on statistical work load figures rendered to Headquarters Air Materiel Command, Dayton, Ohio, by the Port Air Materiel Office, San Francisco Port of Embarkation, Fort Mason, California. Primarily, these statistics included tonnage processed through the San Francisco Port of Embarkation for the Department of Air Force, electrical accounting machine hours required to maintain records of such processing, and the number of personnel required at the San Francisco Port of Embarkation to accomplish this mission. These three factors alone could tangibly depict what was required at New Orleans since the only common element known was the number of tons of Air Force supplies shipped through each port.

The initial personnel ceiling was established at 61 graded personnel, allocated as indicated in a letter from Headquarters Mobile Air Materiel Area, dated 16 November 1951.<sup>13</sup> This, however, did not include authorization for military personnel, but one officer, Captain George R. Hall, was transferred to the Port Air Materiel Office from the Air Materiel Command Liaison Office, New Orleans Port of Embarkation, which was consolidated with the Port Air Materiel Office upon its activation.

Captain Hall assumed command of the Port Air Materiel Office on the

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12. MOAMA GO 35, 17 Oct 51, filed in PAMO, New Orleans, La.

13. MOAMA ltr, 16 Nov 51, filed in PAMO, New Orleans, La.

date of activation. Simultaneously with Captain Hall's transfer from the Air Materiel Command Liaison Office, Lester L. Ferguson, Adam Winningkoff, Mrs. Evelyn Sambola, Mrs. Theda Guagliardo, and Mrs. Mary Haydel, were transferred to the Port Air Materiel Office from the same office and became its initial staff. These personnel continued to function as the Air Materiel Command Liaison Office until approximately 1 December 1951 when other employees were recruited through the Civilian Personnel Division, New Orleans Port of Embarkation, who had agreed to perform personnel duties for the Port Air Materiel Office, provided one space would be furnished them for the employment of a personnel clerk.<sup>14</sup> Recruitment continued,<sup>15</sup> and sufficient personnel were employed and trained to assume their respective duties on the 14 January 1952 when the Port Air Materiel Office actually began operation.

On 21 January 1952, another officer, Captain Harold F. Henderson, was assigned from Headquarters Mobile Air Materiel Area, Brookley Air Force Base, with primary duty as Transportation Officer. Space authorization for his assignment did not exist at that time; however, Headquarters Mobile Air Materiel Area, temporarily assigned a space from allocations available to that Headquarters. Space allocation for one officer was made to the Port Air Materiel Office on 14 April 1952.

Captain Henderson assumed command of the Port Air Materiel Office on 1 March 1952,<sup>16</sup> relieving Captain Hall who was transferred to another command.<sup>17</sup>

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14. MOAMA ltr, 16 Nov 51, filed in PAMO, New Orleans, La.

15. See Appendix 1.

16. PAMO GO 1, 1 March 52, filed in PAMO, New Orleans, La.

17. MOAMA GO 33, 14 Feb 52, filed in PAMO, New Orleans, La.



Assignment of personnel was based on the following functions to be performed by the Port Air Materiel Office, New Orleans Port of Embarkation:

Air Force responsibility for all Air Force supplies moving through the Port of Embarkation.

Liaison with the respective divisions of the Port of Embarkation on supply and transportation matters for which the Commanding General, Mobile Air Materiel Area, is responsible.

Advise and maintain liaison with the Overseas Supply Division, New Orleans Port of Embarkation, for the provision of adequate Air Force editing data, justification and approval of Air Force overseas requirements on Army procured items which are excess to normal requirements.

Recommend to the Commanding General, Mobile Air Materiel Area, changes to existing policies and procedures that are considered inadequate and in need of revision.

Accomplish documentation and identification, and render technical assistance to the port authorities, as required, to accomplish movement of Air Force material through the port.

Coordinate with the port authorities in the procurement of space allocations consistent with priorities established to insure timely movement of Air Force cargo through the port.

Furnish data to the Supply Directorate, Mobile Air Materiel Area, for preparation of forecast for movement of tonnage through the port.

Provide Air Force case and item control records and reports to overseas theaters for all Air Force material shipped.

Maintain required records of Air Force material en route to Port of Embarkation, on hand, and shipped overseas.



Advise Air Force depots of deficiencies resulting from noncompliance with procedures applicable to packing, crating, marking and documentation, and preparation of case and item statistical cards.

Insure compliance with safety and fire regulations and provide adequate security.

Organizational structure was planned, revised, and finally approved on 20 March 1952,<sup>18</sup> to include an Administrative Office, Cargo Control Branch, Overseas Monitoring Branch, Statistical Services Branch, Communications Branch, and an Operations Branch, which were to perform functions enumerated above and further outlined in the organization's Functional Chart.<sup>19</sup>

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18. See Appendix 2.

19. See Appendix 3.

CHAPTER III  
EDUCATION AND TRAINING

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As indicated in Chapter I, a great deal of time elapsed between the date of activation of the Port Air Materiel Office and the date when operation actually began.

One officer and five civilians were transferred 23 December 1951 from the Traffic Liaison Office under administrative jurisdiction of the Traffic Section, Office of the Director of Supply and Services, Mobile Air Materiel Area, to constitute the cadre for organization of the Port Air Materiel Office.

Cameron A. Bryars from the Office of the Director of Supply and Services, Mobile Air Materiel Area, was placed on temporary duty at the Port Air Materiel Office, 10 December 1951, to help train the original cadre and new personnel as they were recruited.

The Port Air Materiel Office was very fortunate in that the Data Control Office of the Air Weather Service which occupied offices in the New Orleans Port of Embarkation was ordered transferred to Asheville, North Carolina. Since many of the personnel assigned to this organization could not accompany it for personal reasons, they were transferred to the Port Air Materiel Office and constituted more than eighty per cent of its strength. All of the personnel necessary for operation of the Statistical Services Branch were transferred from the Air Weather Service where assigned jobs were of the same general nature; therefore, training in the specialized phases of supply mechanization only was required.

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Facilitation of required training was begun by ordering Raymon E. Smith, Preston A. Marx, and Mrs. Eileen Ferrara, supervisory personnel of the Statistical Services Branch, to Headquarters Mobile Air Materiel Area, Brookley Air Force Base, for observation and instruction in methods and procedures utilized in case and item control procedures as applicable to electrical accounting machines. Upon return to New Orleans, the above personnel instituted an intensive training program using the manual<sup>20</sup> the procedures established at the Port Air Materiel Office, San Francisco Port of Embarkation, Fort Mason, California, an office identical to the one being established, but which had been in operation for a period of approximately two years--and charts depicting the flow of work to insure that all assigned personnel would be well prepared for the time when operation was scheduled to begin.

More extensive training was required for the personnel transferred from the Air Weather Service to the Overseas Monitoring Branch of the Port Air Materiel Office because these personnel were to perform supply duties which were entirely foreign to the majority of them. Initial training was begun by ordering Mrs. Margaret H. DeSonier, Mrs. Rose B. Koppel, Mrs. Mary Haydel, Miss Joyce Quigley, Larry Dillon and Alfred Richardson, to Headquarters Mobile Air Materiel Area where on the job training was given in the Overseas Monitoring Section then in operation at Brookley Air Force Base but which was scheduled to be transferred to the Port Air Materiel Office without personnel as soon as possible. After two weeks of such training, the above mentioned personnel returned to New Orleans, and another group

<sup>20</sup>. Overseas Requisitioning, Shipping and Case and Item Control Procedures Manual, 15 Oct 50

comprised of Mrs. Mary Jo Jilek, Mrs. Evelyn Riviere, Mrs. Rita McCollum, Mrs. Theda Guagliardo and Mrs. Ollie Wininger, proceeded to Brookley Air Force Base for similar training.

Training of personnel assigned to the Cargo Control Section was accomplished at New Orleans under the guidance of Mr. Bryars, Mr. Ferguson, and Mrs. Sambola from the manual and knowledge and experience gained by working in the Supply and Services Division at Brookley Air Force Base and in liaison with the Department of Army authorities at the New Orleans Port of Embarkation.<sup>21</sup>

On 8 January 1952 Captain Henderson was ordered to the Port Air Materiel Office by Headquarters Mobile Air Materiel Area for two weeks temporary duty to assist in completion of training of the organization's personnel and in the establishment of procedures. Captain Henderson's experience in supply procedures and his previous assignment as Port Transportation Officer, at the U.S. Military Port of Manila, Manila, Philippines, were a great help in knitting the final organization into a team that could assume the functions of a Port Air Materiel Office.

When operations began on the 14 January 1952, Jack Storm, Orman H. Adkinson, Malcolm R. Robertson, Mrs. Ruth S. Gressett, Mrs. Mildred B. Jordan and Miss Mary Cornick, were ordered to the Port Air Materiel Office from the Supply and Services Division, Headquarters Mobile Air Materiel Area, to assist in the establishment of procedures and the formulating of routine work patterns. This group was extremely valuable because their assignments at Brookley Air Force Base had been to the Overseas Monitoring Branch which

<sup>21</sup>. Overseas Requisitioning, Shipping and Case and Item Control Procedures Manual, 15 Oct 50

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functioned similarly to the newly activated Branch of the Port Air Materiel Office.

On the 20 February 1952 personnel were employed for assignment to the Communications Branch, referred to in Chapter I, prior to assignment of a circuit or receipt of terminal equipment, to permit training of operators, so that when the circuit and terminal equipment were installed, traffic could be switched from the Department of Army facilities to the Department of Air Force facilities immediately without causing interruption of service to either department. As the best method of training for this particular work is accomplished by the on the job method, personnel were placed on temporary duty with the New Orleans Port of Embarkation Signal Center for training and to assist that center in handling the work load it had assumed for the Port Air Materiel Office.

On 28 February 1952, Headquarters Mobile Air Materiel Area directed that the Port Air Materiel Office assume from that Headquarters the responsibility of monitoring all special project requisitions for the overseas accounts under its jurisdiction. Special project requisitions are established by Headquarters Air Materiel Command or by an Air Materiel Area Headquarters for the supply to overseas stations of items required for a service test, an experimental project, or of items required for one issue only. To permit the assumption of this responsibility with the least amount of error and delay, Mrs. DeSonier was ordered to Brookley Air Force Base to formulate plans and acquire procedures for phasing the new responsibilities into the present operation.

In accordance with plans of the Department of Air Force to produce "More Air Force Per Dollar", a tool to assist in this accomplishment,

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entitled Management Improvement Program,<sup>22</sup> was established, and Mr. Smith was ordered to Brookley Air Force Base on 19 March 1952 to attend a course of instruction relative to application of this program to the Port Air Materiel Office. Other members of the office were scheduled to attend the course of instruction at a later date.

The Management Improvement Program has been useful in the establishment of the Port Air Materiel Office. Through audits and job analyses accomplished in accordance therewith, the office was able to reduce personnel strength of the Cargo Control Branch from twelve to eight persons by better utilization of electrical accounting machines in lieu of manual processing of Air Force requisitions and shipping documents (AF forms 104E). The four spaces created by the above reorganization were transferred to other Branches and helped to eliminate backlogs which were in existence.

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22. MOAMA ltr, 7 Mar 52, filed in PAMO, New Orleans, La.

CHAPTER IV  
MAJOR PROBLEMS.

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The greatest problem confronting the Fort Air Materiel Office, New Orleans Port of Embarkation, upon its activation was the recruiting of personnel with knowledge of Department of Defense supply procedures. The employment market for such personnel indicated nonavailability. To employ personnel, qualifications were lowered, and the market produced personnel being terminated from other governmental agencies as indicated in preceding chapters who were employed and trained to accomplish the new tasks assigned to them; however, supervisors for the Overseas Monitoring Branch could not be employed as none were available. Letters of inquiry were written to Air Force installations within the Mobile Air Materiel Area requesting personnel to transfer, but there were no applicants because of the fact that re-employment rights at the previous place of employment could not be guaranteed. To obtain supervisors, three of the personnel employed as supply clerks, considered the best qualified, were appointed as intermediate supervisors, each over a group of not more than four persons and each reporting to the Commanding Officer. It was planned that the one of the three proving the best qualified at the end of one year would be appointed Branch Chief with a corresponding increase in salary. Such a plan also provided for the remaining two to be granted salary increases by increasing their responsibilities through reorganization. Selected personnel having knowledge of the above plan have proven that incentive can be a very valuable tool in helping personnel train themselves for better positions.

Communications, no less a problem than that above, although not entirely beaten, has improved immeasurably. When the office first began operation, communications of an electrical nature was to be provided by the Department of Army;<sup>23</sup> however, when the agreement for such services was formulated, all concerned were not aware of the work load that would be involved. Upon availability of work load data, the Department of Army requested relief. Necessary requests were rendered to proper authorities, but because of the short supply of communications equipment, action on these requests was very slow. Accelerated action was accomplished as a result of a visit on 26 March 1952 from a representative of the Department of Army Communications Office, Washington, D.C. His attitude was that sufficient action had not been taken to furnish the Port Air Materiel Office with requested services. He also reiterated the point that neither the Department of Air Force, nor the Department of Army at New Orleans Port of Embarkation, was receiving satisfactory service and that it behoved the Air Force to take action to alleviate the over burdened facilities, which fact he would communicate to the Communications Office at Headquarters Department of Air Force upon return to Washington. He was advised that a circuit could be immediately obtained, but that the problem of terminal equipment was another and larger problem. At this point, he advised that New Orleans Port of Embarkation was in a position to loan us enough equipment which had become available because of consolidation of functions at Camp LeRoy Johnson, Louisiana, until the Air Force could fill the Port Air Materiel Office requisitions. Headquarters Mobile Air Materiel Area was immediately advised of this visit and requested to expedite requisitions.

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23. Tenancy Agreement between Hq NOPE and Hq MOAMA, 28 Sept 51, filed in PAMO, New Orleans, La.



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As a result of this visit, the Port Air Materiel Office was advised by the Communications Office, Headquarters Department of Air Force, on the 30 March 1952 that the circuit had been approved and that Western Union would install it in the near future. Final action is pending.

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HEADQUARTERS  
**AIR MATERIEL COMMAND**  
 WRIGHT-PATTERSON AIR FORCE BASE, DAYTON, OHIO

GENERAL ORDERS  
 NUMBER 64

11 October 1951

STAFF ASSIGNMENTS . . . . . Section  
 PORT AIR MATERIEL OFFICE, NEW ORLEANS, LOUISIANA - Establishment. . . . . II

I. STAFF ASSIGNMENTS. 1. LIEUTENANT COLONEL NORMAN T KINCADE 4789A United States Air Force, is announced as acting Chief of the Services Division, during the temporary absence of COLONEL DALLAS L KNOLL 107A United States Air Force, effective 5 September 1951.

2. LIEUTENANT COLONEL GEORGE A BRINGMAN 2937A, United States Air Force is announced Acting Chief, Finance Division, vice MAJOR RUDOLPH R PICARELLI A01587537 United States Air Force, effective 8 October 1951.

II. PORT AIR MATERIEL OFFICE, NEW ORLEANS, LOUISIANA - Establishment.  
 1. The Port Air Materiel Office located at New Orleans, Louisiana is established as an off-base facility under the jurisdiction of Mobile Air Materiel Area, Brookley Air Force Base, Alabama, effective 26 October 1951.

BY COMMAND OF LIEUTENANT GENERAL RAWLINGS:

OFFICIAL:



W. B. RILEY, JR  
 Colonel, USAF  
 Air Adjutant General

W. B. RILEY, JR  
 Colonel, USAF  
 Air Adjutant General

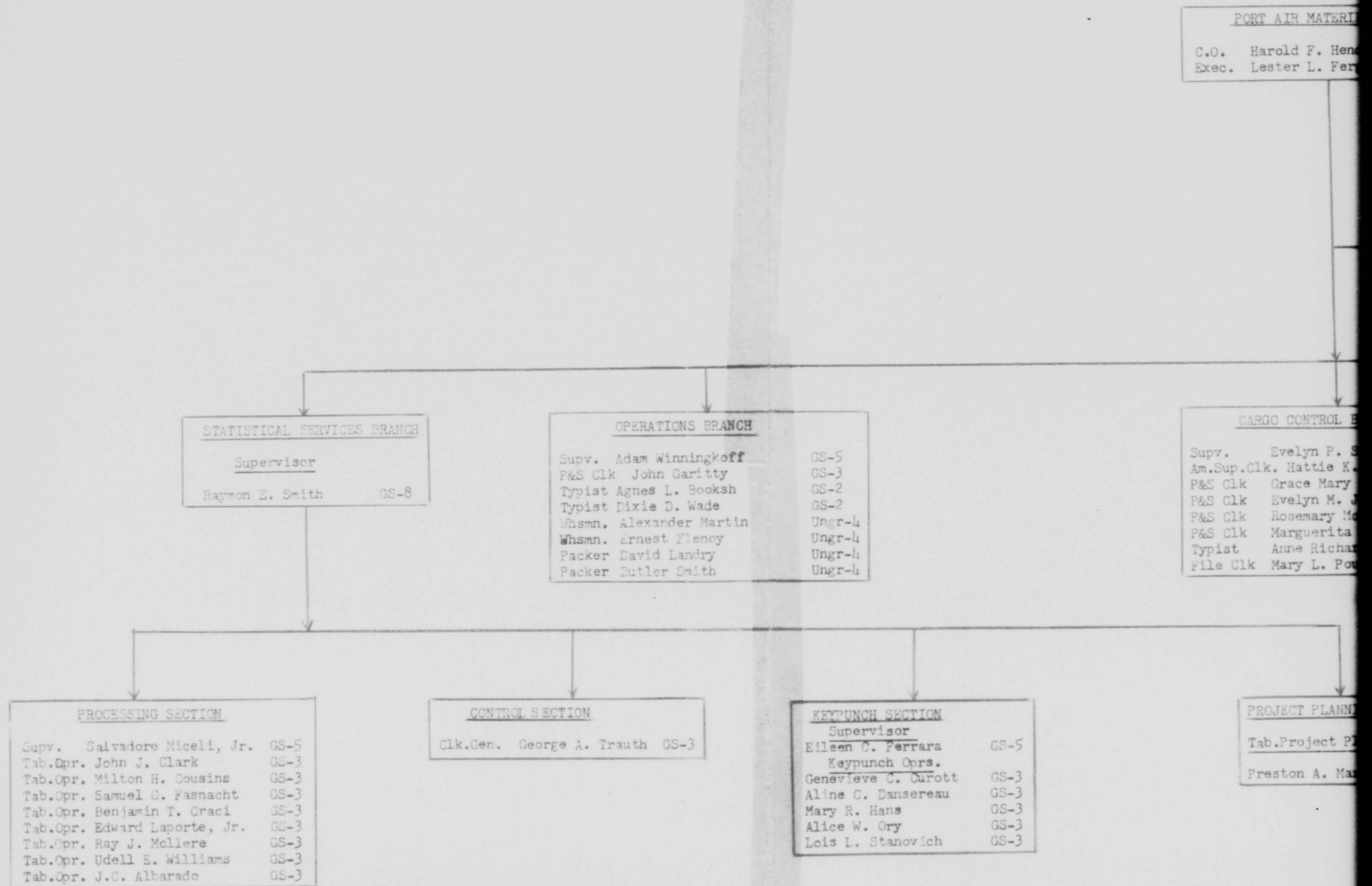
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 20 Port Air Materiel Office, New Orleans, La  
 5 Off Concerned  
 5 MCMQ  
 5 MCCE  
 5 MCCF

AF-WPAFB-(A)-300

Authorized and Assigned Personnel Strength Statistics  
 Port Air Materiel Office  
 New Orleans, Louisiana

26 October 1951 - 31 March 1952

	Civilian		Officers		Airmen		Total	
	Auth	Asgd	Auth	Asgd	Auth	Asgd	Auth	Asgd
26 October	0	5	0	1	0	0	0	6
31 October	0	5	0	1	0	0	0	6
30 November	61	5	0	1	0	0	61	6
31 December	61	43	0	1	0	0	61	44
31 January	61	53	0	2	0	0	61	55
29 February	61	57	0	2	0	0	61	59
31 March	65	59	0	1	0	0	65	60



PORT AIR MATERIEL OFFICE  
 C.O. Harold F. Henderson Capt.  
 Exec. Lester L. Ferguson GS-9

ADMINISTRATIVE OFFICE  
 Secretary Rosemary Arcola GS-3  
 Typist Marian C Siener GS-2  
 Supv.File Hazel R Juncker GS-2  
 File Clk Edith Hamilton GS-2  
 File Clk June Anderson GS-2  
 Messenger Alvin Martin CPC-3  
 Pers.Clk Catherine Geraci GS-4

CARGO CONTROL BRANCH  
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 Am.Sup.Clk. Hattie K. Lewis GS-4  
 P&S Clk Grace Mary Catchot GS-3  
 P&S Clk Evelyn M. Justrabo GS-3  
 P&S Clk Rosemary McDonnell GS-3  
 P&S Clk Marguerita G. Michon GS-3  
 Typist Anne Richardson GS-2  
 File Clk Mary L. Pourciau GS-2

COMMUNICATIONS BRANCH  
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 Tel.Opr Lucille H. Vahey GS-3  
 Tel.Opr George H. Belcher GS-3  
 Tel.Opr Marion C. Kennair GS-3  
 Tel.Opr Marion R. Cavallino GS-3  
 Tel.Opr Laurie E. Wallace GS-3  
 Tel.Opr Elmo A. Moll GS-3

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 Supervisor  
 (Lester L. Ferguson)

PROJECT PLANNING SECTION  
 Tab.Project Planner  
 Preston A. Marx GS-7

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 P&S Clk Marietta Robinson GS-3  
 P&S Clk Evelyn B. Riviere GS-3  
 P&S Clk Mary A. Oden GS-3  
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 P&S Clk Theda Guagliardo GS-3  
 P&S Clk Ollie D. Winger GS-3  
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GS-5  
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 GS-3  
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CH

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 wis GS-4  
 chot GS-3  
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 nell GS-3  
 Michon GS-3  
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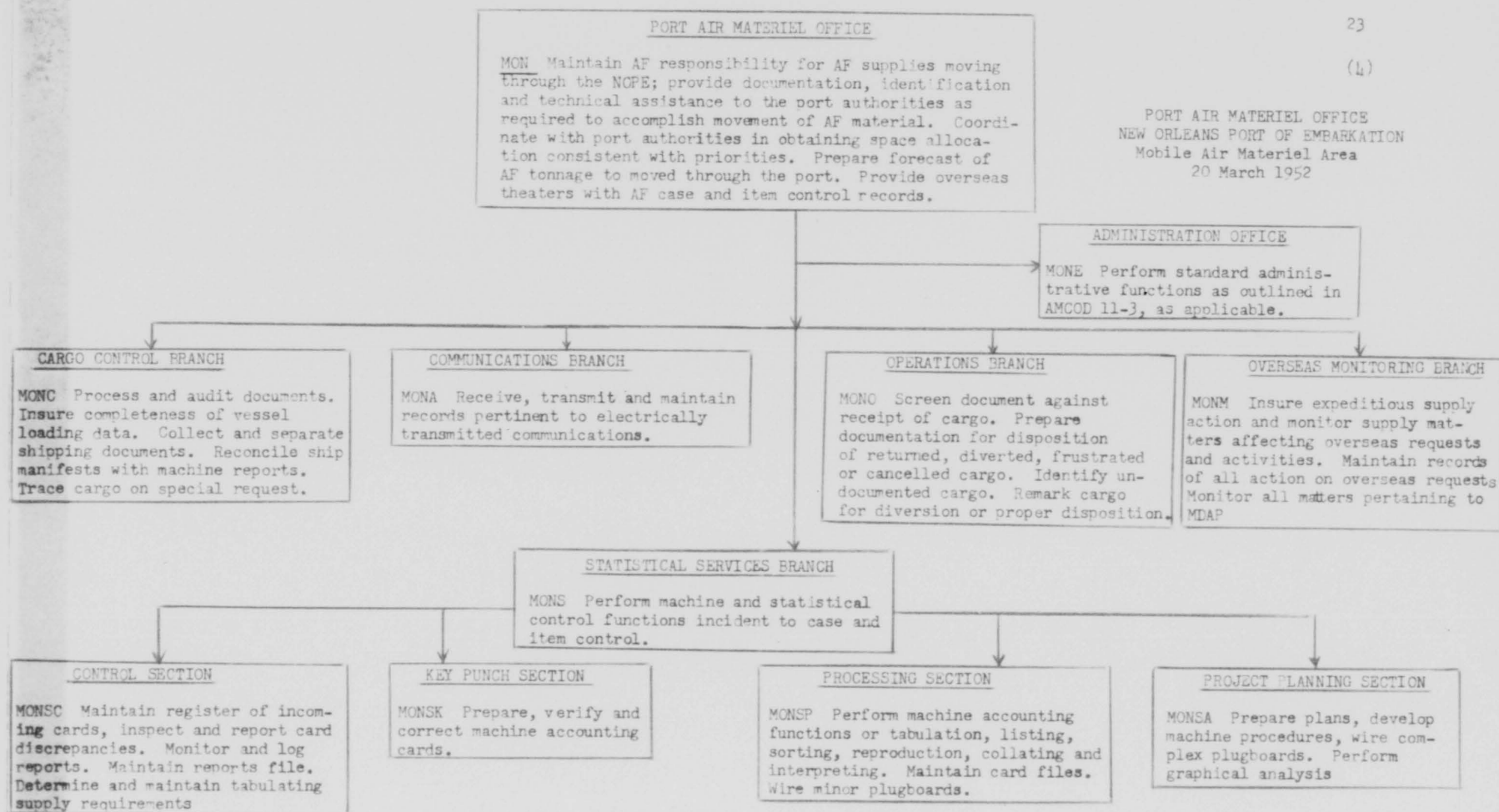
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This chart supersedes chart No. 11 dated 8 January 1952.

GO No. 64 Hq AMC dated 11 October 1951

Approved: /s/ J.E. Gordon  
Colonel, USAF  
Comptroller



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X216.5303-1  
1 Apr. 1967

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15 JUN 1967

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WASHINGTON		TA 713 BASIC 01 APR 1969	
TABLE OF ALLOWANCES		RETURN TO 15 JUN 1987	
GROUND COMMUNICATION INSTALLATION, ENGINEERING, MAINTENANCE, AND GEEIA MOBILE DEPOT MAINTENANCE SUPPORT EQUIPMENT		4365503-1	
THIS ISSUE REPLACES TA 713 DATED 15 JULY 1968			
No. 0005308			

THIS ALLOWANCE DOCUMENT PRESCRIBES THE ESSENTIAL ITEMS OF EQUIPMENT NORMALLY REQUIRED FOR SUPPORT OF ORGANIZATIONS ASSIGNED THE RESPONSIBILITIES OF INSTALLATION, TESTING, MAINTENANCE OF COMMUNICATION FACILITIES AND GEEIA MOBILE DEPOT MAINTENANCE AND WILL BE INCLUDED ON MAJOR COMMAND ACCOUNTABLE RECORDS IN ACCORDANCE WITH VOLUME IV, AFM 67-1.

1. GENERAL INFORMATION.

A. THE BASIS OF ISSUE REFLECTED IN THIS ALLOWANCE DOCUMENT EXCEPT WHEN OTHERWISE SPECIFIED UNDER SPECIAL INFORMATION, REPRESENTS MAXIMUM ALLOWANCES FOR NONEXPENDABLE ITEMS PRESCRIBED TO SUPPORT THE MISSION/FUNCTION DESIGNATED. AUTHORIZATIONS WILL BE HELD TO MINIMUM ESSENTIAL TO ACCOMPLISH THE ASSIGNED MISSION/FUNCTION. MAXIMUM ALLOWANCES PRESCRIBED HEREIN WILL NOT BE AUTHORIZED UNLESS ESSENTIAL TO ACCOMPLISHMENT OF THE ASSIGNED FUNCTION OR MISSION.

B. THE USE OF THIS TA IS RESTRICTED TO THE APPLICATION SHOWN HEREIN, AND IN AFR 0-10.

C. THIS ALLOWANCE DOCUMENT WILL BE CITED AS THE ALLOWANCE SOURCE FOR LOCALLY MANUFACTURED NONEXPENDABLE ITEMS, WHEN SUCH ITEMS HAVE BEEN APPROVED BY THE EQUIPMENT REVIEW AND AUTHORIZATION ACTIVITY (ERAA) AS A VALID REQUIREMENT, FOR THE ACCOMPLISHMENT OF A REGULARLY ASSIGNED FUNCTION. THIS WILL NOT BE CONSTRUED AS AUTHORITY TO LOCALLY FABRICATE ITEMS OR SUBSTITUTES FOR ITEMS IN EXCESS OF THE BASIS OF ISSUE REFLECTED IN THE BODY OF THIS TA. MAJOR COMMANDS WILL REFLECT THE THREE POSITION NUMERIC DESIGNATION OF THE TA ONLY IN EAID RECORDS (CC 50-52 WITH ALPHA 0 IN CC 53-56) FOR NONEXPENDABLE LOCALLY MANUFACTURED ITEMS. THE PROVISIONS OF CHAPTER 18, VOLUME IV, PART ONE OF AFM 67-1 WILL BE FOLLOWED IN JUSTIFYING THE REQUIREMENT AND ACCOUNTING FOR LOCALLY MANUFACTURED EQUIPMENT TYPE ITEMS.

D. THIS ALLOWANCE DOCUMENT MAY BE CITED AS AUTHORITY TO REQUISITION AND ISSUE, IN ACCORDANCE WITH AFM 67-1, ANY ITEMS LISTED HEREIN WHICH ARE EXCLUDED FROM THE EAID IN ACCORDANCE WITH THE PROVISIONS OF VOLUME IV, AFM 67-1.

E. IT IS AIR FORCE POLICY TO PRESCRIBE HEREIN THOSE ITEMS MOST RECENTLY APPROVED FOR AIR FORCE USE. SUITABLE SUBSTITUTES WILL BE USED IN LIEU OF THOSE PRESCRIBED UNTIL NO LONGER SERVICEABLE.

F. SHOULD THE ALLOWANCE DEPICTED IN THIS DOCUMENT PROVE UNSUITABLE OR EXCESSIVE FOR DESIGNATED APPLICATION, A CHANGE REQUEST WILL BE SUBMITTED THROUGH COMMAND CHANNELS IN ACCORDANCE WITH THE PROVISIONS OF PART ONE, VOLUME IV, AFM 67-1 AND AFR 0-10.

G. EXPENDABLE ITEMS PRESCRIBED HEREIN ARE LISTED TO PROVIDE INFORMATION TO USING ACTIVITIES. IT IS THE PREROGATIVE OF THE USING COMMAND TO CHANGE THESE ITEMS AND QUANTITIES WHEN REQUIRED.

H. THE UNIT OF ISSUE FOR ITEMS PRESCRIBED HEREIN IS, EACH, UNLESS OTHERWISE INDICATED.

I. ITEMS PRESCRIBED IN THIS DOCUMENT WHICH HAVE MORE THAN ONE MAKE OR MODEL ARE LISTED UNDER THE BASIC FEDERAL STOCK NUMBER, OR THE AUTHORIZATION AND PROCUREMENT (APP CODED) STOCK NUMBER, FOR SPECIFIC MAKE OR MODEL REFER TO THE APPLICABLE FEDERAL STOCK LIST OR TO THE MASTER EQUIPMENT MANAGEMENT INDEX (MEMI),

J. PENDING REVISION OF THIS TA, REFER TO TA 001 (MEMI) FOR UPDATE (ADDITIVE OR DELETION) OF STOCK NUMBERS LISTED HEREIN.

K. ACTIONS CODES ARE REFLECTED TO THE LEFT OF THE BASIS OF ISSUE COLUMNS FOR THE ITEMS WHICH HAVE BEEN CHANGED IN THIS PUBLICATION. THE FOLLOWING ALPHA CODES WILL BE USED TO DENOTE THE TYPE OF CHANGE

- <1> A - ADDED ITEM.
- <2> C - CHANGE IN BASIS OF ISSUE.
- <3> D - DELETED ITEM (TOTAL LINE ITEM).

L. REASONS FOR DISCONTINUANCE OF A STOCK NUMBER IN THIS TA ARE CODED AS FOLLOWS

<1> STOCK NUMBER REIDENTIFIED. OLD STOCK NUMBER WILL SHOW PHRASE CHANGED TO SN XXXX-XXX-XXXX. NEW STOCK NUMBER WILL SHOW PHRASE CHANGED FROM SN XXXX-XXX-XXXX. ASSETS AND AUTHORIZATIONS FOR THIS STOCK NUMBER ON THE EAID WILL BE CHANGED TO USE NEW STOCK NUMBERS.

<2> ALLOWANCE CHANGE TO A DIFFERENT ITEM. OLD STOCK NUMBER ITEM WILL SHOW PHRASE REPLACED BY SN XXXX-XXX-XXXX. NEW STOCK NUMBERED ITEM WILL SHOW PHRASE REPLACES SN XXXX-XXX-XXXX. AUTHORIZATION FIELD OF THE EAID WILL BE CHANGED TO REFLECT THE NEW STOCK NUMBER. ASSETS WILL NOT BE CHANGED.

<3> DELETED ALLOWANCES. IF AN ITEM IS DELETED FROM THIS TA, THE PHRASE

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DELETE WILL APPEAR.

<4> TRANSFER OF ITEM AND ITS ALLOWANCES TO A DIFFERENT TA. WHEN AN ITEM IS TRANSFERRING TO A DIFFERENT TA, THE ITEM WILL REFLECT THE PHRASE "TRANSFERRED TO TA XXX", UPON INCLUSION OF THE ITEM IN THE NEW TA, THE ITEM WILL REFLECT THE PHRASE "IN ONE BASIC ISSUE" TRANSFERRED FROM TA XXX. ITEMS ANNOTATED AS BEING TRANSFERRED TO ANOTHER TA CONSTITUTE AUTHORITY FOR THE USING COMMAND TO ENTER THE NEWLY ASSIGNED ASC IN THE EAID RECORDS.

## 2. SPECIAL INFORMATION.

THE ALLOWANCE LISTINGS HEREIN ARE APPLICABLE TO ATO TRAINING COURSES WHICH ARE RELATED TO THE FUNCTIONAL AREA COVERED BY THIS DOCUMENT. THE BASIS OF ISSUE IS ONE PER INSTRUCTIONAL UNIT PER TRAINING COURSE OR MTU. AN INSTRUCTIONAL UNIT IS DEFINED AS THE MAXIMUM NUMBER OF STUDENTS WHOSE TRAINING CAN BE ACCOMPLISHED EFFECTIVELY AND SIMULTANEOUSLY BY THE USE OF ONE UNIT OF COURSE RELATED EQUIPMENT.

PART A - THIS PART IS COMPOSED OF COLUMNS CORRESPONDING WITH THE PARTICULAR FUNCTION PERFORMED AS SHOWN. THE ALLOWANCES PRESCRIBED ARE AUTHORIZED PER ORGANIZED TEAM.  
 COLUMN A - OUTSIDE PLANT TEAM  
 COLUMN B - CABLE SPLICING (INSTALLATION)  
 COLUMN C - OPEN WIRE MAINTENANCE (25 MILES OF OPEN POLE LINE)  
 COLUMN D - CABLE SPLICING (MAINTENANCE)

PART B - THIS PART IS COMPOSED OF COLUMNS CORRESPONDING WITH THE PARTICULAR FUNCTION PERFORMED AS SHOWN. THE ALLOWANCES PRESCRIBED ARE AUTHORIZED PER ORGANIZED TEAM.

COLUMN A - INSIDE PLANT (TELEPHONE)  
 COLUMN B - ENGINEERING SURVEY (GEEIA)  
 COLUMN C - GROUND RADAR INSTALLATION  
 COLUMN D - GROUND RADIO INSTALLATION  
 COLUMN E - ELECTRONIC COMMUNICATION CENTER AND CRYPTOGRAPHIC EQUIPMENT INSTALLATION  
 COLUMN F - ELECTRONIC COMMUNICATION AND RELAY CENTER EQUIPMENT INSTALLATION

PART C - THIS PART IS COMPOSED OF ALLOWANCES OF EQUIPMENT REQUIRED INFREQUENTLY BY ACTIVITIES IN ACCOMPLISHING ASSIGNED FUNCTIONS AND GEEIA MOBILE DEPOT MAINTENANCE SUPPORT EQUIPMENT.  
 COLUMN A - INFREQUENTLY REQUIRED EQUIPMENT (EQUIPMENT PRESCRIBED IN THIS COLUMN WILL NOT BE AUTHORIZED WHEN ALLOWANCE FOR THE SAME ITEM IS PRESCRIBED IN OTHER COLUMNS OF THE TA)  
 COLUMN B - GEEIA MUM FIXED SHOP SUPPORT  
 COLUMN C - GEEIA MUM MISSION SUPPORT (PER ORGANIZED TEAM)

PART D - THIS PART IS COMPOSED OF COLUMNS CORRESPONDING TO THE PARTICULAR GEEIA FUNCTION AS FOLLOWS.  
 COLUMN A - ELECTROMAGNETIC COMPATIBILITY (EMC) FUNCTION  
 TOTAL ALLOWANCES FOR ALL REGIONS WILL NOT EXCEED MAXIMUM QUANTITIES OF COLUMN B  
 COLUMN B - THIS COLUMN LISTS THE TOTAL MAXIMUM ALLOWANCES FOR THE WHOLE GEEIA ECM FUNCTION AND IS INCLUSIVE OF THE TOTAL FIVE GEEIA REGIONS REQUIREMENTS  
 COLUMN C - MEASUREMENT  
 COLUMN D - PROTOTYPE INSTALLATION TESTING FACILITY

PART E - THIS PART IS COMPOSED COLUMNS OF GEEIA MUM TEST EQUIPMENT AND SPECIAL TOOLS BY PRIME EQUIPMENT.  
 COLUMN A - TEAM EQUIPMENT  
 COLUMN B - FIXED SHOP EQUIPMENT

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E			1040	ORDER WIRE 2301<	75
E			1080	MINOR STATION RECONFIGURATION FAST RACE III	75
E			1220	RF MICROWAVE MW-503A	75
E			1400	EXCITER SC-910E	76
E			1410	RADIO RECEIVER SC-910R	76
E			1480	TRANSMITTER 205J-1	76
E			1500	RF TRANSLATOR 618Z-4	76



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## ORGANIZATIONAL ITEM LIST

PART A - COMMUNICATION INSTALLATION AND MAINT  
SUPPORT EQUIPMENT

STOCK NUMBER	NOTE CODES NOMENCLATURE	EQUIP CODE	ACT	BASIS OF ISSUE			
				COL	COL	COL	COL
1730-213-9137	BLOWER GAS ENG DRIVEN PORTABLE TYPE A-2			A 1	B 1	C -	D 1<A>
3433-255-9333	TORCH BRAZING AND SOLDERING R/S	3433-859-7822		A 1	B 1	C -	D 1
3433-516-4964	TORCH OUTFIT-CUTTING & WELDING MIL-#-4125			A 1	B -	C -	D -
3433-859-7822	R/B	3433-255-9333					
3441-529-0952	BENDING MACHINE PIPE AND CONDUIT HYDRAULIC TYPE PORTABLE TYPE HAND OPERATED, 2 IN CAP P/N 5130 P-N 5130			A 1	B 1	C -	D -
3620-916-3297	< T > POWER HEAD - TWO MAN P-N 10610450N			A -	B -	C 1	D -
3620-916-3298	< T >		* D				
3695-618-0094	TAMPER VIBRATING GED SELF-PROPELLED 18 IN BUIT PLUS OR MINUS 6 IN 2 WHEEL MOUNTED			A 1	B -	C -	D 2<E> 1<U>
3695-641-5933	GUIDE+CABLE PULLING+STEEL CHAIN, 2 SHELVES+3-1/2 IN. CABLE ACCOM			A 1	B -	C -	D -
3695-827-2244	CABLE LASHING MACHINE HAND CRANK OR MANUALLY PULLED OPER 3-1/2 IN DIA			A 1	B -	C -	D 1<F>
3695-974-1168	GUIDE AERIAL CABLE CAST ALUM STEEL 3 IN CABLE			A 1	B -	C -	D 1
3940-408-1720	SHEATH - MANHOLE P-N 220		* A * A	A 1	B -	C -	D -
3950-276-7438	MOIST - CHAIN 6000 LB REPLACES S/N	3950-889-8736		A 2	B -	C -	D -
3950-889-8736	REPLACED BY S/N	3950-276-7438					
4210-202-7858	< A > EXTINGUISHER - FIRE CO2 15 LBS			A -	B 1	C -	D -
4310-595-3860	AIR COMPRESSOR 4 WHL MTD GAS ENG MTD MC-7			A 1	B -	C -	D -
4320-376-8744	PUMP RECIPROCATING POWER DRIVEN HAND TRUCK MTD			A -	B -	- C	D 1
4320-490-9146	PUMP CENTRI 160 GAL PER MIN CAP 10FT SUCTION LIFT GAS ENGINE 3 TO 4 HP			A 1	B 1	C -	D 1<I>
4320-538-7726	< K > PUMP, SUMP, POWER DR, WHEEL MTD MFG CODE 10941-41028 OR EQUAL			A -	B -	C -	D 1
4520-720-0175	HEATER-DUCT TYPE PTBL GAS ENGINE DRIVEN 400000 BTU TYPE H-1			A -	B 1<B>	C -	D 1<A>

\*\* READ THE PREFACE AND NOTES \*\*

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STOCK NUMBER	NOTE CODES NOMENCLATURE	SUB DIV A	CONT.		BASIS OF ISSUE			
			EQUIP CODE	ACT	COL	COL	COL	COL
4520-755-9836	<X> HEATER-GENERATOR UNIT PN PE-6800				A -	B 1	C -	D -
4520-991-9595	HEATER PORTABLE GAS INFRA-RED BTU 16000 PN J-426-L				A -	B 1(C)	C -	D 2
4730-048-9278			* D					
4935-226-2337AH	<V> ASSEMBLY HOLDING FIXTURE PN SK-014217				A -	B -	C -	D 2
4935-226-2338AH	<V> CUP GUIDE TOOL PN SK-014216-5				A -	B -	C -	D 2
4935-226-2339AH	<V> SLEEVE INSERTION TOOL PN SK-014215				A -	B -	C -	D 1
4935-226-2340AH	<V> CUP GUIDE TOOL PN SK-014216-4				A -	B -	C -	D 2
4935-226-2341AH	<V> CUP GUIDE TOOL PN SK-014216-3				A -	B -	C -	D 2
4935-226-2342AH	<V> CUP GUIDE TOOL PN SK-014216-2				A -	B -	C -	D 2
4935-226-2343AH	<V> CUP GUIDE TOOL PN SK-014216-1				A -	B -	C -	D 2
4935-807-6259AH	(J) REGULATOR & HOSE SET COMPRESSED GAS		* C * C		A -	B -	C -	D 1
4940-048-9278			* D					
4940-277-4587	CHAIN- AERIAL CABLE				A 2	B 1	C -	D 1(C)
4940-322-6201	KIT - PRESSURIZING TELEPHONE CABLE P/N 7207				A -	B 1	C -	D 1 2(C)
4940-941-3652	KIT - PRESSURE EJECTION P/N REC 610				A -	B 1	C -	D -
4940-971-9096	<N> COMPRESSOR - AIR P-N SAME 15				A -	B -	C -	D (L)
5110-098-9036	<N> CUTTER TUBE RIDGED P/N 40		* C		A 1	B 1	C -	D 1
5120-004-0831	<N> WRENCH TORQUE		* C		A 1(C)	B -	C -	D 1
5120-006-0750	IN TA 403							
5120-086-0752	<N> <X> CRIMPING TOOL CONNECTOR PN ATSH1257		* C		A 1(C)	B -	C -	D 1
5120-086-0759AH	<D> SPANNER WRENCH PN PS-800		* C		A 1	B -	C -	D 2
5120-071-3145	DELTA EXPENDABLE							
5120-072-1988	<D> SPANNER WRENCH PN PS-1300				A -	B -	C -	D 1
5120-079-4601	<J>		* D					
5120-079-9461	<J>		* D					
5120-446-0729AL	CABLE Tying TOOL P/N WT183				A 1	B 1	C -	D -
5120-473-0004	IN TA 503							

\*\* READ THE PREFACE AND NOTES \*\*

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STOCK NUMBER	NOTE CODES NOMENCLATURE	SUB DIV A		EQUIP CODE	ACT	BASIS OF ISSUE			
						COL	COL	COL	COL
5120-473-0065	<CJ> INSERTION TOOL P/N 294-88					A -	B -	C -	D 1
5120-573-3960	<CG> TOOL-FLARING, TUBE, HYDRAULIC P/N 155-507			* A		A 1	B -	C -	D -
5120-890-3749	<CP> TOOL - BONDING STRAP P-N ATSK 1367			* A		A -	B -	C -	D 1
5120-924-0829	IN TA 403								
5120-954-7066	DRIFT - PLUG P-N 6637-7					A -	B 1	C -	D 1
5120-954-7067	DRIFT - FLUG P/N 6635-5.5					A -	B 1	C -	D 1
5120-954-7068	DELT EXPENDABLE								
5120-954-7069	DRIFT - PLUG P-N 6637-6.5					A -	B 1	C -	D 1
5130-703-2138	IN TA 403								
5130-809-6546	WRENCH - IMPACT ELECTRIC P/N 568-300					A 2	B -	C -	D -
5130-901-7258	FISMLINE - PNEU P-N A4-216-3P217-3					A 1<S>	B -	C -	D -
5180-732-9920	<CN> KIT RELAY TOOL P/N 024-0204-00					A -	B -	C -	D 1
5210-755-1302	<CE> GAUGE CABLE CUTTING P/N ATSK-1299					A -	B -	C -	D 1
5005-543-0012	TELEPHONE SET TA-312<C>/PT MIL-T-1435B					A 2	B -	C -	D -
5970-412-5530	PULL FINDER IDENT NR 6557					A 1	B -	C -	D -
6115-017-0237	GEN SET GEN AC 3-0 KW 120V MUU 5F-3-0-MU					A 1	B 1	C -	D 1
6625-204-9651	TEST SET - SILENT BUZZER P/N SPT-R-4 R/S 6625-946-6047 AND 6625-946-6048					A -	B <Y>	C -	D <Y>
6625-360-2493	<CP> MULTIMETER - ELEC PTBL MODEL 410B					A -	B -	C -	D 1
6625-444-6064	BRIDGE IMPEDANCE TYPE 1650A					A -	B <AG>	C -	D -
6625-513-3888	<CAC> BRIDGE IMPEDANCE MOD 1606A					A 1	B -	C -	D -
6625-534-7458	<CJ> BRIDGE-CAPACITANCE-INDUCTANCE- RESISTANCE MIL-C-3694TYPE AN/UHF-90					A -	B -	C -	D <KE>
6625-553-0148	TEST SET TS-140 MIL-T-12643					A -	B -	C -	D 1
6625-575-4625	<CJ> TEST SET INSULATION TYPE MU1					A -	B -	C -	D <KE>
6625-574-2103	TEST SET TS-26A/TSM					A -	B 1	C -	D 1
6625-643-1765	OHMMETER-0 TO 100 MEG AN/PSM-2A					A -	B 1	C -	D <KJ>

\*\* READ THE PREFACE AND NOTES \*\*

		TA 713		BASIC 1 APR 1969			
STOCK NUMBER	NOTE CODES NOMENCLATURE	SUB DIV A	CONT.	BASIS OF ISSUE			
		EQUIP CODE	ACT	COL	COL	COL	COL
6625-648-0745	TEST SET TELEPHONE TS-420B	* C		A -	B 1	C -	D 1
6625-648-9373	TEST SET PN 91A			A -	B 1	C -	D 1
6625-649-3395	<R >	* D					
6625-714-4032	<B > GENERATOR AUDIO SIGNAL PN 6R 1307A			A -	B 1	C -	D -
6625-724-4111	<J > VOLTMETER ELECTRONIC 0 TO 300 V AC MIL-N-9999 HP400C			A -	B -	C -	D 1
6625-724-0582	MULTIMETER-AN/PSM-6C	* A * A		A 1	B 1	C 1	D 1
6625-777-4402	BRIDGE - RESISTANCE P/N 381			A -	B 1	C -	D 1
6625-824-0310	MULTIMETER-AN/URM-105C			A 1	B 1	C -	D -
6625-847-1021	DELT #70 REPL						
6625-855-1015	BRIDGE - IMPEDANCE H.F. P/N 0102			A 1(K)	B -	C -	D -
6625-866-0229	LOCATOR - FAULT, BURIED CABLE MODEL 2775A			A -	B -	C -	D 1
6625-887-3897	TEST SET TELEPHONE CABLE PN KS141303			A -	B 1	C -	D 1
6625-910-5721	METER-AUDIO LEVEL P-N TTS-37B			A -	B -	C -	D 2(K) 1(K)
6625-923-9017	TEST SET - TRANS MEASURING MODEL TMS-21	* C		A -	B -	C -	D 1 2(K)
6625-946-0047		* D					
6625-946-0048		* D					
6625-974-0433	<J > TEST SET ELECTRICAL CABLE PN TH50100			A -	B -	C -	D 4(K)
6635-038-3917	TENSIONFILTER-DIAL INDICATING, 400 TO 10000 LBS COMPRESSION RANGE P/N AT-6896			A 2	B -	C -	D -
6635-030-4507	DELETE EXPENDABLE						
6635-440-2077	<Y > TEST MATERIAL P/N 14-200			A -	B -	C -	D 1
6635-941-7233	REFLECTOR-MOBILE			A -	B (K)	C -	D (K)
6635-940-5062	LLAR ULTRATOR ULTRASOUNIC P/N 80010M2			A -	B (K)	C -	D (K)
6665-530-0965	INDICATOR COMBUSTIBLE GAS TYPE R-1 P/N 414900			A 1	B 1	C -	D 1
6665-018-1402	DETECTUM KIT-CARBON MONOXIDE CULONIMETRIC MIL-D-3945			A 1	B 1	C -	D 1(A)

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		TA 713		BASIC 1 APR 1969			
STOCK NUMBER	NOTE CODES NOMENCLATURE	EQUIP CODE	SUB DIV A ACT	CONT. BASIS OF ISSUE			
				COL	COL	COL	COL
6665-941-8554	INDICATOR - TOXIC AND COMBUSTIBLE GAS TYPE H-2 MIL-I-38715 R/S 6665-978-3045			A 1	B 1	C -	D 1
6675-189-8853	LEVEL SURVEYING, DUMPY STYLE MOUNTED TYPE, 4 LEVELING SCREWS, W/ TELESCOPE, W/TRIPPOD, CASE, ACCESSO- RIES & SPARE PARTS, MODEL NR 7080A, MFH 65263, W/MODEL 9040 TRIPPOD			A 1<U>	B -	C -	D -
6675-674-0612	R/B		6675-830-0178				
6675-830-0178	<B > CYCLOMETER ASSY - MODEL 415 R/S		6675-674-0612	A 1	B -	C -	D -
6685-NC621516K	<B >						* D
6685-009-5224	GAUGE PORT PRESSURE TESTING W/18 IN HOSE & CARRYING CASE			A -	B 1	C -	D 1 2<U>
6685-603-7562	MANOMETER ASSY			A -	B 1	C -	D 1
6685-047-6102	TESTER LEWPOINT ILLINOIS TESTING LABORATORIES INC P-N 7000U			A -	B -	C -	D 3<E>
6685-807-6187	GAUGE PRESSURE DIAL INDICATING			A -	B -	C -	D 2
6685-904-1148	GAUGE - PRESSURE P/N 7717 C/F 6685NC621516K			A -	B 1	C -	D -
6695-870-1072	LOCATOR UNDERGROUND PIPE & PIPE LEAK			A 1<U>	B 1	C -	D <Z>
7510-610-3027							* D
8340-262-5760	<M > TENT AERIAL CABLE SPLICERS			A 1<B>	B 1	C -	D 1
8340-242-4338	UMBRELLA, SURVEYOR S, COTTON DUCK COVER, OLIVE DRAB, ARMY SHADE 7, 4 FT. 0 IN. TO 5 FT. 0 IN. SPREAD, 6 STEEL RIBS, HARDWOOD POLE, 1-3/8 IN. DIA., 84 IN. LG., MIL-U-11224			A -	B 1	C -	D -
8340-841-0450	PAULIN COTTON DUCK 17 BY 12			A -	U -	C -	D 1 2<U>
8340-901-1189	TENT GN CANVAS COLLAPSIBLE P/N 6282			A -	B 1	C -	D 1
	NOTE A			AUTHORIZED WHEN INSTALLING AND MAIN- TAINING UNDERGROUND CABLE.			
	NOTE B			PER GEEIA TEAMS ONLY.			
	NOTE C			PER GEEIA SQUADRON/DETACHMENT REQU- IRING QUALITY TESTS IN REMOTE AREAS			

\*\* READ THE PREFACE AND NOTES \*\*

		TA 713		BASIC 1 APR 1969			
		SUB DIV A		CONT.			
STOCK NUMBER	NOTE CODES NOMENCLATURE	EQUIP CODE	ACT	BASIS OF ISSUE			
				COL	COL	COL	COL
	NOTE D			PER ANTENNA MAINT TEAM AFCS			
	NOTE E			PER WING AND 4392 COMM SQDN			
	NOTE F			AUTHORIZED ONLY WHEN A CABLE SPLIC- ING TEAM IS REQUIRED TO REPLACE LEAD COVERED CABLE			
	NOTE H			TWO <2> EACH PER SQUADRON IS MAXIMUM AUTHORIZATION			
	NOTE I			QUANTITY PRESCRIBED WILL BE AUTHORI- ZED PER ORGANIZED TEAM WORKING SEP- ARATELY AND INDEPENDENTLY IN WIDELY DISPERSED AREAS PERFORMING UNDER- GROUND CABLE SPLICING MAINTENANCE			
	NOTE J			AUTHORIZED ONLY FOR HARDENED INTER- SITE CABLE SYSTEM LGM-30			
	NOTE K			AUTHORIZED ONLY WHEN PERFORMING UNDERGROUND CABLE MAINTENANCE WHEN S/N 4320-440-9146 IS NOT SUITABLE			
	NOTE L			AUTHORIZED ONE <1> PER BASE WHEN MAINTAINING SPARE CABLE REELS			
	NOTE M			AUTHORIZED ONLY WHEN PERFORMING AER- IAL CABLE SPLICING MAINTENANCE			
	NOTE N			AUTHORIZED FOR THE LGM-30 INTER-SITE CABLE SYSTEM WINGS I, II, III, IV, V VI AND 4392 COMMUNICATION SQUADRON			
	NOTE O			AUTHORIZED FOR LGM-30 INTERSITE CABLE SYSTEM WING II, III, AND 4392- ND COMMUNICATION SQUADRON			
	NOTE P			AUTHORIZED FOR MISSILE INTERSITE CABLE MAINTENANCE ONLY			
	NOTE Q			AUTHORIZED FOR LGM-30 INTERSITE CABLE SYSTEM WING III AND 4392ND COMMUNICATION SQUADRON			
	NOTE R			AUTHORIZED FOR THE <CABLE FAULT ALARM LOCATOR PANEL> LGM-30 WING I, II, III, IV, V AND 4392ND COMM SQ.			
	NOTE S			PER SQUADRON <GEEIA>			
	NOTE T			AS REQUIRED FOR MOBILE COMMUNICATION <WAB CEMO>			
	NOTE U			ONE <1> PER THREE <3> GEEIA OUTSIDE PLANT INSTALLATION TEAMS			
	NOTE V			AUTHORIZED ONLY FOR LGM-30 INTERSITE CABLE SYSTEM WING IV			
	NOTE X			AUTHORIZED ONLY TO GEEIA WHERE PROP- ANE IS AVAILABLE IN LIEU OF FSN 1730- 213-9137 FLOWER AND FSN 6115-017- 8237 GENERATOR SET			
	NOTE Y			AUTHORIZED ONE <1> PER TWO<2> TEAMS <GEEIA>			

\*\* READ THE PREFACE AND NOTES \*\*

		TA 713		BASIC 1 APR 1969			
		SUB DIV A	CONT.	BASIS OF ISSUE			
STOCK NUMBER	NOTE CODES NOMENCLATURE	EQUIP CODE	ACT	COL	COL	COL	COL
	NOTE Z			FIVE (5) EACH AUTHORIZED PER WING FOR MISSILE INTERSITE CABLE MAINTENANCE ONLY			
	NOTE AA			DELT NO REG			
	NOTE AB			AUTHORIZED ONLY FOR TEAMS INSTALLING PRESSURIZATION SYSTEMS			
	NOTE AC			ONE (1) EACH AUTHORIZED PER GEEIA TEAM ONLY			
	NOTE AD			DELT NO REG			
	NOTE AE			AUTHORIZED FOR MISSILE MAINTENANCE TEAM GEEIA			
	NOTE AF			DELT NO REG			
	NOTE AG			TWO (2) EACH AUTHORIZED PER GEEIA SQUADRON			

\*\* READ THE PREFACE AND NOTES \*\*

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## ORGANIZATIONAL ITEM LIST

PART B - INSTALLATION, TESTING AND SURVEY  
SUPPORT

STOCK NUMBER	NOTE CODES NOMENCLATURE	EQUIP CODE	ACT	BASIS OF ISSUE					
				COL	COL	COL	COL	COL	COL
3950-078-0620	HUIST - EQUIPMENT SHELF P-N R-3015			A 1<F>	B -	C -	D -	E -	F -
5120-596-0778	WRENCH TERMINAL IDENT NR 216B								
5120-596-0978			* D						
5130-897-0200	CA > TOOL-WIRE WRAP P/N 14B1			A 1	B -	C -	D -	E -	F -
5130-901-0092	3A W BAND PORTABLE ELECT MOD 725KF		* A						
5620-872-8663	CG > GENERATOR SIGNAL VIDEO TRANSMISSION		* A	A 1	B -	C -	D -	E -	F -
5620-900-7984	CG > GENERATOR - DUEL SYNC P-N X-2087			A -	B -	C -	D 1	E -	F -
6625-017-8867	OSCILLATOR MOD 125 R/S	6625-020-8283		A -	B -	C -	D 1	E -	F -
6625-020-8283	R/B	6625-017-8867							
6625-045-9898	AMPLIFIER-MARKER GENERATOR MODEL L-60C50			A -	B -	C 1	D -	E -	F -
6625-061-14822*			* D						
6625-073-7416	KB > OSCILLATOR P/N 241A			A 1	B -	C -	D -	E -	F -
6625-081-4457	GENERATOR PULSE MODEL 4120B			A -	B -	C 1	D -	E -	F -
6625-084-9237	PREAMPLIFIER - OSCILLOSCOPE TYPE D			A -	B -	C -	D 1	E -	F -
6625-099-0198	SLOTTED LINE IM-23A/U			A -	B -	C -	D 1	E -	F -
6625-118-874525	TEST SET - TELEPHONE P-N 6P01002		* A						
6625-118-3232	TEST SET TELEPHONE TYPE TS-27B/TSM		* A	A 1	B -	C -	D -	E -	F -
6625-249-1030	METER, FIELD STRENGTH, TS-125/AP			A -	B -	C 1	D -	E -	F -
6625-272-3430	PROBE WAVEGUIDE MX-929U			A -	B -	C 1	D 1	E -	F -
6625-295-0237			* D						
6625-300-2443	MULTIMETER - ELCC PTOL MODEL 410B			A -	B -	C 1	D 1	E 1	F -
6625-500-4030	VOLTMETER PORTABLE P/N AN601C			A -	B -	C 1	D 1	E -	F -
6625-507-3700	TEST SET-HF PTOL MODEL 430C			A -	B -	C -	D 2	E -	F -
6625-508-2420	TEST SET RADAR AN/UPN-53C			A -	B -	C 1	D -	E -	F -
6625-519-2994	TEST SET RELAY P/N I-1010			A 1	B -	C -	D -	E -	F 1
6625-519-5430	CAVITY TUNED TS-172A/UP			A -	B -	C -	D 1	E -	F -

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		TA 713		BASIC 1 APR 1969					
STOCK NUMBER	NOTE CODES NOMENCLATURE	SUB DIV B	CONT.	BASIS OF ISSUE					
		EQUIP CODE	ACT	COL	COL	COL	COL	COL	COL
6625-519-7594	CAVITY-TUNED TYPE TS-488A/U			A -	B -	C 1	D -	E -	F -
6625-534-7435	REPLACED BY S/N	6625-891-9235							
6625-534-7458	BRIDGE-CAPACITANCE-INDUCTANCE- RESISTANCE MIL-B-3694TYPE AN/URM-90			A -	B -	C -	D 1	E -	F -
6625-539-8601	TEST SET RADIO TYPE AN/TRM-3XN			A -	B -	C 1	D 1	E -	F -
6625-539-4685			* D						
6625-539-9910	FREQUENCY METER AN/URM-81C			A -	B -	C -	D 1	E -	F -
6625-541-2585	TEST SET RADIO FREQ AN/USM-68C			A -	B -	C 1	D -	E -	F -
6625-553-0115	TEST SET-RADIO MM-707N			A -	B -	C 1	D -	E -	F -
6625-553-7486	TEST SET RADIO AN/PRM-1A MIL-T-16206			A -	B -	C -	D 1	E -	F -
6625-553-8413	GENERATOR-SIGNAL TS-452C/U			A -	B -	C -	D 1	E -	F -
6625-553-841b	TEST SET TELETYPEWRITER TS-2C/TG			A -	B -	C -	D -	E 1	F -
6625-555-2939	FLUXMETER-PORT TS-15C/U			A -	B -	C 1	D -	E -	F -
6625-556-1664			* D						
6625-557-0308	GENERATOR-SIGNAL AN/URM-49C			A -	B -	C 1	D -	E -	F -
6625-557-0310	GENERATOR, SIGNAL, P/N ANURM-64C			A -	B -	C 1	D -	E -	F -
6625-557-0395	TEST SET-RADAR AN/UPM-68C			A -	B -	C 1	D -	E -	F -
6625-557-0398	TEST SET-SEMICONDUCTOR DEVICE TYPE TS-268C/U			A -	B -	C 1	D -	E -	F -
6625-557-0399	TEST SET-CAPACITOR MIL-T-12636			A -	B -	C 1	D 1	E -	F -
6625-557-0523	GENERATOR SIGNAL AN/URM-26B			A -	B -	C 1	D 1	E -	F -
6625-557-3186	DELT #70 REPL								
6625-557-5521	CAVITY TUNED TS/270C/U			A -	B -	C 1	D -	E -	F -
6625-557-7013	GENERATOR SIGNAL AN/URM-61C			A -	B -	C 1	D -	E -	F -
6625-580-1911	MULTIMETER-PORTABLE TS-585C/U			A -	B -	C -	D 1	E -	F -
6625-580-1912	MULTIMETER-ELECTRONIC ME-6C			A -	B -	C 1	D 1	E -	F -
6625-580-1925	GENERATOR, SIGNAL, AC, 3800 TO 7500 MC FREQUENCY RANGE MIL-G-7141 AN/URM-52C			A -	B -	C 1	D -	E -	F -

\*\* READ THE PREFACE AND NOTES \*\*

		TA 713				BASIC 1 APR 1969			
		SUB DIV B	CONT.						
STOCK NUMBER	NOTE CODES NOMENCLATURE	EQUIP CODE	ACT	BASIS OF ISSUE					
				COL	COL	COL	COL	COL	COL
0025-500-7923	GENERATOR-SIGNAL AN/URM-25<>			A -	B -	C 1	D 1	E -	F -
0025-594-2103	TEST SET TS-26A/TSM			A -	B -	C -	D -	E 1	F 1
0025-600-9105	PREAMPLIFIER-OSCILLOSCOPE 53-54E			A -	B -	C -	D 1	E -	F -
0025-608-3538	CHANGED TO S/N	0625-679-6508							
0025-610-9794	TEST SET OSCILLATOR AN/PRM-10<>			A -	B -	C 1	D 1	E -	F -
0025-621-2427	TEST SET TACH & GEN TTU-27/E			A -	B -	C -	D 1	E -	F -
0025-633-0340	TEST SET RADAR AN/UPM-6<>			A -	B -	C 1	D -	E -	F -
0025-643-1498	WAVELENGTH-TS-117/6P			A -	B -	C 1	D -	E -	F -
0025-643-1785	OHMMETER-0 TO 100 MEG AN/PSM-2A			A 1	B -	C 1	D 1	E 1	F 1
0025-649-3345	RELAY TEST SET MOD 35F			A 1	B -	C -	D -	E 1	F 1
0025-649-4558	TEST SET-RADAR+ SUB-CLUTTER AND PULSE JITTER AN/URM-41			A -	B -	C 1	D -	E -	F -
0025-649-5399	TEST SET-RADIO FREQ TS-118A/4P			A -	B -	C 1	D -	E -	F -
0025-669-2395	GENERATOR-SIGNAL MOD 300A			A -	B -	C -	D 1	E -	F -
0025-673-5932	TEST SET+GND RESIST,P/N 259			A 1	B -	C -	D 1	E -	F -
0025-678-6637	PREAMPLIFIER PLUG IN TYPE CA			A -	B -	C 1	D 1	E 1	F -
0025-679-2406	FREQUENCY METER-AN/TSM-10			A -	B -	C -	D -	E -	F 1
0025-679-0508	DOLLY-TEST EQUIP MX-2703/U CHANGED FROM S/N	0625-608-3538		A -	B -	C 1	D 1	E -	F -
0025-682-2501	GENERATOR-PULSE AN/UPM-15A			A -	B -	C 1	D -	E -	F -
0025-710-0812	PLUG-IN UNIT P/N A			A -	B -	C 1	D 1	E -	F -
0025-710-0813	PREAMPLIFIER TYPE G			A -	B -	C 1	D 1	E -	F -
0025-710-0803	PREAMPLIFIER-OSCILLOSCOPE P/N B			A -	B -	C 1	D 1	E -	F -
0025-724-2918	DELT W/O REPL								
0025-724-4111	VOLTMETER ELECTRONIC 0 TO 300 V AC MIL-V-9999 HP400C			A 1	B -	C 1	D 1	E -	F -
0025-724-7978	ANALYZER-SPECTRUM MIL-A-9998 HP300B			A -	B -	C 1	D 1	E -	F -

\*\* READ THE PREFACE AND NOTES \*\*

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		SUB DIV B	CONT.							
STOCK NUMBER	NOTE CODES NUMERATURE	EQUIP CODE	ACT	BASIS OF ISSUE						
				COL	COL	COL	COL	COL	COL	
6625-724-0582	MULTIMETER-AN/PSM-6C		* A * A	A 1	B -	C 1	D 1	E 1	F 1	
6625-725-0406	OSCILLATOR MIL-0-9990 HP200C R/S 66257835965			A -	B -	C 1	D 1	E -	F -	
6625-725-0430	MULTIMETER AN/USM-33 SPLIT CORE TYPE MIL-M-9983			A -	B -	C 1	D 1	E -	F -	
6625-752-7992	STROBOSCOPE-60-1440 HPM & 600-14400 HPM TS-805A/U			A -	B -	C 1	D 1	E -	F -	
6625-772-6106	TEST SET ELECTRON TUBE TV-7C/U CHANGED FROM S/N 6625-772-6106SE			A -	B -	C 1	D 1	E 1	F -	
6625-772-6106SE	CHANGED TO S/N 6625-772-6106									
6625-777-4402	BRIDGE - RESISTANCE P/N 361			A 1	B -	C -	D -	E 1	F 1	
6625-783-5963			* D							
6625-788-8599	R/B 6625-874-0303									
6625-799-8110	PLUG-IN UNIT OSCILLOSCOPE P/N L			A -	B -	C 1	D 1	E 1	F -	
6625-808-5084	GENERATOR SIGNAL 502998/U			A -	B -	C -	D 1	E -	F -	
6625-812-2114	FREQUENCY METER/RECORDING P/N AX		* A * A	A -	B -	C -	D 1	E -	F -	
6625-819-1188	GENERATOR-VARIABLE Sweep HD-3			A -	B -	C 1	D -	E -	F -	
6625-841-2688	MULTIMETER - ELECTRONIC P/N 412A			A -	B -	C 1	D 1	E -	F -	
6625-844-0316	MULTIMETER-AN/UKM-105C			A 1	B -	C -	D -	E -	F -	
6625-852-6915	C8 > COUNTER ELECTRONIC P/N 361ARMS		* C	A 1	B -	C 1	D 1	E -	F -	
6625-855-6877	GENERATOR SIGNAL P/N 805U			A -	B -	C 2	D 2	E -	F -	
6625-874-0303	TEST SET - RADIO FREQ TS-1771/AU R/S 6625-788-8599			A -	B -	C 1	D 1	E -	F -	
6625-880-9448	OHMMETER P/N 1802C			A 1	B -	C 1	D 1	E 1	F 1	
6625-885-1011	ELECTRONIC COUNTER P/N 5230									
6625-890-0247	TEST SET DISTORTION DAS12 R/S 6625-922-9310			A -	B -	C -	D -	E 1	F -	
6625-891-9235	METER-MODULATION MIL-M-9536A REPLACES S/N 6625-534-7435			A -	B -	C -	D 1	E -	F -	
6625-892-5251	OSCILLOSCOPE MIL-0-9980			A -	B -	C 1	D 1	E 1	F -	

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		SUB DIV B		CONT.					
STOCK NUMBER	NOTE CODES NOMENCLATURE	EQUIP CODE	ACT	BASIS OF ISSUE					
				COL	COL	COL	COL	COL	COL
6625-892-5360	METER FREQUENCY AN/USM-159			A -	B -	C 1	D 1	E -	F -
6625-893-0660	METER FREQUENCY AN/USM-26C			A -	B -	C 1	D 1	E 1	F -
6625-893-2830	GENERATOR SIGNAL SG-339/URM			A -	B -	C -	D 1	E -	F -
6625-895-4130ZK	TEST SET D.F. DWG. 7000000-01			A -	B -	C -	D 1	E -	F -
6625-897-7809			* D						
6625-900-1007	INDICATOR SWR MIL-I-38702 HP415B			A -	B -	C 1	D 1	E -	F -
6625-902-9748ZX	TEST SET - TRANSLATOR 522-3981-001		* A						
6625-904-4562	ANALYZER SPECTRUM P/N AN/UPM84A		* A	A -	B -	C -	D 1	E -	F -
6625-905-4500	TEST SET-RF POWER MOD 43			A -	B -	C 1	D 1	E -	F -
6625-912-0429	TEST SET RADAR AN/UPM-98A			A -	B -	C 1	D -	E -	F -
6625-914-3619	COUNTER ELECTRONIC DIGITAL READOUT MIL-C-4988A			A -	B -	C 1	D 1	E 1	F -
6625-916-5721	< B > METER-AUDIO LEVEL P-N TTS-37B			A 1	B -	C -	D -	E -	F -
6625-920-1015	GENERATOR SIGNAL MILG 38712 AN/USM-44A			A -	B -	C 1	D 1	E -	F -
6625-922-4310	R/B	6625-890-8247							
6625-943-5937	< B > GENERATOR - THERMAL NOISE P-N TTS-56			A 1	B -	C -	D -	E -	F -
6625-950-1902	MULTIMETER ELECT P/N 900-19238-00			A -	B -	C -	D -	E -	F 1
6625-973-4254	TEST SET TELEPHONE P/N 26600			A 1C >	B -	C -	D -	E -	F -
6625-973-9267	TEST SET-RADIO MIL-8-9984 HP540B			A -	B -	C 1	D 1	E 1	F -
6625-982-5255	TEST SET-CRYSTAL UNIT QUARTZ MOD 391			A -	B -	C 1	D 1	E -	F -
6625-992-3036	GENERATOR NOISE P/N 0704B			A -	B -	C 1	D -	E -	F -
6625-992-3037	GENERATOR NOISE P/N 0700B			A -	B -	C 1	D -	E -	F -
6625-993-3369	TEST SET TRANSISTOR MODEL 1890M			A -	B -	C 1	D 1	E -	F -
6625-994-9924	ANALYZER SPECTRUM P/N 15560			A -	B -	C -	D 1	E -	F -
6625-999-5268	TEST SET ELECTRON TUBE TYPE AN/USM1100			A -	B -	C 1	D 1	E 1	F -

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STOCK NUMBER	NOTE CODES NOMENCLATURE	EQUIP CODE	ACT	BASIS OF ISSUE					
				COL	COL	COL	COL	COL	COL
6645-515-3447	CYRANOMETER, MAKE-BREAK CIRCUIT, A/A NO. OF JEWELS, 56 HR. RUNNING TIME	A -		B 1	C -	D -	E -	F -	
6660-526-5069	THEODOLITE METEOROLOGICAL DIRECTION- DIRECTIONAL TYPE	A -		B 1	C -	D -	E -	F -	
6665-795-5996	DENSIMETER MOD 1200	A -		B -	C 1	D -	E -	F -	
6675-089-8880	REPLACED BY S/N 6675-606-3379								
6675-189-8853	LEVEL, SURVEYING, DUMPY STYLE MOUNTED TYPE, w/ LEVELING SCREWS, w/ TELESCOPE, w/TRIPUD, CASE, ACCESSO- RIES & SPARE PARTS, MODEL NR 7080A, MFR 65263, w/MODEL 9040 TRIPUD	A -		B 2	C -	D -	E -	F -	
6675-240-2056	ROU STADIA FOLDING w/000 12 FT MIL-N-3360	A -		B 2	C -	D -	E -	F -	
6675-243-6432	DELT EXPENDABLE								
6675-244-7251	DRUM IN BOARD, BASS w/000, 42 IN. LG.	A -		B 1	C -	D -	E -	F -	
6675-283-0026	SCALE, PLOTTING, w/000, 10-7/8 IN. LG, 1-25000 MAP RATIO	A -		B 1	C -	D -	E -	F -	
6675-283-0027	SCALE, PLOTTING, w/000, 10 IN. LG, 1-50000 MAP RATIO	A -		B 1	C -	D -	E -	F -	
6675-335-3982	PLANE TABLE, SURVEYING, w/CARRYING CASE	A -		B 1	C -	D -	E -	F -	
6675-382-4130	ALIDADE SURVEYING MODEL NR 580F	A -		B 1	C -	D -	E -	F -	
6675-514-5575	POLE, RANGE, ROU, SECTIONAL TYPE, 6 1/2 FT. LONG	A -		B 3	C -	D -	E -	F -	
6675-527-7226	TRANSIT w/TRIPUD EXTENSION LEG TYPE w/COMPASS CARRYING CASE AND ILLUMINATOR 6.125 TO 7 IN DIA HORIZONTAL CIRCLE 2 VERNIERS P-N, NP5155	A -		B 1	C -	D -	E -	F -	
6675-551-4091	ALTIMETER, SURVEYING, 15000 FT. MAX. ALTITUDE, 1 TO 160 GRAD	A -		B 1	C -	D -	E -	F -	
6675-606-3379	SURVEYING INSTRUMENT DISTANCE MEASU- RING ELECTRONIC MICROWAVE DUAL PURP OSE UNIT REPLACES S/N 6675-089-8880	A -		B 2(D)	C -	D -	E -	F -	
6675-641-3535	THEODOLITE-DIRECTIONAL MIL-T-14132	A -		B 1	C -	D -	E -	F -	
6675-641-3530	LIGHT SIGNAL, SURVEYING, GRILLE HSG, 5 IN. DIA, REFLECTOR	A -		B 3	C -	D -	E -	F -	
6675-641-5719	DELT EXPENDABLE								
6675-694-4671	ASTROLABLE PENDULUM, 60 DEG. INSTRU- MENT, ALTITUDE w/TRIPUD, w/CARRYING C	A -		B 1	C -	D -	E -	F -	

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STOCK NUMBER	NOTE CODES NOMENCLATURE	EQUIP CODE	SUB DIV B CONT. ACT	BASIS OF ISSUE					
				COL	COL	COL	COL	COL	COL
0075-004-4071	CONTINUED								
0075-674-0012	H/B	6675-830-0170							
0075-830-0178	CYCLOMETER ASSY - MODEL 415 H/S	6675-674-0012		A -	B 1	C -	D -	E -	F -
0085-897-4409	PTHOUMETER INDICATING			A -	B 1	C -	D -	E -	F -
7510-610-3027	<B >		* D						
8340-292-2358	UMBRELLA SURVEYOR S, COTTON DUCK COVER, OLIVE DRAB, ARMY SHADE 7, 4 FT. 6 IN. TO 5 FT. 6 IN. SPREAD, 6 STEEL RIBS, HARDWOOD POLE, 1-3/8 IN. DIA., 84 IN. LG., MIL-C-11224			A -	B 1	C -	D -	E -	F -
	NOTE A			ONE <1> EACH AUTHORIZED WHEN INSTAL- LING AUTOMATIC EXCHANGE AND THE 302 KEY SYSTEM					
	NOTE B			AUTHORIZED GEEIA TEAMS ONLY					
	NOTE D			PER WESTERN GEEIA REGION ONLY					
	NOTE E			TWO <2> EA PER GEEIA SQUADRON / DETACHMENT					
	NOTE F			PER SQUADRON <GEEIA>					
	NOTE G			AUTHORIZED PER GEEIA TEAM FOR CHECK- OUT OF CCTV FACILITY INSTALLATION					

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ORGANIZATIONAL ITEM LIST  
 PART C - INFREQUENTLY REQUIRED EQUIPMENT AND  
 GEEIA MOBILE DEPOT MAINT SUPPORT

STOCK NUMBER	NOTE CODES NOMENCLATURE	EQUIP CODE	ACT	BASIS OF ISSUE		
				COL	COL	COL
1290-891-9999	WARDHART-SUMMERS MIA1 w/CASE P/N 719715b	* A		A -	B -	C 1
1730-294-8883	MAINTENANCE PLATFORM-AJG 3-7 FT TYPE B-44	* A		A -	B 1	C -
1730-516-2019	JACK HYD HAND TRIPOD 10 TON CAP. 36 IN. LOW HEIGHT TYPE B-6	* A		A -	B 1	C -
3420-287-8743	SA* CIM* TABLE TYPE* TILTING ARBOR* FLOOR MTU* HAND FEED* 18 IN. DIA BLADE* MTR* 5 HP* AC* 220 V* 3 PH* 60 CYC	* A		A -	B 1	C -
3405-222-1324	SA*DRUM*METAL CUTTING*FLOOR MTU*18 IN. THROAT D*18 IN. VENT CLEAR.	* A		A -	B 1	C -
3405-618-1343	SA* POWER HACK FLOOR MTG HORIZONTAL WET CUT 6 BY 8 IN WATED CAPACITY 14 IN BLADE CAPACITY 1-1/2 HP 220 OH 440 V AC 60 CYCLES 3 PHASE MACHINE TOOL AND MACHINE CO MODEL #30	* A		A	B 1	C -
3405-830-5792	SA* DRUM CUTOFF WET CUT	* A		A -	B 1	C -
3413-242-2141	DRILLING MACHINE UPRIGHT*FLOOR MTU* 172 IN. OHL CAP.*1HP*110V*AC*60CYC* 1 PH WIL-U-4913	* A		A -	B 1	C -
3413-528-7848	C EX DRILLING - MACHINE UPRIGHT BENCH MOUNTED HAND FEED TYPE 1/2 IN CAP 1/2 HP AC 2 20 V 60 CPS 3 PHASE FED 80-U-676 CLASS 1 STYLE A	* C		A 1	B 1	C -
3413-530-3421	DRILLING MACHINE P/N 80-U-676 CLASS B	* A		A -	B 1	C -
3413-534-6424	DRILLING MACH-FLR MTU-MTR AC 3 HP 220 V 3 PH 60 CYC	* A		A -	B 1	C -
3415-242-0920	GRINDING & BUFFING MACHINE - UTILITY FLOOR MTU* DUL LIND SPINDLE* 7/8 IN. SPINDLE DIA* 1750 RPM*1 HP*AC*220V* 60 CYC* 3 PH	* A		A -	B 1	C -
3415-242-0927	GRINDER DISC PED FLOOR MTU 2 WHEEL 2 20*440 V	* A		A -	B 1	C -
3415-223-1972	GRINDER-PED TYPE 2 WY 12 IN WET AND DRY TYPE-MTR AC 3 HP 220 V 3 PH 60 C YC	* A		A -	B 1	C -
3415-243-2001	GRINDING MACHINE* UTILITY* FLOOR MTU. DUL SPINDLE* FED 45919	* A		A -	B 1	C -
3415-517-7564	GRINDING MACHINE - FED W-0-6564 ARM 2 TYPE 1	* A		A -	B 1	C -

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				COL	COL	COL
3415-528-1881	GRINDER - BENCH	* A		A -	B 1	C -
3415-528-1895	CAM GRINDER - BENCH UTILITY FLOOR MTG DBL END SPINDLE 3450 RPM	* A		A -	B 1	C -
3415-541-7241	GRINDING MACH-UTIL BENCH MTD 1/2 IN SPINDLE 6 IN MAX WHEEL DIA 115V SPLC #U-850A, TYPE 1	* C		A 1	B 1	C -
3416-000-2724	LATHE-ENGINE DRIVEN, 10 IN X 26 IN MOU LAL-400 SWING 20 IN BETWEEN CENTERS	* A		A -	B 1	C -
3416-186-4060	LATHE-ENGINE FLR MTD SOLID BED-3 HP 220 V AC 60 CYC 3 PH	* A		A -	B 1	C -
3416-186-4083	LATHE ENGINE FLR MTD SOLID BED TYPE 20 IN SWING	* A		A -	B 1	C -
3417-170-7044	MILLING MACHINE HOZ PLAIN FL MTG POW ER FLDL TABLE DRIVING SUNF 50 IN LG 10 IN * ELEC MOTOR	* A		A -	B 1	C -
3417-223-0312	MACHINE MILLING HOR. PLAIN FLOOR MTD 3/4 HP	* A		A -	B 1	C -
3418-243-7109	SHAPLER METAL CUT HORIZONTAL 24 IN ST ROKE TRAVEL	* A		A -	B 1	C -
3418-473-0433	SHAPLER METAL CUTTING	* A		A -	B 1	C -
3419-029-0820	DUFFING AND POLISHING MACH BENCH MTD	* A		A -	B 1	C -
3431-025-0357	WELDING MACHINE MODEL TH-300HF ARC TRANSFORMER	* A		A -	B 1	C -
3431-204-0600	WELDER ARC PORT 200 AMP DC HEIL MDL DC 201-77-04 60 CYC AC HI FREQ INPUT 220/440 V	* A		A -	B 1	C -
3431-200-2700	WELDING MACH ARC-375 AMP 40 V-GAS EN. 0 40 HP	* A		A -	B 1	C -
3431-004-9820	TUNCH ARC WELD GAS SHIELDED 250 AMP AIR COOLED	* A		A -	B 1	C -
3431-004-9829	TUNCH ARC WELD GAS SHIELDED 75 AMP AIR COOLED	* A		A -	B 1	C -
3431-920-3774	TUNCH ARC WELDING GA SHIELDED 400	* A		A -	B 1	C -
3432-500-0900	WELDER MULL SPOT SEAM PUSH GUN HAND 487E244-1	* A		A -	B 1	C -
3433-170-0003	TUNCH OUTFIT - CUTTING AND WELDING	* A		A -	B 1	C -

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STOCK NUMBER	NOTE CODES NOMENCLATURE	TA 713		BASIC 1 APR 1969		
		SUB DIV C	CONT.	BASIS OF ISSUE		
		EQUIP CODE	ACT	COL	COL	COL
3433-516-4964	TONCH OUTFIT-CUTTING & WELDING MIL-8-4125	* A	* A	A -	B 1	C -
3441-089-0278	<AM> SHEARING MACHINE-METAL SQUARING HAND OPERATED BENCH MOUNTED 24 IN BLADE	* A	* A	A -	B 1	C -
3441-241-0201	BRAKE - MACHINE SHEET METAL HAND OPER FLOOR MTG BOX AND PAN TYPE 14 GA CAP 48 IN WD WITH ACCESSORIES	* A	* A	A -	B 1	C -
3441-307-5052	<AM> BRAKE: 01-ACRO RADIUS BRAKE #2: 12 #7 10 GA. CAP: #1 RADIUS FORMING #8: 1/8 5/32: HAD CODE WORD DIRAD	* A	* A	A -	B 1	C -
3441-308-4027	BRAKE MACHINE SHEETMETAL CAPACITY 20 GA METAL	* A	* A	A -	B 1	C -
3441-529-0952	BENDING MACHINE PIPE AND CONDUIT HYDRAULIC TYPE PORTABLE TYPE HAND OPERATED: 2 IN CAP P/N 5130 P/N 5130	* A	* A	A -	B 1	C -
3444-223-0359	PRESS ARBOR HAND OP BENCH MTG MECH TYPE 3 TON CAPACITY	* A	* A	A -	B 1	C -
3444-204-2114	PRESS ARBOR HAND OPERATED 1 TON PRESSURE P/N 0	* A	* A	A -	B 1	C -
3444-204-2125	PRESS-ARBOR-HYD HAND OPER-FLW MTG 75 #8 10: MAX WATED CAP	* A	* A	A -	B 1	C -
3444-376-0978	PRESS ARBOR HD OPER BENCH MTG MECH 7 IN DIA WDHK 4-1/2 MAX OPEN TABLE 1/2 TON CAP.	* A	* A	A -	B 2	C -
3444-376-0979	PRESS ARBOR HAND OPER BENCH MTG HTL TYPE PRESSURE	* A	* A	A -	B 1	C -
3444-376-0985	PRESS-ARBOR HD OP HTU TYPE 12 TON PRESSURE MODEL NO 26	* A	* A	A -	B 1	C -
3445-243-2801	SHEARING MACHINE METAL SQUARING FOOT OPERATED: 10 GAGE METAL 52 IN CUTTING LG 20 IN BACK GAGE RANGE 36 IN FRONT GAGE RANGE	* A	* A	A -	B 2	C -
3450-317-0046	SAK POWER HACK PORTABLE MIL-5-45033	* C		A 1<C>	B -	C 1
3540-293-0377	SEALING IRON - ELEC IRON HAND OPER SEALING ELEC 110 V 60 CYC W/ADJ THERMOSTAT	* A	* A	A -	B 1<CAF>	C -
3611-204-2809	MARKING MACHINE ELEC WIRE-FLEX INSUL SLEEVING AN-0000 TO AN-26 HAND OPERATED	* A	* A	A -	B 1	C -
3695-141-0291	SAK-CHAIN-GASOLINE ENG-36 IN. CUT	* C		A 1<C>	B -	C -

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					COL	COL	COL
3005-905-0909	PLD* DITCHER P/N 2			* C	A 1<G>	B -	C -
3020-292-0076	<K > BREAKER+PAVING+PNEU+25 LB			* C	A 1	B -	C -
3095-329-3475	PUSHER+HYD PIPE+6500 TO 8000 LB PRESS			* C	A 1	B -	C 1
3950-110-8951	HOIST - CHAIN 2 TON			* A	A -	B -	C 1
3950-243-5205	HOIST CHAIN			* A	A -	B 1	C -
3950-254-5698	<AM> HOIST WIRE ROPE 2000 LB CAPACITY 20 FT H OF LIFT 17 FT PER MIN HOIST SPEED 1-1/4 HP MOTOR 220 V AC 60 CYCLES 3 PHASE 1800 RPM ROBBINS AND MEYERS INC P-N F1-2			* A	A -	B -	C 1
3950-641-2062	HOIST WIRE ROPE 1000 LB			* A	A -	B 1	C -
3950-641-6201	CRANE FLOOR PORTABLE 6 FT 3 IN HIGH 2000 LB CAPACITY			* A	A -	B 1	C -
3950-641-7267	THRESTLE HOIST PORTABLE STEEL A FRAME CAP: 4000 LB P/N 87			* A	A -	B 1	C -
3950-722-0887	CRANE FLOOR, PORT., THRESTLE TYPE, CHAIN HOIST TYPE MANUALLY OPER: 11 FT 11 IN MAX H OF LIFT 13400 LB. MAX. WATLD CAP.			* A	A -	B 1	C -
3950-834-2076	JIB CRAN - PILLAR AND BOOM			* A	A -	B 1	C -
3950-874-5917	DEHNICK - GIN POLE P/N 859-022			* C	A <P>	B -	C -
3950-987-9099	CRANE FLOOR PORTABLE MARTIN CO P-N 804E8007000-029			* A	A -	B 1	C -
4210-202-7858	EXTINGUISHER - FIRE CO2 15 LBS			* A	A -	B -	C 1
4310-026-9213	COMPRESSOR, RECIPHUCATING, POWER DR, AIR: 1 STAGE, 40 PSI DISCHG PRESS., MIN: 1/4 HP.			* A	A -	B -	C 1
4310-547-3741	CHANGED TO S/N 4310-547-3741YK						
4310-547-3741YK	COMPRESSOR-RECIPHUCATING GAS ENGINE DRIVEN 200PSI 15CFM TRLR MTD MC-2A CHANGED FROM S/N 4310-547-3741				A -	B -	C 1
4310-595-3866	AIR COMPRESSOR w WHL MTD GAS ENG MTD MC-7			* C	A 1	B -	C 1
4310-693-2652	COMPRESSOR POWER DRIVEN TYPE MB9 WITH DRIVEN 2 W/TR MTD ROTARY OR RECIP COMP MB9			* A	A -	B 1	C -
4430-213-9790	OVEN: THERMAL DRYING+ELEC+AC+220V, 60CYC+3PH+302DEG F MAX. TEMP			* A	A -	B -	C 1

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			CONT.			COL	COL	COL
4440-030-7932	LAMP ASSY - PORTABLE INFR-RED DRYING 13 UNIT W/13 G-30 250 W MED SCREW SKIRTED BASE INFR-RED LAMPS ALSO USED 375W LAMPS GOLD PL REFLECTORS 7-5/8 IN DIA. W/20 FT. CORD AND PLUG H ADJ FROM 1-8 FT 2 5W TO OPER 6 7 OR 13 LAMPS IDENT NO. 026-13				* A * A	A -	B -	C 1
4520-305-8649	TRAILER MA-1				* A * A	A -	B -	C 1
4520-540-2038	CHT 2300 HTR SP ELEC 240V 3000W				* A * A	A -	B -	C 1
4520-991-4595	HEATER PORTABLE GAS INFR-RED BTU 16000 PN J-426-L				* A * A	A -	B 1	C -
4610-208-9842	FILTER UNIT WATER PURIFICATION				* C	A (M)	B -	C -
4920-049-7215	<AA> <V> TEST STAND-LINEAR ACTUATOR P/N LT-1043B				* A * A	A -	B 1	C -
4920-099-0207	TEST UNIT RANGE				* A * A	A -	B -	C 1
4920-519-3804	GENERATOR SWEEP INTEHNNALLY SYNCHRONIZED 50 KC TO 20 MC RANGE 3 BANDS 115V AC 60 CYCLES SINGLE PHASE KEY ELECTRIC CO MODEL MARKAS&EEP				* A * A	A -	B -	C 1
4920-546-2561	ADAPTER LINEAR ACTU LT1701-01				* A * A	A -	B 1	C -
4931-939-71852H	CONVERTER HIGH VOLTAGE MOD 6930A				* A * A	A -	B -	C 1
4940-N0410143PTR	<X> TOOL - CONTOUR P/N 180702				* A * A	A -	B -	C 1
4940-002-56732C	<Y> KIT-ALIGNMENT, XENON PROJECTOR P/N 18-07021-0000				* A * A	A -	B 1	C -
4940-270-1594	UNDERCUTTER ARMATURE MICA ELEC DIRECT UNIVE HETCH MTD MIL-U-1714B				* A * A	A -	B 1	C -
4940-207-6978	SPRAY OUTFIT - PAINT P/N L2A				* A * A	A -	B -	C 1
4940-300-5246	BOOTH SOLVENT SPRAY P/N 50M00706				* A * A	A -	B 1	C -
4940-342-6261	KIT - PRESSURIZING TELEPHONE CABLE P/N 7267				* A * A	A -	B -	C 1
4940-542-0002	ENCLOSURE-ELECTROMAGNETIC SHIELDING 10 FT L x 10 FT 2 IN x 8 FT H MX-1761<>				* A * A	A -	B 1	C -
4940-553-0149	ENCLOSURE ELECTROMAGNETIC SHIELDING 80 X 122 X 96 IN TYPE 1				* A * A	A -	B 1	C -
4940-554-0998	BLAST CLEANING CABINETS O/A DIM. OF BLASTING COMPARTMENT, 4 FT LG, 2 FT				* A * A	A -	B 1<AE>	C -

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STOCK NUMBER	NOTE CODES NOMENCLATURE	EQUIP CODE	ACT	BASIS OF ISSUE		
				COL	COL	COL
4990-504-0998	CONTINUED 6-1/2 IN W. 5 FT 6 IN. H. MIN AIR PRESSURE NOT RATED. BLAST MATERIAL FEED BY SUCTION. O/A DIM. OF CASTING ACCUMULATED. 12 IN. H. 30 IN. LG. 10 IN. W. ONE 1/2 IN. HARD STEEL NOZZLE. MANUAL BLAST CONTROL.					
4990-505-2073	DEGREASER PORTABLE LIQUID TYPE TANK WORKING AREA DIM 36 IN LG 30 IN W 20 IN DEEP 115 V AC 60 CYCLES SINGLE PHASE P/N MUNE#-11122		* A * A	A -	B -	C 1
4990-621-2610	BOOTH PAINT SPRAY FLOOR TYPE, 7 FT H. 8 FT W. 5 FT D 10 FAN MTR AC 5 HP 220 V 3 PH 60 CYC P/N P6268A		* A * A	A -	B 1	C -
4990-900-1000	DETECTOR - LEAK REFRIGERANT GAS P/N 50-920-801FL0E1		* A * A	A -	B (KAG)	C 1
4990-997-3172	POKER UNIT - UTILITY P/N 6PC-26AF		* C	A (N/Q)	B -	C -
5110-008-9036	CUTTER TUBE HIGGED P/N 40		* A * A	A -	B 1	C 1
5120-005-120X	WITCH TORQUE P/N 651A2 PL-7261		* A * A	A -	B 1	C 1
5120-004-0831	WRENCH TORQUE		* A * A	A -	B -	C 1
5120-072-1993C	TOOL RELAY CONTACT P/N 40462		* A * A	A -	B 1	C 1
5120-076-0916Z	TOOL WIRE WRAH P/N 220557-25		* A * A	A -	B -	C 1
5120-293-1523	JACK WHEEL SCREW TYPE 5 TON CAP. W/D 5120-595-6309		* A			
5120-537-0703	TOOL - CONDUIT TAPERING P/N 650		* C	A 1	B -	C -
5120-573-3960	TOOL FLARING TUBE HYDRAULIC P/N 150-507		* C	A 1	B -	C -
5120-500-0007	MULLER PLCH 910170-1		* A * A	A -	B 1	C 1
5120-595-0309	JACK WHEEL HAND WRENCH TYPE 5 TON LW		* A			
5120-595-0399	JACK HYDRAULIC HAND SELF CONTAINED SUP PUMP 20 TON		* A * A	A -	B 1	C -
5120-797-0707C	KT 3 CAB KAL ALIGNMENT BAR-ANTENNA P/N 74112R		* A * A	A -	B -	C 1
5120-797-0708Z	KEY SPECIAL P/N 749893		* A * A	A -	B -	C 1
5120-798-5049Z	TUBE ALIGNMENT ANTENNA P/N 741072		* A * A	A -	B -	C 1
5120-934-0035Z	DEVICE-TORQUE MEASUREMENT HDU DFF-1		* A * A	A -	B 1	C 1

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				COL	COL	COL
5120-934-0038ZX	DEVICE-TORQUE MEASUREMENT MOD DPP-5	* A		A -	B 1	C 1
5120-956-0492XX	WATCH - TORQUE P/N 5600X2	* A		A -	B -	C 1
5130-184-1426	WRENCH - IMPACT PNEUMATIC FED 00-X- 891 SIZE 1-1/4 SPINDLE 1-1/4 IN MAX THD CAP	* A		A -	B -	C 1
5130-293-0959	DRILL - ELECTRIC PORT 1 IN TYPE 111	* A		A -	B -	C 1
5130-293-1847	DRILL ELECT PORT STR DR HVY DUTY 1/4 IN 2200 RPM AC DC 115V E-HANDLE W/P 15TOL GRIP	* A		A -	B -	C 1
5130-490-7912	DRILL - ELEC PORT	* A		A -	B -	C 1
5130-669-9318	WRENCH IMPACT ELEC PORT 1/2 IN DR	* A		A -	B 1	C 1
5130-337-7494	TAP AND DIE SET 1/64 NC TO 1-8 UNC SPLIT DIES RH	* A		A -	B -	C 1
5180-722-4920	KIT RELAY TOOL P/N 024-0204-00	* A		A -	B -	C 1
5180-793-0702	TOOL KIT - MADAN AUT PN 241A57262	* A		A -	B -	C 1
5210-003-7200	INDICATOR DIAL MODEL M-2	* A		A -	B -	C 1
5210-243-9648	INDICATOR LAST WORD TEST MOD 711F	* A		A -	B -	C 1
5220-293-3056	PLATE-SURFACE 12X18 IN GRANITE 900PPH4638 CLASS 1 GRADE B	* A		A -	B 1	C 1
5220-517-5425	PLATE ANGLE SOLID 90 DEG 2 GROUND WORKING SURFACES CAST IRON 5 X P X 4.5 IN	* A		A -	B 1	C -
5005-000-0135	TERMINAL - TELEGRAPH AN/FCC-19	* A		A -	B 1	C -
5005-513-2048	TERMINAL - TELEPHONE AN/FCC-3 MIL-T-10485	* A		A -	B 1	C -
5005-543-0012	TELEPHONE SET TA-312C/PT MIL-T-14358	* A		A -	B -	C 1
5020-446-3829	RECEIVER - AUDIO A3 TYPE DR EMISSION RECEIVER M-381E/GR	* A		A -	B 1	C 1
5020-501-1020	MODULATOR POWER SUPPLY MOD 141A 5000 OHMS	* A		A -	B 1	C -

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				COL	COL	COL
5020-505-1404	RADIO SET - MOD CLHTCC	* A		A -	B 1	C -
5020-519-3091	TRANSMITTER RADIO TYPE NO BC-640D	* A		A -	B 1	C -
5020-519-5051	<AB> MULTIPLEXER SET MOD CMT4-24TT	* A		A -	B 1	C -
5020-524-0101	<AB> RADIO SET AN/GRN-7	* A		A -	B 1	C -
5020-538-7555	RECEIVER RADIO TYPE H390A/URR	* A		A -	B 1	C 1
5020-543-0110	RADIO SET GROUP OA-1394/GRC MIL-N-10010	* A		A -	B 1	C -
5020-543-0110	RADIO SET GROUP OA-1387/GRC MIL-N-10010	* A		A -	B 1	C -
5020-543-1203	RADIO SET GROUP OA-1070/GRC MIL-N-10010	* A		A -	B 1	C -
5020-506-0830	TRANSMITTER - RADIO TYPE T040A/GR	* A		A -	B 1	C -
5020-642-7772	RADIO - TRANSMITTER CRYSTAL FREQ. CONTROL OUTPUT EMISSION TYPE T-217A/GR MIL-N-26702	* A		A -	B 1	C -
5020-642-7827	MODULATOR - POWER SUPPLY MIL-M-4811	* A		A -	B 1	C -
5020-644-0901	<Y > RADIO RECEIVER DC-039 MIL-N-7413	* A		A -	B 1	C -
5020-600-5008	RADIO SET - AN/GRC/80	* A		A -	B 1	C -
5020-605-1971	RADIO - RECEIVER A3 TYPE OF EMISSION RECEIVED H-2700/GR	* A		A -	B 1	C -
5020-700-0119	RECEIVER TRANSMITTER RADIO K*7-6	* A		A -	B 1	C -
5020-918-3930EX	<S > ADAPTER TE-093	* A		A -	B -	C 1
5020-901-2731	RECEIVER TYPE 515IF	* A		A -	B 1	C -
5025-578-7400	CONTROL MONITOR GROUP	* A		A -	B 1	C -
5025-627-3910	RADIO SET RECEIVER-TRANSMITTER	* A		A -	B 1	C -
5025-817-3404	RADIO TRANSMITTER T-210A/GR	* A		A -	B 1	C -
5040-505-0435ZC	<Y > SET- RALAH AN/FP5-18	* A		A -	B 1	C -
5040-505-0580	<Y > INDICATOR GROUP AN/UPA-35 MIL-I-20825A	* A		A -	B 1	C -
5040-505-1000	<AB> RALAH SET GROUP OA-175A/FP5-3	* A		A -	B 1	C -

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				COL	COL	COL
5840-572-6142	< B > ERECTION KIT - RADOME P-N H5A 1004	* C		A 1	B -	C -
5840-890-6510	< T > HAUAH SET - GROUPE DA-2325A/FPS-6	* A		A -	B 1	C -
5840-917-5035	< T > HAUAH SET - AN/FPS-64	* A		A -	B 1	C 1
5840-983-1786	< T > HAUAH SET AN/FPS-90	* A		A -	B 1	C -
5895-308-30412C	< T > TRANSMITTING SET AN/FST-1	* A		A -	B 1	C -
5895-570-82232C	< Y > DATA INSERTER GROUP DA69245/FY9-9	* A		A -	B -	C 1
5895-625-86442C	< T > MONITOR COORDINATE DATA RAPP1	* A		A -	B 1	C -
5895-886-51222C	< T > POWER SUPPLY - P-N H5106	* A		A -	B 1	C -
5895-714-50322*	< Y > < T > < AK > INTERMODULATOR SET AN/UPX-14	* A		A -	B 1	C -
5895-880-53352C	< T > CONVERTER - FREQ STATIC P-N 6024-000	* A		A -	B -	C 1
5905-500-8854	< T > ATTENUATOR VARI HFB 541-73	* A		A -	B 1	C 1
5905-500-7069	< T > ATTENUATOR VARI HFB 540-73	* A		A -	B -	C 1
5905-549-8423	< T > ATTENUATOR, TYPE K, MODEL 20	* A		A -	B -	C 1
5905-549-8942	< T > ATTENUATOR PRU-130B	* A		A -	B -	C 1
5915-896-44974T	< S > FILTER BAND REJECTION FOR PN HF-105/205	* A		A -	B -	C 1
5950-874-3141	< T > ATTENUATOR MOD 884	* A		A -	B -	C 2
5985-291-87794X	< T > ATTENUATOR TYPE-1450-TA	* A		A -	B -	C 1
5985-254-8084	< T > DUMMY LOAD ELEC 50 * NOM 1.15-4000 MC MOD B1	* A		A -	B -	C 1
5985-538-7328	< T > DUMMY LOAD-ELEC WAVEGUIDE FLANGE TYPE DA-146/U	* A		A -	B -	C 1
5985-539-6126	< T > TRANSMITTER DUMMY LOAD MOD DA145/6	* A		A -	B 1	C 1
5985-644-2847	< T > DUMMY LOAD, TYPE T5-900/AP	* A		A -	B -	C 1
5985-882-8828	< T > COUPLER-DIIRECTIONAL, UNIDIIRECTIONAL WAVEGUIDE MOD 3000-30	* A		A -	B -	C 1
5985-773-3437	< T > ATTENUATOR VARIABLE	* A		A -	B 1	C 1
5985-805-4065	< T > 3003-10 COUPLER DIIRECTIONAL	* A		A -	B -	C 1

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				COL	COL	COL
5985-820-8892	ATTENUATOR VARIABLE MOD 650-50	* A		A -	B -	C 1
5985-969-5239ZX	PALLET JACK - ANTENNA P-N 11H5175	* A		A -	B 1	C 1
6110-635-2000	<AB> SWITCHBOARD POWER P-N 5B-245/FPS-B	* A		A -	B 1	C -
6110-635-5215	<AB> SWITCHBOARD POWER SPREYPROOF INCLDS	* A		A -	B 1	C -
6115-075-1640	<S > GEN SET MOD SF-3.0-MU	* A		A -	B -	C 1
6115-329-3970	<S > GENERATOR SET-30KWAC 400 CYC 115/200 VOLT 3PH 4 WIRE 7.5KXDC 28V WHEEL MTU GED TYPE B10B	* A		A -	B -	C 1
6125-609-6754	MOTOR-GENERATOR IN SEPARATE FRAMES OUTPUT AC 400 CYCLES 50 KW INPUT 220 V OR 440 V 60 CYCLES 3 PHASE MIL-M-4820 TYPE MD-4	* A		A -	B 1	C -
6125-609-6765	<S > MOTOR GENERATOR - MD-3 MIL-M-4819	* A		A -	B -	C 1
6130-504-0327	POWER SUPPLY DC 28 V 200 AMP PTRL TYPE d-b	* A		A -	B -	C 1
6130-519-1370	POWER SUPPLY - METALLIC TYPE, FUEL WAVE RECTIFICATION, OUTPUT DC, 10V, 3 AMP, AC, 115V, 47 TO 65 CYCLES, SINGLE PHASE P/N MH1040-30	* A		A -	B -	C 1
6130-777-6438	POWER SUPPLY UNIT 120313	* A		A -	B -	C 1
6625-4C46202P	OSCILLOSCOPE P/N 556 H/S	* A		A -	B -	C 1
						6625-821-6778
6625-4V803311YA	<Y > TEST SET-SPART GAP 5220	* A		A -	B 1	C -
6625-4V807100ZX	<Y > ANTENNA SIMULATOR P/N 11E1045H01	* A		A -	B 1	C -
6625-4W06704BP	<AA> WATTMETER	* A		A -	B -	C 1
6625-010-4013	GENERATOR PRECISION MOD DT5636	* A		A -	B -	C 1
6625-013-2630	VOLTMETER - DIGIT P/N 601-3440A P/N 3440A	* A		A -	B -	C 1
6625-017-8809	ANALYZER - SPECTRUM MOD 125B	* A		A -	B 1	C 1
6625-019-4044ZM	<M > <AA> TEST SET - RADAR P/N 3784522001	* A		A -	B 1	C -
6625-045-9898	AMPLIFIER-MAKER GENERATOR MODEL LMB6050	* A		A -	B 1	C 1
6625-051-5995ZB	<U > GENERATION SIGNAL P/N REL342952	* A		A -	B -	C 1

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6625-053-9111	COUPLER DIRECTIONAL MOD 3020	* A		A -	B -	C 1
6625-053-9136	GENERATOR TYPE 476C-1	* A		A -	B -	C 1
6625-058-3346	DETECTOR-WAVEGUIDE P/N 0424A0PT02	* A		A -	B -	C 1
6625-061-148B2*	DETECTOR-HF P/N 22-3200	* A		A -	B 1	C -
6625-061-8041	OSCILLOGRAPH PN-320-2	* A		A -	B 1	C -
6625-063-9704	TEST SET TRANSISTOR MODEL 1880	* A		A -	B -	C 1
6625-065-2558	DETECTOR POINT TYPE KEC11920	* A		A -	B 1	C 1
6625-065-2559		* A		A -	B -	C 1
6625-065-2673	AUTOMATIC NOISE FIGURE P-N 07416	* A		A -	B 1	C -
6625-068-0731	<AL> DETECTOR - RADIO FREQ P-N DNT1	* A		A -	B -	C 1
6625-068-7175	<A > SPECTRUM ANALYZER PN310A	* C		A 1	B 1	C 1
6625-073-0049	<S > VOLTMETER- MODEL 8030	* A		A -	B -	C 1
6625-073-2733	<S > ACCESSORY-KIT KT1050	* A		A -	B -	C 1
6625-077-2944	TEST SET RADIO P/N 55B3BCD	* A		A -	B -	C 1
6625-077-3129	<AB> TEST SET - RADIO AN/FRM-11	* A		A -	B 1	C -
6625-078-4469	GENERATOR-THERMAL NOISE MOD 780	* A		A -	B 1	C 1
6625-078-4783	GENERATOR SIGNAL OPP POWER 60CY AC	* A		A -	B 1	C -
6625-079-3676	OSCILLOSCOPE DC-15 MIL-0-9970	* A		A -	B 1	C 1
6625-080-0965	VOLTMETER PORTABLE AC/DC P/N 196217	* A		A -	B -	C 1
6625-081-3672	TEST SET TRANSISTOR P/N 870	* A		A -	B -	C 1
6625-081-4457	GENERATOR PULSE MODEL 4120B	* A		A -	B -	C 1
6625-084-9237	PREAMPLIFIER - OSCILLOSCOPE TYPE D	* A		A -	B 1<AC>	C 1
6625-084-9302	<X > VOLTAGE DIVIDER	* A		A -	B -	C 1
6625-086-1131	DETECTOR - PORTABLE TYPE CA-1684A	* A		A -	B 1	C 1

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				COL	COL	COL
0025-073-0189	OHMMETER	* A		A -	B -	C 1
0025-099-0198	SLOTTED LINE IM-23A/U	* A		A -	B 1	C 1
0025-099-0204Z*	TEST SET NULL	* A		A -	B -	C 1
0025-099-0206	<V > SIMULATOR FLIGHT	* A		A -	B -	C 1
0025-106-0643	BRIDGE - IMPEDANCE P-N 1609	* A		A -	B -	C 1
0025-107-8173	GENERATOR SIGNAL P/N 620B R/S		0025-553-1465	A -	B -	C 1
0025-185-3209	AMMETER-AC MOD 155	* A		A -	B -	C 1
0025-185-3216	AMMETER PORTABLE DC P/N PX4-424396	* A		A -	B -	C 1
0025-193-0689	AMMETER PORTABLE AC 0 TO 15 KC	* A		A -	B -	C 1
0025-194-9972CA	SIMULATOR GROUP AN/UHM-11	* A		A -	B -	C 1
0025-199-9256	VOLTMETER PORT MOD 904	* A		A -	B -	C 1
0025-210-6759	PREAMPLIFIER-DUAL TRACE TYPE B2	* A		A -	B -	C 1
0025-215-4931	ATTENUATOR-VARIABLE MOD 3500	* A		A -	B -	C 1
0025-225-6543	SLOTTED LINE TYPE 805C	* A		A -	B 1	C 1
0025-226-3483	PLUG-IN-CONVERTER MOD 5253B	* A		A -	B 1	C 1
0025-229-1038	METER FIELD STRENGTH TS-125/AP	* A		A -	B 1	C 1
0025-229-1043	TEST SET TELEPHONE P-N 161A	* A		A -	B -	C 1
0025-250-5149	ATTENUATOR P/N TS-402/U	* A		A -	B -	C 1
0025-251-0727	AMMETER-UC-PORTABLE MOD 622	* A		A -	B -	C 1
0025-240-1461	TEST SET RADIO TESTS TYPE NO TS-178/ A1/AKM-1	* A		A -	B 1	C -
0025-243-0598	WATTMETER	* A		A -	B -	C 1
0025-272-3435	PHOBE WAVEGUIDE MX-929U	* A		A -	B -	C 1
0025-295-0030	VOLTMETER- PORT. TYPE+PLASTIC CASE-DC CIRCUIT APPLICATION+SELFCONTAINED	* A		A -	B -	C 1
0025-295-0042	VOLTMETER AC TYPE 433	* A		A -	B -	C 1

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				COL	COL	COL
6625-299-0877ZE	CX > CAAD TEST SET IP P/N 0578063		* A * A	A -	B -	C 1
6625-299-0878	CX > KS > POWER METER - CALORIMETER		* A * A	A -	B -	C 1
6625-329-3856	CV > POWER SUPPLY - P-N 101151		* A * A	A -	B -	C 1
6625-343-1158	POWER MEASURING MX-1310		* A * A	A -	B -	C 1
6625-347-087624	CV > TEST SET AMPLIFIER		* A * A	A -	B -	C 1
6625-348-9351	CS > VOLTMETER PORTABLE 0 TO 240 0 TO 280 60 CYCLES 8000 OHMS GENERAL ELECTRIC CO P-N 99X950		* A * A	A -	B -	C 1
6625-349-0205	CX > TESTER CALIBRATOR 478A-1		* A * A	A -	B 1	C 1
6625-388-2493	MULTIMETER - ELEC PTBL MODEL 410B		* A * A	A -	B 2	C 1
6625-444-6084	BRIDGE IMPEDANCE TYPE 1650A		* A * A	A -	B 1	C 1
6625-444-6085	FREQUENCY METER H/P K532A		* A * A	A -	B -	C 1
6625-444-6096	INDICATOR VIBRATION 591166866		* A * A	A -	B 1	C 1
6625-444-6192	GENERATOR SWEEP		* A * A	A -	B -	C 1
6625-445-6130	MEASURING SET TYPE 12B		* A * A	A -	B -	C 1
6625-445-7932	VOLTMETER DIFFERENTIAL P/N 8011A		* A * A	A -	B -	C 1
6625-445-7290	GENERATOR - NOISE P-N 70849		* A * A	A -	B -	C 1
6625-448-0352	CAAD CALIBRATOR RANGE TS-0738/UP		* A * A	A -	B -	C 1
6625-448-0458	VOLTMETER		* A * A	A -	B -	C 1
6625-448-0298	GENERATOR PULSE P/N 34900		* A * A	A -	B 1	C -
6625-472-9486	INDICATOR AUTO NOISE 74		* A * A	A -	B -	C 1
6625-474-1505	CONVERTER FREQUENCY 10 NO 14-22C		* A * A	A -	B 1	C 1
6625-476-0515	ATTENUATOR RF MODEL 651-73 CHANGED FROM S/N 6625-716-4160			A -	B -	C 1
6625-500-0824	OSCILLOSCOPE-3 IN AN/USM-25B		* A * A	A -	B -	C 1
6625-500-4030	VOLTMETER PORTABLE P/N AN601C		* A * A	A -	B -	C 1

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				COL	COL	COL
6625-507-3760	TEST SET-RF PTBL MODEL 430C	* A		A -	B 1	C 1
6625-508-2420	TEST SET RADAR AN/UPM-53C	* A		A -	B 1	C 1
6625-513-3888	BRIDGE IMPEDANCE MOD 1606A	* A		A -	B -	C 1
6625-515-2400	SIMULATOR MICROPHONE TYPE AN/URM-14	* A		A -	B -	C 1
6625-519-2054	CAPACITOR - DECADE P/N CDC5	* A		A -	B -	C 1
6625-519-2594	TEST SET RELAY P/N I-181B	* A		A -	B 1	C 1
6625-519-3803	CALIBRATOR SET RANGE TYPE AN/UPM-11A	* A		A -	B -	C 1
6625-519-5430	CAVITY TUNED TS-172A/UP	* A		A -	B 1	C 1
6625-519-7588	AMPLIFIER - AUDIO FREQUENCY RADIO FREQUENCY P/N 12080	* A		A -	B -	C 1
6625-519-7594	CAVITY-TUNED TYPE TS-488A/U	* A		A -	B 1	C 1
6625-521-1265	BRIDGE + RESISTANCE	* A		A -	B -	C 1
6625-534-7458	BRIDGE-CAPACITANCE-INDUCTANCE- RESISTANCE MIL-B-3694TYPE AN/URM-90	* A		A -	B 1	C 1
6625-535-9532	WAVEGUIDE TERMINATION P/N 5910A	* A		A -	B -	C 1
6625-536-4223	GENERATOR SIGNAL AN/URM-4 P/N 3638B5	* C		A 1C2	B -	C 1
6625-538-9052	VOLTMETER ELECTROSTATIC MODEL ESH	* A		A -	B -	C 1
6625-538-9079	GENERATOR-SIGNAL-P/N 608C	* A		A -	B -	C 1
6625-539-0063	GENERATOR SIGNAL TYPE NO 63A/ANN P/N 363917	* C		A 1C2	B 1	C 1
6625-539-0001	TEST SET RADIO TYPE AN/TRM-33N	* A		A -	B 1	C 1
6625-539-9069	VOLTMETER DC MODEL 22 CAT. NO. 1962003	* A		A -	B 2	C 1
6625-539-9910	FREQUENCY METER AN/URM-81C	* A		A -	B 1	C 1
6625-541-2505	TEST SET RADIO FREQ AN/USM-68C	* A		A -	B 1	C 1
6625-546-0002	GENERATOR SWEEP 110A	* A		A -	B -	C 1
6625-547-5200	AMPLIFIER, STABILIZED DC MICRO- WAVE P/N 9635B	* A		A -	B -	C 1
6625-553-0115	TEST SET-RADIO MM-707N	* A		A -	B -	C 1

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					ACT	COL	COL	COL
6625-553-0334	<AB> <AM> GENERATOR SIG RADAR TYPE H03-623B				* A			
					* A	A -	B 1	C -
6625-553-0336	<X > GENERATOR SIG RADAR TYPE H02-623B				* A			
					* A	A -	B -	C 1
6625-553-0544ZC	<Y > TEST SET - RADAR GROUP OA1155/FPS-19				* A			
					* A	A -	B 1	C -
6625-553-1465	R/B	6625-107-8173						
6625-553-1469	TEST SET - RADAR AN/UPM-108 P/N 15801				* A			
					* A	A -	B -	C 1
6625-553-1565	TEST SET, TS-183B/U				* A			
					* A	A 1	B -	C -
6625-553-4699	OSCILLOSCOPE, MODEL HM-15				* A			
					* A	A -	B -	C 1
6625-553-7690	TEST SET RADAR AN/UPM-18A				* C			
					* C	A 1<E>	B 1	C 1
6625-553-7810	FREQUENCY METER MODEL 583D				* A			
					* A	A -	B 1	C -
6625-553-8148	TEST SET TS-140 MIL-T-12643				* A			
					* A	A -	B 1	C -
6625-553-8203	AMMETER-PORTABLE AC CIRCUIT 60 CYCLES AMP SCALE 0 TO 500 CW GRADUATION NONLINEAR WESTON ELECTRICAL INSTRUMENT CORP MODEL 433				* A			
					* A	A -	B -	C 1
6625-553-8411	FREQUENCY METER TS/186<C>/UP				* A			
					* A	A -	B 1	C -
6625-553-8412	METER FREQUENCY AN/UHM-80				* C			
					* C	A 1<E>	B 1	C 1
6625-553-8413	GENERATOR-SIGNAL TS-452<C>/U				* A			
					* A	A -	B 2	C -
6625-553-8416	TEST SET TELETYPE/RITEH TS-2<C>/TG				* A			
					* A	A -	B -	C 1
6625-553-8417	TEST SET-RADAR AN/UPM-33<C>				* A			
					* A	A -	B 2	C 1
6625-553-8418	<AB> GENERATOR SIGNAL TS-538<C>/U				* A			
					* A	A -	B 1	C -
6625-553-8421	METER - FIELD STRENGTH				* A			
					* A	A -	B -	C 1
6625-553-8422	ELECTRONIC SWITCH TYPE TS-433<C>				* A			
					* A	A -	B 1	C 1
6625-555-2939	FLUXMETER-PORT TS-15<C>/UP				* A			
					* A	A -	B 1	C 1
6625-556-6169	POWER SUPPLY MODEL 71				* A			
					* A	A -	B -	C 1
6625-556-8936	GENERATOR SIGNAL MOD SG-71A/FCC				* A			
					* A	A -	B -	C 1
6625-557-0308	GENERATOR-SIGNAL AN/URM-49<C>				* A			
					* A	A -	B -	C 1
6625-557-0310	GENERATOR-SIGNAL P/N ANURM-69<C >				* A			
					* A	A -	B 2	C 1

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6625-557-0311	GENERATOR-SIGNAL TYPE AN/URM-48 20-100 MC RANGE	* A	* A	A -	B 1	C 1
6625-557-0395	TEST SET-RADAR AN/UPM-68C	* A	* A	A -	B 1	C 1
6625-557-0396	TEST SET RADAR AN/UPM-25C	* A	* A	A -	B 1	C -
6625-557-0397	TEST SET, RADAR, TYPE TS-147	* A	* A	A -	B 1	C 1
6625-557-0398	TEST SET-SEMICONDUCTOR DEVICE TYPE TS-268C/U	* A	* A	A -	B 1	C 1
6625-557-0399	TEST SET-CAPACITOR MIL-T-12636	* A	* A	A -	B 1	C 1
6625-557-0523	GENERATOR SIGNAL AN/URM-26B	* A	* A	A -	B 1	C 1
6625-557-0254	TEST SET CRYSTAL UNIT	* A	* A	A -	B -	C 1
6625-557-0531	VOLTMETER - ELECTRONIC PLASTIC CASE RANGE 0.1 TO 50 V AC MODEL 622	* A	* A	A -	B -	C 1
6625-557-0521	CAVITY TUNED TS/270C/UP	* A	* A	A -	B 1	C 1
6625-557-0672	VOLTMETER PORTABLE MOD ESHMOO	* A	* A	A -	B 1	C 1
6625-557-7013	GENERATOR SIGNAL AN/URM-61C	* A	* A	A -	B 1	C 1
6625-557-7200	POWER-SUPPLY ELECT 715A	* A	* A	A -	B -	C 1
6625-564-4477	CALIBRATOR RANGE INDICATOR AN/UPM-61	* A	* A	A -	B -	C 1
6625-568-0338	SIMULATOR URDP TANK MOD SM-676	* A	* A	A -	B 1	C 1
6625-574-0804	<AA> TEST SET RADIO AN/URM-44C P/N 0A12805N	* A	* A	A -	B -	C 1
6625-575-4625	TEST SET INSULATION TYPE MD1	* A	* A	A -	B 1	C 1
6625-576-5300	RADIO INTERFERE	* A	* A	A -	B 1	C -
6625-578-0608	GENERATOR-ELEC MARKER MOD 18151	* A	* A	A -	B 1	C 1
6625-578-5887	VOLTMETER-PORTABLE-WESTON 433	* A	* A	A -	B -	C 1
6625-578-5916	VOLTMETER-PORTABLE AC OR DC-TS340C	* A	* A	A -	B -	C 1
6625-580-0772	BULOMETER RADIO FREQ P/N X485B	* A	* A	A -	B -	C 1
6625-580-1911	MULTIMETER-PORTABLE TS-585C/U	* A	* A	A -	B 1	C 1
6625-580-1912	MULTIMETER-ELECTRONIC ME-6C	* A	* A	A -	B 2	C 1

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				COL	COL	COL
6625-580-1925	GENERATOR, SIGNAL, AC, 3800 TO 7500 MC FREQUENCY RANGE MIL-G-7141 AN/URM-52<>	* A		A -	B 1	C 1
6625-580-1929	GENERATOR-SIGNAL SG-1A/ARM<>	* A		A -	B 1	C 1
6625-580-5925	VOLTMETER 410BR	* A		A -	B 1	C 1
6625-580-7923	GENERATOR-SIGNAL AN/URM-25<>	* A		A -	B 1	C 1
6625-581-2025	<Y > TEST SET INSL BRKDN 4300	* A		A -	B 1	C -
6625-581-5480	<X > GENERATOR SIGNAL, AN/URM-35A	* A		A -	B -	C 1
6625-585-1670	CAPACITOR - DECADE P/N 1419K	* A		A -	B -	C 1
6625-585-4006	<E > TEST SET, AUDIO, TYPE TS 629 CU	* C		A 1	B -	C 1
6625-585-4915	RESISTOR DECADE 0 TO 999,999 OHMS 1 OHM INCREMENT CLAROSTAT MANUFACTURING CO MODELL 240C	* A		A -	B -	C 1
6625-600-9165	PREAMPLIFIER-OSCILLOSCOPE 53-54E	* A		A -	B -	C 1
6625-602-8527	TEST SET RF P/N NF-105	* A		A -	B 1	C 1
6625-603-8063	TEST SET RADAR AN/GPM-17	* A		A -	B 2	C 1
6625-606-9726	63BR MOD BRIDGE WHEATSTONE	* A		A -	B 1	C 1
6625-610-9794	TEST SET OSCILLATOR AN/PRM-10<>	* A		A -	B 1	C 1
6625-611-7740	AUDIO INTERFERENCE MEASURING SET, AN/URM-106	* A		A -	B 1	C 1
6625-612-1837	DECADE - ATTENUATOR TYPE 1450TB	* A		A -	B -	C 1
6625-620-7474	METER IMPEDANCE MOD 250A	* A		A -	B -	C 1
6625-621-0596	PRECISION TEST REC. TYPE 130	* A		A -	B -	C 1
6625-626-5533	ATTENUATOR MOD,RFA-551-50	* A		A -	B -	C 1
6625-628-0514	DIVIDER TYPE 453A	* A		A -	B -	C 1
6625-629-4215	GEN. NOISE TYPE 260A	* A		A -	B 1	C 1
6625-629-4216	GEN. NOISE TYPE 310A	* A		A -	B 1	C 1
6625-633-0340	TEST SET RADAR AN/UPM-6<>	* A		A -	B -	C 1
6625-633-0342	<AA > GENERATOR, PULSE, TYPE AN/UPM63	* A		A -	B -	C 1

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			CONT.			COL	COL	COL
6625-643-0109	<E> TEST SET RELAY OPEN AND CLOSURE FREQUENCY 10 TO 20 CYCLES PER SEC 115 TO 130 V DC TYPE 1-193C				* C	A 1	B -	C -
6625-643-1498	WAVEMETER-TS-117/6P				* A	A -	B 1	C 1
6625-643-1508	GENERATOR SIG TS-421/U TYPE 205AG				* A	A -	B 1	C 1
6625-643-1785	OHMMETER-0 TO 100 MEG AN/PSM-2A				* A	A -	B 1	C 1
6625-643-2759	PROBE HF TYPE MX-925/U				* A	A -	B 1	C 1
6625-647-0587	DUMMY LOAD ELECT P/N 5221247002				* A	A -	B -	C 1
6625-647-4109	ANALYZER SPECTRUM TYPE 478R-1				* A	A -	B 1	C -
6625-647-4110CX	<AB> TEST SET RADIO TS-1063/ARC-58				* A	A -	B 1	C -
6625-647-4111CX	<AB> TEST SET-COUPPLER CONTROL TS-1064/ ARC-58				* A	A -	B 1	C -
6625-648-8745	TEST SET TELEPHONE TS-420B				* C	A 1	B -	C -
6625-648-8746	<AB> T.S. TELETYPEWRITER MOD. TDA-2				* A	A -	B 1	C -
6625-648-9373	TEST SET PN 91A				* A	A -	B -	C 1
6625-649-00622A	<AB> MOD. ITOM - RADIO FREQ P-N 252				* A	A -	B 3	C -
6625-649-2797	TEST SET SIC				* A	A -	B -	C 1
6625-649-3054	BRIDGE-IMPEDENCE-ROTARY SWITCH				* A	A -	B 1	C -
6625-649-3240	GENERATOR-THERMAL NOISE				* A	A -	B -	C 1
6625-649-3395	<S> RELAY TEST SET MOD 35F				* A	A -	B -	C 1
6625-649-3808	MILLIAMMETER MOD 931-490 4004				* A	A -	B -	C 1
6625-649-4204	CAPACITOR DECAUC TYPE MX-189/U				* A	A -	B -	C 1
6625-649-4658	TEST SET-RADAR+ SUB-CLUTTER AND PULSE JITTER AN/UPR-41				* A	A -	B -	C 1
6625-649-4849	METER AUDIO PORTABLE MIL-T-12643				* C	A 1 <F>	B -	C 1
6625-649-4971	WAVEMETER FR-49/U				* A	A -	B -	C 1
6625-649-5113	VOLTMETER+PTOL AC TYPE AN/PSM-3				* A	A -	B 1	C 1
6625-649-5159	WAVEMETER TYPE TS-617 U/U				* A	A -	B -	C 1

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6625-649-5282	WATTMETER PORT AC-DC MOD 310		* A		A -	B -	C 1
6625-649-5399	TEST SET-RADIO FREQ TS-118A/AP		* A		A -	B 1	C 1
6625-668-9749	METER-FREQUENCY AN/UHM-79		* A		A -	B 1	C 1
6625-669-4037	RESISTOR DECADE 0 TO 1111 OHMS 0.1 OHM INCREMENTS + ADJUSTMENTS ROTARY SWITCH GENERAL RADIO CO P-N 1432K		* A		A -	B -	C 1
6625-676-2704	MULTIMETER - ELECTRONIC TYPE 3006		* A		A -	B -	C 1
6625-678-0346	TEST SET - RADAR		* A		A -	B -	C 1
6625-678-6637	PREAMPLIFIER PLUG IN TYPE CA		* A		A -	B 1	C 1
6625-679-0395	R/B	6625-812-9878					
6625-679-5389	TUNER HF DS-109L		* A		A -	B -	C 1
6625-679-6508	DUMMY-TEST EQUIP MX-2703/U		* A		A -	B 1	C 1
6625-682-2561	GENERATOR-PULSE AN/UHM-15A		* A		A -	B 1	C 1
6625-682-7452	GENERATOR PULSE MOD 214A		* A		A -	B 1CAD	C 1
6625-683-9593	TEST SET RADIO 5228956005 AN/AHM-41		* A		A -	B -	C 1
6625-692-4549	GENERATOR SIGNAL TYPE AN/USM-16		* A		A -	B 1	C 1
6625-693-3750	INDICATOR PHASE SEQUENCE DESIGNED FOR 3 PHASES 60 TO 600 V 25 TO 60 CYCLES ELECTRICAL FACILITIES INC MODEL K3		* A		A -	B -	C 1
6625-710-0119	TEST SET RADAR AN/UHM-99		* A		A -	B 1	C 1
6625-710-7254	OSCILLATOR UNIT P/N 1211B		* A		A -	B -	C 1
6625-710-9624	OSCILLOSCOPE P/N 0546AU		* C		A 1C2	B -	C 1
6625-714-4080	CONVERTER-FREQUENCY MOD 526C		* A		A -	B -	C 1
6625-716-0812	PLUG-IN UNIT P/N K		* A		A -	B 1CAD	C 1
6625-716-0813	PREAMPLIFIER TYPE 9		* A		A -	B -	C 1
6625-716-0883	PREAMPLIFIER-OSCILLOSCOPE P/N 8		* A		A -	B 1CAD	C 1
6625-716-4160	CHANGED TO 5/N	6625-476-0515					
6625-720-3169	VOLTMETER PORTABLE AC-DC 1000 CYCLES V SCALE 0 TO 75/150 CM MODEL 3-1		* A		A -	B -	C 1

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6625-720-3537	VOLTMETER-DC POHT ME-186/U MOD 202B	* A		A -	B 1	C 1
6625-724-2916	OSCILLOSCOPE TYPE ANUSM50PAREN	* A		A -	B 1	C 1
6625-724-4111	VOLTMETER ELECTRONIC 0 TO 300 V AC MIL-V-9999 HP400C	* A		A -	B 1	C 1
6625-724-4113	VOLTMETER DIFFERENTIAL MIL-V-9986	* C		A 1	B 1	C 1
6625-724-4114	VOLTMETER PORTABLE MIL-V-9989	* A		A -	B 1	C 1
6625-724-5788	GEN. SIG. MIL-U-38700<>	* A		A -	B 1	C 1
6625-724-7975	GENERATOR 14 TIME MARKERS 105 TO 125 V 50 TO 60 CYCLES SINGLE PHASE P/N 180A	* A		A -	B -	C 1
6625-724-7978	ANALYZER-SPECTRUM MIL-A-9998 HP300B	* A		A -	B 1	C 1
6625-724-7979	GENERATOR-SIG MOD 202A MIL-G-9987	* A		A -	B 1	C 1
6625-724-8582	MULTIMETER-AN/PSM-0<>	* C		A -	B 2	C 1
6625-725-8406	OSCILLATOR MIL-U-9990 HP400CU	* A		A 1	B 1	C 1
6625-725-8430	MULTIMETER AN/USM-33 SPLIT CORE TYPE MIL-M-9983	* A		A -	B 1	C 1
6625-727-4706	VOLTMETER - TRUE RMS MODEL 3400A	* A		A -	B 1	C 1
6625-728-07532*	CAD TEST SET RADAR P/N 02-734990-1	* A		A -	B -	C 1
6625-729-0907	VOLTMETER-ELECTRONIC P/N 400L 115 V UR 230 V 50 TO 1000 CYCLES SINGLE PHASE LOGARITHMIC METER MOVEMENT	* A		A -	B -	C 1
6625-733-5722	RESISTOR-DLCADE MIL-M-9991A	* A		A -	B -	C 1
6625-738-8065	PREAMPLIFIER TYPE H	* A		A -	B -	C 1
6625-740-0344	TEST SET TELEPHONE P-N HP 3550A	* A		A -	B -	C 1
6625-752-7992	STROBOSCOPE-60-1440 RPM & 600-14400 RPM TS-805A/U	* A		A -	B -	C 1
6625-753-1443	CAD TEST SET TRANSPONDER SET AN/UPM-40A	* A		A -	B 1	C 1
6625-762-5906	ANALYZER SPECTRUM P/N 358-3B	* A		A -	B -	C 1
6625-764-6106	MULTIMETER MIL-M-38706	* A		A -	B 2	C 1

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				COL	COL	COL
6625-764-8214	<Y> GEN. IMPULSE MOD.IG-118C	* A		A -	B 1	C -
6625-764-8216	OSCILLOSCOPE MIL-0-9985	* A		A -	B 1	C 1
6625-766-4685	TEST HARNESS RADIO AN/URM157 <G78P-1>	* A		A -	B 1	C 1
6625-772-8106	TEST SET ELECTRON TUBE TV-7<X>/U	* A		A -	B 1	C 1
6625-773-4787Z	<Y> <AP> TEST SET, CLOSE SUPPORT	* A		A -	B -	C 1
6625-777-4402	BRIDGE - RESISTANCE P/N 381	* C		A 1	B 1	C 1
6625-781-5738	INDICATOR - STANDING WAVE TYPE 416B	* A		A -	B -	C 1
6625-783-5965	GENERATOR-SIGNAL AN/URM-127	* C		A -	B 1	C 1
6625-784-0805	GENERATOR SIGNAL MILG3870B	* A		A -	B 1	C 1
6625-784-0809	GEN. SIG MIL-G-9997	* A		A -	B 1	C 1
6625-785-4249	DISTORTION ANALYZER P/N 1200B	* A		A -	B -	C 1
6625-787-2054	<AM> GENERATOR SIGNAL PN 69000-1	* A		A -	B -	C 1
6625-788-0919	VOLTMETER P/N 314A	* A		A -	B -	C 1
6625-788-8598	R/B		6625-999-3592			
6625-788-8599	TEST SET-RADIO FREQ TS-1771/URM-43	* A		A -	B 1	C 1
6625-789-1413LF	<Y> REPAIR KIT PRINTED CIRCUIT P/N A23596	* A		A -	B -	C 1
6625-793-1334	<AP> TEST SET AN/GPM-44	* A		A -	B -	C 1
6625-793-1343	METER - NOISE FIGURE MOD 340B	* A		A -	B 1	C 1
6625-797-78742C	<AM> MODULE TEST RACK P/N TX-8680-501 P/N 365770-501	* A		A -	B -	C 1
6625-799-7616	SINUSOSCOPE - 60 TO 1440 P/N 1531A CHANGED FROM S/N 6680-799-7616			A -	B -	C 1
6625-799-8066	<Y> TEST SET ELECTH.	* A		A -	B 1	C -
6625-799-8110	PLUG-IN UNIT OSCILLOSCOPE P/N L	* A		A -	B 1	C 1
6625-799-8999	GENERATOR INTERFERENCE RANDOM NOISE TYPE 1390B	* A		A -	B 1	C 1

\*\* READ THE PREFACE AND NOTES \*\*

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		SUB DIV C	CONT.		BASIS OF ISSUE		
STOCK NUMBER	NOTE CODES NOMENCLATURE	EQUIP CODE	ACT		COL	COL	COL
6625-799-9433	OSCILLATOR TYPE 865-AW9		* A		A -	B -	C 1
6625-799-9703	<S> TESTER LOAD BANK TYPE A-1A		* A		A -	B -	C 1
6625-806-5929	VOLTMETER - ELECTRONIC P/N 302A		* A		A -	B 1	C 1
6625-808-1801	TESTER TRANSISTOR P/N 575 MOD 122C		* A		A -	B 1	C 1
6625-808-2219	DECADE-RESISTOR ZM-16B/U		* A		A -	B -	C 1
6625-808-5584	GENERATOR SIGNAL 56299B/U		* A		A -	B 1	C 1
6625-811-9896	VOLTMETER+PORT.+DC CIRCUIT+V SCALE, P/N 5P107-5		* A		A -	B -	C 1
6625-812-2114	FREQUENCY METER+RECORDING+P/N AW		* A		A -	B -	C 1
6625-812-4104	GENERATOR+SQUARE WAVE TYPE 105 FREQ RANGE P/N 105		* A		A -	B -	C 1
6625-812-4879	DETECTOR+STANDING WAVE RATIO P/N 219		* A		A -	B 1	C 1
6625-816-9328	PREAMPLIFIER-TYPE 131 P/N 015-0011-00		* A		A -	B -	C 1
6625-816-9324	AMPLIFIER PORTABLE DC P/N 428-B		* A		A -	B 1	C 1
6625-819-0472	GENERATOR - SIGNAL P/N 606A		* A		A -	B 1	C 1
6625-819-1108	GENERATOR-VARIABLE SWEEP MD-3		* A		A -	B 1	C 1
6625-821-2888	MULTIMETER - ELECTRONIC P/N 412A		* A		A -	B -	C 1
6625-821-3291	GENERATOR SIGNAL P/N 200T		* A		A -	B -	C 1
6625-821-0778	H/B	0625-NC406202P					
6625-823-0343	AVERAGE-ATTENUATOR VARIABLE(KX382A)		* A		A -	B -	C 1
6625-824-0316	MULTIMETER-AN/UNM-105K		* A		A -	B -	C 1
6625-828-7829	AMPLIFIER MODEL 435 0 TO 5 AMP RANGE		* A		A -	B -	C 1
6625-832-0706	OSCILLATOR SWITCH 2650A		* A		A -	B -	C 1
6625-832-0915	CURRENT ELECTRONIC P/N 361ARM5		* A		A -	B -	C 1
6625-832-0947	VOLTMETER P/N 128A		* A		A -	B -	C 1

\*\* READ THE PREFACE AND NOTES \*\*

		TA 713		BASIC 1 APR 1969		
		SUB DIV C	CONT.	BASIS OF ISSUE		
STOCK NUMBER	NOTE CODES NOMENCLATURE	EQUIP CODE	ACT	COL	COL	COL
6625-833-3700	TEST ASSEMBLY - DATA TRANSMISSION	* A		A -	B -	C 1
6625-835-6536	ATTEN VAR 8841	* A		A -	B -	C 1
6625-835-66082N	<S> VFTG TEST SET P/N T4117-03	* A		A -	B -	C 1
6625-839-7843	OHMMETER 100000 OHMS TO 4 MEGOHMS RESISTANCE RANGE 105 TO 125 V AC 50 TO 60 CYCLES SINGLE PHASE FREED TRANSFORMER CO P/N 1620	* A		A -	B -	C 1
6625-846-6583	MULTIMETER P/N 630NA	* A		A -	B -	C 1
6625-852-0179	OSCILLOSCOPE, TEKTRONIC MOD 321	* A		A -	B -	C 1
6625-858-5231	TEST SET OIL, PORT., P/N 9T11Y8454	* A		A -	B 1	C 1
6625-859-5170	NOISE SOURCE, WAVEGUIDE, P/N 5347A	* A		A -	B -	C 1
6625-860-8423	ANALYZER - MODEL 41	* A		A -	B 1	C 1
6625-861-7027	CONVERTER FREQ ELEC 525C	* A		A -	B -	C 1
6625-863-6938	ANALYZER HF MOD. 158 A	* A		A -	B -	C 1
6625-869-06672C	TEST SET - ELECTRONIC AM/FM-18	* A		A -	B -	C 1
6625-871-5747	TIME INTERVAL UNIT 14-24C	* A		A -	B -	C 1
6625-874-0303	TEST SET - RADIO FREQ TS-1771/4U	* A		A -	B 2	C 1
6625-874-5660	GENERATOR SWEEP MOD HD-7	* A		A -	B 1	C 1
6625-875-5166	GENERATOR SIGNAL P/N 512F	* A		A -	B -	C 1
6625-876-7432	<X> MULTIMETER 0 TO 750 V DC IN 28 STEPS 0 TO 750 V AC IN 20 STEPS 0 TO 1.5 AMPERES DC IN 24 STEPS 0 TO 3 AMPERES AC IN 16 STEPS SENSITIVE RESEARCH INSTRUMENT CO P-N EXCELSTC	* A		A -	B -	C 1
6625-880-1212	RESISTOR-DECADE MIL-N-9991	* A		A -	B -	C 1
6625-882-7860	<V> T.S. TELEPHONE P/N H-882240-1	* A		A -	B -	C 1
6625-886-1950	GENERATOR NOISE P/N 7010	* A		A -	B -	C 1
6625-887-2697	TEST SET TELEPHONE CABLE PN K5141303	* A		A -	B -	C 1
6625-898-4268	DUMMY LOAD - ELECTRIC 30V DC 3 KW TRW 5 AMP ONE 10 AMP AND FOUR 20 AMP STEPS ONE 5 AMP VEHNIEU 0-50V	* A		A -	B -	C 1

\*\* READ THE PREFACE AND NOTES \*\*

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		EQUIP CODE	ACT	COL	COL	COL
6625-888-4268	CONTINUED PORTABLE FAN COOLED CABINET MOUNTED P/N T242B					
6625-890-6247	TEST SET DISTORTION BASIS R/S	6625-922-9310		A -	B -	C 1
6625-891-9235	METER-MODULATION MIL-M-9536A		* A	A -	B -	C 1
6625-892-5122	OSCILLOSCOPE TYPE 2559A		* A	A -	B 1	C 1
6625-892-5251	OSCILLOSCOPE MIL-O-9960		* A	A -	B 2	C 1
6625-892-5360	METER FREQUENCY AN/USM-159		* A	A -	B -	C 1
6625-893-0660	METER FREQUENCY AN/USM-26C9		* A	A -	B 1	C 1
6625-893-2830	GENERATOR SIGNAL 50-359/URN		* A	A -	B 1	C 1
6625-895-4166ZK	TEST SET - P/N 4840701K		* A	A -	B -	C 1
6625-897-7809	POWER SUPPLY PART 14-1046		* A	A -	B 1	C -
6625-898-7910	ATTENUATOR - P/N 4510		* A	A -	B 1	C 1
6625-900-1007	INDICATOR 5KH MIL-I-38702 HP-108		* A	A -	B 1	C 1
6625-902-5083	TEST SET SEMI-CONDUCTOR P/N ESL1		* A	A -	B 1	C -
6625-902-9745	POWER SUPPLY MOD. 1201C		* A	A -	B -	C 1
6625-902-9746ZK	TEST SET - TRANSLATOR 522-3981-001		* A	A -	B 1	C 1
6625-903-0678	TEST SET RELAY P/N RTP-3-3		* A	A -	B -	C 1
6625-903-1111	OSCILLOSCOPE TYPE 5854B2 INCLUDED TYPE B1 ADAPTER AND TYPE B2 PLUG-IN		* A	A -	B -	C 1
6625-903-5469	GENERATOR - PULSE P/N 214A		* A	A -	B -	C 1
6625-904-4562	ANALYZER SPECTRUM P/N AN/USM84A		* A	A -	B 1	C 1
6625-905-0389	OSCILLOSCOPE MIL-U-9981		* A	A -	B 1	C 1
6625-905-9500	TEST SET-HP POWER MOD 43		* A	A -	B 1	C 1
6625-909-3067ZK	TEST LEAD ADAPT KIT PN-518 9260 601		* A	A -	B -	C 1
6625-911-0744	VOLTMETER - P/N HP40380B		* A	A -	B -	C 1

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STOCK NUMBER	NOTE CODES NOMENCLATURE	SUB DIV C		CONT.		
		EQUIP CODE	ACT	BASIS OF ISSUE		
				COL	COL	COL
0625-914-3619	COUNTER ELECTRONIC DIGITAL READOUT MIL-C-7988A		* A	A -	B 1	C 1
0625-917-3099	TEST SET-RADIO FREQ POWER P/N 431C		* A	A -	B 1	C 1
0625-918-3721	METER-AUDIO LEVEL P-N ITS-370		* A	A -	B -	C 1
0625-918-2872A	FAULT LOCATOR P/N 759-3117-001		* A	A -	B -	C 1
0625-919-1907	TEST SET R200A		* A	A -	B -	C 1
0625-920-1008	OSCILLATOR P/N 1210B		* A	A -	B -	C 1
0625-920-1010	GENERATOR SIGNAL MILG 38712 81/13M-44A		* A	A -	B 2	C 1
0625-921-4408	TESTER SWITCH P/N H-885066-1		* A	A -	B -	C 1
0625-922-4510	RFB	0625-890-8247	* A			
0625-928-2822	DIGITAL DATA ANALYZER DEEIA-C-2553		* A	A -	B -	C 1
0625-929-4270	UNIT OSCILLATOR - P-N 1209CL		* A	A -	B -	C 1
0625-929-4699	POWER SUPPLY MOD 540-20-4		* A	A -	B -	C 1
0625-930-4920	CAPX TEST SET-RADIO M/FARM-22A		* A	A -	B 1	C -
0625-930-13702X	CV X CAPX TEST SET RADAR T N 110010		* A	A -	B -	C 1
0625-930-1145	GENERATOR - SWEEP P/N 450C		* A	A -	B -	C 1
0625-942-1042	AMPLIFIER P/N 230A		* A	A -	B -	C 1
0625-944-1071	CH 7 TEST SET TELEPHONE P-N 28 54W		* C	A 1	B -	C -
0625-946-000P	TEST SET - TELEPHONE P-N 402-3050A		* A	A -	B -	C 1
0625-947-7492	CAPX GENERATOR SWEEP H017694D		* A	A -	B -	C 1
0625-947-7495	CAPX LOAD-ISOLATOR C99010905		* A	A -	B -	C 1
0625-951-1620	OSCILLATOR-SWEEP MOD 300A		* A	A -	B -	C 1
0625-953-0219	CAPX GENERATOR-SIGNAL P/N 202J P-N 202J		* A	A -	B -	C 1
0625-957-0341	PULSE GENERATOR 010		* A	A -	B 1	C -
0625-958-0311	TEST SET RADIO FREQUENCY PULSER SIGMA 400A		* A	A -	B 1	C 1

\*\* READ THE PREFACE AND NOTES \*\*

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		EQUIP CODE	ACT	COL	COL	COL
0025-959-0330	TEST SET POWER P/N 606221-003	* A		A -	B -	C 1
0025-960-4893	TEST SET POWER SUPPLY P/N606221-002	* A		A -	B -	C 1
0025-960-4894	<X> <AR> TEST SET AMPLIFIER ANTP/N606221-005	* A		A -	B -	C 1
0025-964-2629	MULTIMETER P/N 4V98C	* A		A -	B 1	C 1
0025-965-1373	VOLTMETER-ELECTRONIC 0-3VRF P/N 340	* A		A -	B 2	C 1
0025-965-7051	WATTMETER V5WH TYPE 4301	* A		A -	B -	C 1
0025-965-8267	METER HF P/N 472112-1	* A		A -	B 1	C 1
0025-967-0427	PLOTTER IMPEDENCE	* A		A -	B -	C 1
0025-967-0460	TIME INTERVAL UNIT MOD 5262A	* A		A -	B 1	C -
0025-967-0463	<S> BRIDGE RESISTANCE	* A		A -	B -	C 1
0025-970-2301	VOLTMETER-DIGITAL MOD V35B	* A		A -	B 1	C -
0025-972-4049	<S> MODULATOR - SIGNAL P-N TP1102	* A		A -	B -	C 1
0025-973-4078	SIMULATOR HALAM AN/UPM-124	* A		A -	B -	C 1
0025-973-4900	TEST SET TRANSMITTER TMS 0100	* C		A <CC>	B -	C -
0025-973-9254	TEST SET TELEPHONE P/N 26600	* A		A -	B -	C 1
0025-973-9267	TEST SET-RADIO MIL-0-9984 RF3400	* A		A -	B -	C 1
0025-980-27352K	TEST FIXTURE	* A		A -	B 1	C -
0025-980-27362K	TEST FIXTURE	* A		A -	B 1	C -
0025-980-27372K	TEST FIXTURE P-N 10164b	* A		A -	B 1	C -
0025-980-27382K	TEST FIXTURE KIT	* A		A -	B 1	C -
0025-980-27392K	TEST FIXTURE KIT	* A		A -	B 1	C -
0025-980-27402K	TEST FIXTURE KIT	* A		A -	B 1	C -
0025-980-27412K	TEST FIXTURE P-N 10165D	* A		A -	B 1	C -
0025-980-27422K	TEST FIXTURE	* A		A -	B 1	C -
0025-980-27432K	TEST FIXTURE	* A		A -	B 1	C -

\*\* HEAD THE PREFACE AND NOTES \*\*



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STOCK NUMBER	NOTE CODES NOMENCLATURE	SUB DIV C		BASIC OF ISSUE		
		EQUIP CODE	ACT	COL	COL	COL
0625-980-2744ZK	TEST FIXTURE MODULE	* A		A -	B 1	C -
0625-980-2746ZK	TEST FIXTURE KIT	* A		A -	B 1	C -
0625-980-2747ZK	TEST FIXTURE KIT	* A		A -	B 1	C -
0625-980-2748ZK	TEST FIXTURE SEARCH TRIG.	* A		A -	B 1	C -
0625-980-2749ZK	TEST FIXTURE KIT SEARCH	* A		A -	B 1	C -
0625-980-2754ZK	TEST FIXTURE WIDE BAND A.	* A		A -	B 1	C -
0625-980-2755ZK	TEST FIXTURE KIT TRIPLE	* A		A -	B 1	C -
0625-981-9461ZC	CT > TEST SET RADAR TS-1021/FP5-19	* A		A -	B 1	C 1
0625-981-9520	INDICATOR - IP-173C/U	* A		A -	B 1	C 1
0625-982-5255	TEST SET-CRYSTAL UNIT QUARTZ MOD 391	* A		A -	B 1	C 1
0625-983-6712	GENERATOR-SIGNAL MOD 202M	* A		A -	B -	C 1
0625-984-0187	BULBOMETER HF P/N 4401	* A		A -	B -	C 1
0625-984-4723ZC	CT > ANALYZER SPECTRUM TS-1020/FP5-19	* A		A -	B 1	C -
0625-986-6230	ANALYZER - INFRARED LINA MOD 200	* C		A 100	B -	C -
0625-988-2591	WATTMETER P/N 490	* A		A -	B -	C 1
0625-988-2821	WATTMETER P/N 490	* A		A -	B 1	C 1
0625-988-9208	CONVERTER P/N 5251A	* A		A -	B 1	C 1
0625-991-4898	PREAMPLIFIER TYPE M	* A		A -	B 1	C 1
0625-992-3013ZK	CV > <K > <AB> TEST SET - AN/UPM-130	* A		A -	B 1	C 1
0625-992-3036	GENERATOR NOISE P/N 0704B	* A		A -	B -	C 1
0625-992-3037	GENERATOR NOISE P/N 0700B	* A		A -	B -	C 1
0625-993-6870	CONVERTER - FREQUENCY MX-1637A/U HF525A	* A		A -	B -	C 1
0625-993-3369	TEST SET TRANSISTOR MODEL 1890M	* A		A -	B 1	C 1
0625-994-9424	ANALYZER SPECTRUM P/N 1556B	* A		A -	B -	C 1
0625-996-9804	GENERATOR - PULSE MOD 1217B	* A		A -	B -	C 1

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STOCK NUMBER	NOTE CODES NOMENCLATURE	SUB DIV C		CONT.	BASIS OF ISSUE		
		EQUIP CODE	ACT		COL	COL	COL
6625-999-3592	OSCILLOSCOPE AN USM-140 C R/S	6625-788-8598			A -	B -	C 1
6625-999-5120	AMPLIFIER-DIFFERENTIAL TYPE *		* A		A -	B -	C 1
6625-999-5288	TEST SET ELECTRON TUBE TYPE ANUSM1180		* A		A -	B 1	C 1
6635-038-3917	TENSIONMETER-DIAL INDICATING, 400 TO 10000 LBS CONVERSION RANGE P/N, AT-6696		* A		A -	B -	C 1
6635-408-1835	TESTER TENSION 0-15000 LB CAP PORTABLE		* C		A 2	B -	C -
6635-578-5285	TESTER COMPRESSION AND TENSION P/N D100AM		* A		A -	B -	C 1
6635-863-6758	TENSIONMETER-CABLE P/N TS-2005-113		* A		A -	B -	C 1
6645-255-5533	REORDER, TIME, ELEC, P/N 8500-5		* A		A -	B -	C 1
6665-618-1462	DETECTOR KIT-CARBON MONOXIDE COLUMIMETRIC MIL-D-3945		* A		A -	B -	C 1
6675-641-3200	PEN SET LETTERING		* A		A -	B -	C 1
6675-830-0178	CYCLUMETER ASSY - MODEL 415		* A		A -	B -	C 1
6680-490-3435	TACHUMETER MECHANICAL HAND HELD CHRONOMETER 1/2 SEC TIMING INTERVAL 0 TO 10-000 RPM AND ST. PER MIN D/A RANGE 2 POINTERS w/CARRYING CASE AND ACCESSORIES JAEGER WATCH CO MODEL 4040		* A		A -	B -	C 1
6680-514-3945	TACHUMETER		* A		A -	B -	C 1
6680-799-7610	CHANGED TO S/N	6625-799-7610					
6680-944-2283	CALIBRATION KIT FLOW P/N VHT		* A		A -	B -	C 1
6685-512-1247	HYGROTHERMOGRAPH 0 TO 100 PERCENT HUMIDITY RANGE 0 TO 50 DEG C 0 TO 120 DEG F TEMPERATURE RANGE TYPE R0546		* A		A -	B 1	C -
6685-526-5519	PIVOMETER INDICATING 0 TO 1200 F DEGREES TEMPERATURE RANGE		* A		A -	B 1	C -
6685-977-6477	HUMIDITY, INDICATOR, P/N 6611A1013		* A		A -	B -	C 1
6695-349-6040	VISCOMETER ELEC 0.004 IN INCREMENTS CALIBRAIC		* A		A -	B -	C 1
6695-520-1930	METER-AIR FLOW P/N 60		* A		A -	B 1	C 1

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				COL	COL	COL
6695-822-6913	TESTER, PYROMETER AND THERMOCOUPLE	* A		A -	B -	C 1
7440-076-0915	EXTRACTOR-CARD P/N 71440-502	* A		A -	B -	C 1
7490-104-0537	GA > STENCIL CUTTING MACHINE 1 IN ALPHA GG-S-747	* C		A 1	B 1	C 1
7490-104-0541	STENCIL CUTTING MACHINE 1/2 IN GG-S-747	* A		A -	B 1	C -
7910-205-3400	CAE > CAH CLEANER VACUUM HAND W/EXPOSED SEPARATOR W/BLOWER OUTLET INDUSTRIAL TYPE 115 V AC/DC 60 CYCLES SINGLE PHASE TYPE MVU	* A		A -	B 1	C -
7910-500-9111	CZ > CAB CLEANER-VACUUM ELEC VERT TANK TYPE 1-1/2 HP AC BLOWER OUTLET DESIGNED FOR WATER LIFT W/WATCH SPEC W-C-00421 TYPE 1 CLASS A	* A		A -	B 1	C -
7910-500-9123	CLEANER VACUUM 1/4 H W-L-421 TYPE 1 CLASS D	* A		A -	B -	C 1
8340-945-2238	DELT NO RQMT					

NOTE A PER WESTERN GEEIA REGION ONLY

NOTE B AUTHORIZED GEEIA TEAMS WHEN ERECTING RIGID WADOMES

NOTE C PER GEEIA INSTALLATION TEAMS NOT TO EXCEED TWO <2> PER SQUADRON OR SQUADRON DETACHMENT

NOTE D ONE <1> EA AUTHORIZED PER THREE <3> GEEIA OUTSIDE PLANT TEAMS

NOTE E PER GEEIA TEAMS ONLY

NOTE F PER GEEIA INSTALLATION TEAMS, NOT TO EXCEED THREE <3> PER SQUADRON

NOTE G \* C PER CENTRAL GEEIA REGION ONLY

NOTE H PER ANTENNA MAINTENANCE TEAM ASSIGNED GEEIA AND 1924, 2048 AND 1963 AF COMMUNICATION SQUADRONS

NOTE J WAF HQ GEEIA NOT TO EXCEED NINE <9> EACH FOR ALL GEEIA REGIONS

NOTE K WAFCEMO

NOTE L \* C  
\* A ONE <1> ADDITIONAL AUTHORIZED GEEIA TEAMS ONLY

NOTE M ONE <1> EACH AUTHORIZED PER GEEIA TRUST TEAM ONLY

NOTE N \* C ONE ADDITIONAL AUTHORIZED GEEIA TEAMS SQUADRON IN LEIU OF PART A, COL A, R

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		SUB DIV C		CONT.		
STOCK NUMBER	NOTE CODES NOMENCLATURE	EQUIP CODE	ACT	BASIS OF ISSUE		
				COL	COL	COL
				AND D; GEEIA TEAM ALLOWANCES PRESCRIBED FOR FSN 1730-213-9137 BLOWER; 4320-490-9146 PUMP; 4310-595-3866 COMPRESSOR; 4520-755-9836 HEATER; AND 6115-017-8237 GENERATOR; ON TWO PER TWO BASIS; FOR INSTALLING AND/OR MAINTAINING UNDERGROUND CABLE SYSTEM		
	NOTE P			PER GEEIA TEAMS ONLY NOT TO EXCEED TWO <2> EA PER SQUADRON		
	NOTE Q		* A * A	ONE <1> EA PRESCRIBED PER BASE COMM SQ WHEN MAINTAINING UNDERGROUND CABLE SYSTEMS		
	NOTE R		* A * A	ONE <1> ADDITIONAL AUTHORIZED 2868 GEEIA SQ ONLY		
	NOTE S		* A	PER 2860 SQ ONLY		
	NOTE T		* A	PER 2861 SQ ONLY		
	NOTE U		* A	PER 2862 SQ ONLY		
	NOTE V		* C	PER 2863 SQ ONLY		
	NOTE W		* C	PER 2866 SQ ONLY		
	NOTE X		* C	PER 2867 SQ ONLY		
	NOTE Y		* C	PER 2868 SQ ONLY		
	NOTE Z		* C	PER 2870 SQ ONLY		
	NOTE AA		* C	PER 2874 SQ ONLY		
	NOTE AB		* C	PER 2875 SQ ONLY		
	NOTE AC		* A	ONE ADDITIONAL PER GCA SHOP		
	NOTE AD		* A	ONE ADDITIONAL PER AUX RADAR SHOP		
	NOTE AE		* A * A	ONE ADDITIONAL PER CORROSION CONTROL SHOP		
	NOTE AF		* A * A	ONE <1> ADDITIONAL CORROSION CONTROL SHOP		
	NOTE AG		* A	SIX<6> ADDITIONAL FOR 2875 ONLY		
	NOTE AH		* A * A * A	CLEANER IS LIMITED TO THOSE AREAS DESIGNED FOR CLEANING AND DRYING ELECTRONIC EQUIPMENT ONLY		
	NOTE AJ		* A	PER PACAF GEEIA REGION ONLY		
	NOTE AK		* A	PER CENTRAL GEEIA REGION ONLY		
	NOTE AL		* A	PER PACAF DET 4 ONLY		
	NOTE AM		* A	PER CENTRAL GEEIA DET 1 ONLY		
	NOTE AN		* A * A	ONE <1> ADDITIONAL FOR SEARCH RADAR SHOP		
	NOTE AQ		* C	PER 2876 SQ ONLY		
	NOTE AR		* A	PER WESTERN GEEIA DET 31 ONLY		
	NOTE AS		* A	PER WESTERN GEEIA DET 36 ONLY		

\*\* READ THE PREFACE AND NOTES \*\*

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## ORGANIZATIONAL ITEM LIST

PART D - ELECTROMAGNETIC COMPATIBILITY AND  
MEASUREMENT SUPPORT <GEEIA>

STOCK NUMBER	NOTE CODES NOMENCLATURE	EQUIP CODE	ACT	BASIS OF ISSUE			
				COL	COL	COL	COL
4940-542-0002	ENCLOSURE-ELECTROMAGNETIC SHIELDING 10 FT Lx 10 FT 2 IN Wx 8 FT Hx MX-1761<>			A 1	B 5	C -	D 1
4940-903-0156	<C > ELECTRONIC SHOP - TRANSPORTABLE P-N 5004			A 1	B 3	C -	D -
5020-538-7555	RECEIVER RADIO TYPE R390A/URR			A 2	B 10	C -	D 2
5020-542-7205	RECEIVER RADIO TYPE AN/URH-29			A 1	B 1	C -	D -
5020-872-8603	GENERATOR SIGNAL VIDEO TRANSMISSION			A -	B -	C <G>	D 1
5020-920-5046	<D > TEST SET TROPOSPHERIC PROPAGATION			A -	B -	C 1	D -
5025-505-0397	RADIO SET 402A TVOH			A -	B -	C <G>	D -
5025-505-0971	TRANSMITTING SET - RADIO AN/MRN-8			A -	B -	C 1<L>	D -
5035-552-0722	<I > RECORDER-REPRODUCER SOUND P/N 5124			A 3	B 3	C -	D -
5035-670-2925	<I > ERASER MAGNETIC TAPE MX-1724A/UN MIL-L-27754			A 1	B 1	C -	D -
5095-759-7334C*	DELT EXPENDABLE						
5095-903-0307C*	DELT EXPENDABLE						
5095-903-0308C*	DELT EXPENDABLE						
5095-986-47482U	RECORDER - XY AXIS MOD 135			A 2	B 7	C -	D 2
5915-896-44974T	FILTER BAND REJECTION FOM PN NF-105/205			A 6	B 21	C -	D 6
5915-957-4819	DELT EXPENDABLE						
6115-017-0237	GEN SET GED AC 3.0 KW 120V MOD SF-3.0-MD			A 2	B 10	C -	D -
6115-504-1401	REPLACED BY S/N	6115-557-0317					
6115-557-0317	GENERATOR SET MB-5 R/B 6115-557-0317 REPLACES S/N	6115-504-1401		A 2	B 10	C -	D -
6115-837-4898	GENERATOR - PORTABLE TYPE MARK II			A 2<I>	B 2	C 3	D -
6125-244-0451	MOTOR GENERATOR 1.4 KW RATING PU-208C			A 2	B 7	C -	D -
6130-726-3727	<I > INVERTER - MOBILE POWER P-N 50-202			A 2	B 2	C -	D -
6025-N6405603P	C/T	6025-105-4289					
6025-N6020071							* D

\*\* READ THE PREFACE AND NOTES \*\*

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SUB DIV D      CONT.

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STOCK NUMBER	NOTE CODES NOMENCLATURE	EQUIP CODE	ACT	BASIS OF ISSUE			
				COL	COL	COL	COL
6625-NC620390K			* D				
6625-NC620391K			* D				
6625-NC620392K			* D				
6625-NC700281K			* D				
6625-NC700282			* D				
6625-NC700283			* D				
6625-NC700284			* D				
6625-NC802895P	OSCILLATOR - MODEL 204B			A -	B -	C 2	D -
6625-NC802911P	CHANGED TO S/N	6625-922-3586					
6625-NC802915P	CONVERTER - FREQUENCY MOD 5256A			A -	B -	C 2	D -
6625-NC803761P	C/T	6625-168-0416YA					
6625-NC808121P	CHANGED TO S/N	6625-102-4787					
6625-NC808150PYA	CHANGED TO S/N	6625-014-6056YA					
6625-NC808160P	OSCILLOSCOPE - MOD 454			A 2	B 10	C -	D -
6625-NC808209P	C/T	6625-107-2094YA					
6625-NC808565PYA	CHANGED TO S/N	6625-123-3046YA					
6625-NC808734PYA	CHANGED TO S/N	6625-126-0217YA					
6625-NC809427PYA	SOUND LEVEL P-N 450B		* A	A -	B -	C 1	D -
6625-014-6042YA	METER - ZERO RESISTANCE MOD ZR CHANGED FROM S/N	6625-014-6042		A 1	B 5	C -	D -
6625-014-6056YA	MODULE - TEST P-N UB-3 CHANGED FROM S/N	6625-NC808155PYA		A -	B -	C 2	D -
6625-017-8669	ANALYZER - SPECTRUM MOD 125B			A -	B -	C 2	D 1
6625-018-3574	CH > FREQ METER P/N 802 B			A 2	B 6	C -	D 1
6625-021-9744	ANALYZER NOISE AND FIELD INTENSITY P/N 2MA-910 WITH DATO EVALUATION UNIT P-N 910-11			A 2	B 10	C -	D 1
6625-058-2750	C1 > CONVERTOR - LOG MOD 7560A		* C	A 2	B 2	C 2	D -
6625-058-3042	FREQ CONVERTER 3TO 12.44 HP 5255A		* C	A -	B -	C 2	D -
6625-080-0080	METER FIELD INTENSITY MOD FIM			A 5	B 15	C -	D -
6625-081-8041	OSCILLOGRAPH P-N 320-2			A 2(L)	B 2	C -	D -
6625-084-0187	OSCILLOSCOPE - MOD 141A			A 2	B 10	C -	D -
6625-085-2558	CB > MULTIPLIER PORT TYPE KEC11920			A -	B -	C 1	D 1

\*\* READ THE PREFACE AND NOTES \*\*

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STOCK NUMBER	NOTE CODES NOMENCLATURE	EQUIP CODE	SUB DIV D		BASIS OF ISSUE					
			ACT	CONT.		COL	COL	COL	COL	
6625-070-1490	R/B	6625-105-4289								
6625-078-4489	GENERATOR-THERMAL NOISE MOD 780				A 1	B 5	C -	D 1		
6625-078-4783	<B > GENERATOR SIGNAL OPP POWER 60CY AC				A -	B -	C 1	D -		
6625-084-4237	PREAMPLIFIER - OSCILLOSCOPE TYPE D				A 3	B 12	C -	D -		
6625-086-1131	<B > DETECTOR - PORTABLE TYPE CA-1684A				A -	B -	C 1	D -		
6625-086-7165				* D						
6625-087-1477	FILTER - TUNABLE P/N THF-15				A 1	B 5	C -	D 1		
6625-102-4787	CONVERTER - UP MODEL K15-8551D CHANGED FROM S/N	6625-NC808121P			A 1	B 5	C -	D -		
6625-105-4289	FREQUENCY CONVERTER				A 1	B 5	C -	D -		
	C/F	6625-NC405683P				2<1>				
	R/S	6625-070-1490								
	R/S	6625-941-2474								
6625-107-2094YA	GENERATOR SQ WAVE MOD 011B L/F	6625-NC808209P			A -	B -	C 2	D -		
6625-115-1563YA	GENERATOR - PULSE MODEL 2000			* A	A -	B -	C 2	D -		
6625-123-3046YA	GENERATOR - TONE BURST MOD 1396R CHANGED FROM S/N	6625-NC808585PYA			A -	B -	C 2	D -		
6625-126-0217YA	WAVE SET - TRANSMISSION DELAY MOD 4900 CHANGED FROM S/N	6625-NC808734PYA			A -	B -	C 4	D -		
6625-108-0416YA	MODULE - TEST P N AR 1 C/F	6625-NC803761P			A -	B -	C 2	D -		
6625-215-4431	ATTENUATOR-VARIABLE MOD 3500				A -	B -	C 5	D -		
6625-240-3483	P/O 66259143619									
6625-240-6059	<1 >			* D						
6625-209-4071	METER-HF-PORTABLE P/N 412			* C	A -	B -	C 1<H>	D -		
6625-300-2443	MULTIMETER - ELEC PTBL MODEL 410B			* C	A 6	B 20	C 2<1>	D -		
6625-445-0917	OSCILLATOR LOCAL				A 6	B 20	C -	D 1		
6625-474-1505	CONVERTER FREQUENCY ID NO 14-22C				A 2	B 10	C -	D -		
6625-500-0230	VOLTMETER PORTABLE P/N AN601C				A -	B -	C 3	D -		
6625-507-0760	TEST SET-HF PTBL MODEL 430C				A 3	B 15	C -	D -		
6625-513-3888	<L > 50-1000 IMPEDANCE MOD 1006A				A -	B -	C 2	D -		

\*\* READ THE PREFACE AND NOTES \*\*

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SUB DIV D CONT.

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STOCK NUMBER	NOTE CODES NOMENCLATURE	EQUIP CODE	ACT	BASIS OF ISSUE			
				COL	COL	COL	COL
6625-519-1755	R/B	6625-900-1007					
6625-534-7458	BRIDGE-CAPACITANCE-INDUCTANCE- RESISTANCE MIL-0-3694TYPE AN/URM-90			A -	B -	C 2 2<1>	D -
6625-539-8601	TEST SET RADIO TYPE AN/TRM-3XN			A 1	B 5	C -	D -
6625-539-9685			* D				
6625-539-9910	< H > FREQUENCY METER AN/URM-81<>			A 2	B 6	C -	D -
6625-544-8597	ANALYZER SOUND			A -	B -	C 1	D 1
6625-553-7466	TEST SET RADIO AN/PRM-1A MIL-T-39296			A 3	B 15	C -	D -
6625-553-8425	< D >		* D				
6625-557-0308	GENERATOR-SIGNAL AN/URM-49<>			A 6	B 20	C -	D -
6625-557-0310	GENERATOR, SIGNAL, P/N ANURM-64< >			A 6	B 20	C -	D -
6625-557-3186	OSCILLOSCOPE-05-8<>/U			A -	B -	C 1	D -
6625-557-7013	GENERATOR SIGNAL AN/URM-61<>			A 6	B 20	C -	D -
6625-574-0804	TEST SET RADIO AN/URM-44<> P/N 0A122865N			A 6	B 20	C -	D 2
6625-580-1912	MULTIMETER-ELECTRONIC ME-6<>			A 6	B 20	C -	D -
6625-580-1925	GENERATOR, SIGNAL, AC, 3800 TO 7500 MC FREQUENCY RANGE MIL-0-7141 AN/URM-92<>			A 6	B 20	C -	D -
6625-580-7923	GENERATOR-SIGNAL AN/URM-25<>			A 6	B 20	C -	D -
6625-585-1670	< I > CAPACITOR - DECADE P/N 1419K			A -	B -	C 2	D 1
6625-600-4105	PREAMPLIFIER-OSCILLOSCOPE 53-54E			A 3	B 14	C -	D -
6625-602-8527	TEST SET HF P/N NF-105			A 5	B 24	C -	D -
6625-608-3538	CHANGED TO S/N 6625-674-6508						
6625-629-7051	INDICATOR DISTORTION ME-103/U			A -	B -	C 1	D 1
6625-643-1705	OHMMETER-0 TO 100 MEV AN/PSM-2A			A 3	B 12	C 2<1>	D -
6625-649-4980	WELT #70 HEPL						
6625-649-5004	WATTMETER MOD 07C			A -	B -	C 2	D 1
6625-649-5113	MULTIMETER-PTBL AC TYPE AN/PSM-3			A 3	B 15	C -	D 1
6625-649-5344	TEST SET-RADIO FREQ TS-118A/AP			A -	B -	C 1	D -

\*\* READ THE PREFACE AND NOTES \*\*



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		SUB DIV D	CONT.				
STOCK NUMBER	NOTE CODES NOMENCLATURE	EQUIP CODE	ACT	BASIS OF ISSUE			
				COL	COL	COL	COL
6625-673-5932	TEST SET+GND RESIST.+P/N 259			A 2	B 10	C 2	D -
6625-678-6637	PREAMPLIFIER PLUG IN TYPE CA			A 2	B 10	C -	D -
6625-679-0395	R/B	6625-812-9878					
6625-679-6508	DOLLY-TEST EQUIP MX-2703/U CHANGED FROM S/N	6625-608-3538		A 6	B 20	C -	D -
6625-682-2581	GENERATOR-PULSE AN/UPM-15A			A 3	B 12	C -	D -
6625-689-7885	ANALYZER - WAVE MOD 312A			A -	B -	C 2	D -
6625-710-7252	OSCILLATOR UNIT+ P/N 1211B			A 2	B 10	C 2	D 1
6625-716-0812	PLUG-IN UNIT P/N K			A 6	B 20	C -	D -
6625-716-0863	PREAMPLIFIER-OSCILLOSCOPE P/N B			A 6	B 20	C -	D -
6625-724-4111	VOLTMETER ELECTRONIC 0 TO 300 V AC MIL-V-9999 HP400C			A 3	B 12	C 1<D>	D -
6625-724-6562	<I> MULTIMETER-AN/P5M-6<C>			A -	B -	C 2	D -
6625-725-6840	OSCILLATOR MIL-U-9990 HP2000C			A 6	B 20	C -	D -
6625-725-8830	<U> MULTIMETER AN/USM-33 SPLIT CORE TYPE MIL-W-9983		* C	A -	B -	C 1	D -
6625-727-4700	VOLTMETER - TRUE RMS MODEL 3400A			A 3<K>	B 15	C -	D 2
6625-731-5885	OSCILLATOR UNIT+ P/N 1214A			A -	B -	C 2	D 1
6625-732-1172	<I> ANALYZER - SPECTRUM P-N TA-2		* C	A -	B -	C 2	D 1
6625-738-6118	RECORDER - OSCILLOGRAPH P/N 280 CHANGED FROM S/N	6625-738-6118AH		A 1<D>	B 1	C -	D 1
6625-738-6118AH	CHANGED TO S/N	6625-738-6118					
6625-738-6118AH	CHANGED FROM S/N	6625-949-9717					
6625-740-0344	TEST SET TELEPHONE P-N HP 3550A			A -	B -	C 2<I>	D 2
6625-764-6106	MULTIMETER MIL-N-36706			A 1	B 5	C -	D -
6625-772-6100	TEST SET ELECTRON TUBE TV-7K3/U CHANGED FROM S/N	6625-772-6100SE		A 6	B 20	C -	D -
6625-772-6100SE	CHANGED TO S/N	6625-772-6106					
6625-777-4402	OHMAGE - RESISTANCE P/N 381			A 1	B 5	C -	D 1

\*\* READ THE PREFACE AND NOTES \*\*

		TA 713		BASIC 1 APR 1969			
STOCK NUMBER	NOTE CODES NOMENCLATURE	SUB DIV D		BASIS OF ISSUE			
		EQUIP CODE	ACT	COL	COL	COL	COL
0625-700-5213	UNIT - FREQ SELECT MOD EMA-910-12			A 2	B 10	C -	D -
0625-703-5965			* D				
0625-703-7531	DETECTOR-RADIO & TV FREQ INTERFERENC CL/P/N 500			A 2(1)	B 2	C -	D 1
0625-704-0805	GENERATOR SIGNAL MILG38706			A -	B -	C 2	D 1
0625-706-01542*	TRANSMITTER - THEODOLITE RADIO TELEMETRIC			A -	B -	C 1	D -
0625-708-0599	TEST SET-RADIO FREQ TS-1771/UHM-43			A -	B -	C 1	D -
0625-793-1310	MEASURING SET PAR DENSITY AN/USM-82		* C	A 6	B 20	C -	D 1
0625-799-0110	PLUG-IN UNIT OSCILLOSCOPE P/N L			A 6	B 20	C -	D -
0625-799-0999	GENERATOR INTERFERENCE RANDOM NOISE TYPE 1390B			A 3	B 12	C 1	D 2
0625-800-5929	VOLTMETER - ELECTRONIC P/N 302A			A -	B -	C 2	D 1
0625-812-9875	DETECTOR - STANDING WAVE RATIO P N 219 N/S 0625-874-0395			A 3	B 15	C -	D -
0625-814-1038	UNIT - PRESELECTOR MOD 8441A			A 1	B 5	C -	D -
0625-820-3024	METER-FREQUENCY MOD N410A			A 1	B 5	C -	D 1
0625-832-0415	COUNTER ELECTRONIC P/N 361ARM5 N/S 0625-885-1011			A 2	B 7	C -	D -
0625-841-5076	TEST SET MEASURING P/N 340B N/S 0625-922-3585		* A * A	A -	B -	C 2	D 2
0625-853-3144	REPLACED BY S/N 0625-922-3585						
0625-853-3145	REPLACED BY S/N 0625-922-3585						
0625-855-1010	TELEPHONE - VOLTMETER MOD 3565A			A -	B -	C 2	D -
0625-855-1023	NETWORK - FLAT WEIGHING P/N 000R			A -	B -	C 4	D -
0625-855-0077	GENERATOR SIGNAL P/N 805D			A -	B -	C 2	D -
0625-859-3421	GENERATOR-SIGNAL SHF TYPE 628A			A 6	B 20	C -	D 1
0625-873-0004	AMPLIFIER AND NULL INDICATOR GENERAL RADIO CO P-N 1232A			A -	B -	C 2	D -
0625-877-3208	FREQUENCY METER P-N N414A			A 1	B 5	C -	D 1
0625-880-1210	RESISTOR-DECADE MIL-H-9991			A -	B -	C 2(1)	D 1

\*\* READ THE PREFACE AND NOTES \*\*

		TA 713		BASIC 1 APR 1969			
		SUB DIV D	CONT.	BASIS OF ISSUE			
STOCK NUMBER	NOTE CODES NOMENCLATURE	EQUIP CODE	ACT	COL	COL	COL	COL
6625-800-9446	OHMMETER P/N 1062C			A -	B -	C 1	D -
6625-885-1011	R/B	6625-832-6915					
6625-887-7764	METER/FREQUENCY P/N 805			A 2<X>	B 6	C -	D 1
6625-887-7765	METER/FREQUENCY P/N 806			A 2<X>	B 6	C -	D 1
6625-890-8247	TEST SET DISTORTION DAS12 R/S	6625-922-9310		A -	B -	C 1	D -
6625-892-5122	OSCILLOSCOPE TYPE 2559A			A -	B -	C 1	D -
6625-892-5251	OSCILLOSCOPE MIL-D-9960			A 6	B 20	C -	D -
6625-892-5360	METER FREQUENCY AN/USM-159			A 3	B 12	C -	D -
6625-893-0600	METER FREQUENCY AN/USM-26<X>			A 3	B 12	C -	D -
6625-894-0516			* D				
6625-894-2759	MEASURING SET IMPULSE P/N TT558A P/N TT558A			A -	B -	C 2	D 1
6625-894-2802	FILTER - TUNABLE P/N TRF-11		* C	A 1	B 5	C -	D 1
6625-900-1007	INDICATOR SWR MIL-1-38702 HP-415B			A 3	B 15	C -	D -
	R/S	6625-519-1755					
6625-904-4502	ANALYZER SPECTRUM P/N AN/UPM64A			A 4	B 12	C -	D -
6625-905-9089	GENERATOR SIGNAL P/N 10-118B			A 2	B 10	C -	D 1
6625-905-9500	CL > TEST SET-HF POWER MOD 43			A -	B -	C 2	D -
6625-909-4540	CONTROLLER - AUTO PLOT P/N APC-10A			A 2	B 7	C -	D 2
6625-911-0840	RADIO MEASURING SET P/N EMC-10			A 1	B 5	C -	D -
6625-911-6363	TEST SET RECEIVER TYPE 1004B			A -	B -	C 1	D 1
6625-912-0429	TEST SET RADAR AN/UPM-98A			A -	B -	C 3	D -
6625-914-3619	COUNTER ELECTRONIC DIGITAL READOUT MIL-C-9908A			A 2<X>	B 2	C 2	D -
6625-917-3099	TEST SET-RADIO FREQ POWER P/N 431C			A 3	B 9	C -	D 1
6625-918-5721	METER-RADIO LEVEL P/N TTS-37B		* A	A -	B -	C 2<X> 1 <X>	D 1
6625-918-9410	RECORDER STRIP CHART MOD 622		* C	A 2<X>	B 12	C -	D -

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		SUB DIV D		CONT.			
STOCK NUMBER	NOTE CODES NOMENCLATURE	EQUIP CODE	ACT	BASIS OF ISSUE			
				COL	COL	COL	COL
6625-918-9417	BRIDGE SOURCE MOD 5-161			A 3	B 10	C -	D 1
6625-918-9418	BRIDGE ADMITTANCE MOD-801			A 3	B 10	C -	D 1
6625-918-9435	BRIDGE DETECTOR MOD-161			A 3	B 10	C -	D 1
6625-918-9436			* D				
6625-919-2010	METER, FIELD STRENGTH NF-205			A 4	B 20	C -	D -
6625-920-1015	GENERATOR SIGNAL MILG 38712 AN/USM-44A			A 6	B 20	C -	D -
6625-920-3246	OSCILLOSCOPE TYPE 422			A -	B -	C 2	D -
6625-922-3585	H/B	6625-841-5078					
6625-922-3585	REPLACES S/N	6625-853-3144					
6625-922-3585	REPLACES S/N	6625-853-3145					
6625-922-3586	COUNTER - ELECTRONIC MOD 5245M CHANGED FROM S/N	6625-NC802911P		A -	B -	C 2	D 1
6625-922-9310	H/B	6625-890-8247					
6625-930-0119	GENERATOR - TIME BASE AND DELAY P/N 1421A			A 2	B 10	C -	D -
6625-932-2015	<1> RECORDER - OSCILLOSCOPE P-N 1784C 5254A			A 1<1>	B 1	C -	D -
6625-935-0145	GENERATOR - SWEEP P/N 900C			A 4	B 10	C -	D 1
6625-937-3525	GENERATOR - FREQUENCY COMB P/N 8406A			A 1	B 5	C -	D 1
6625-937-0123	GENERATOR - IMPULSE MICROWAVE P/N 10-110			A 1	B 5	C -	D 1
6625-937-0522	ANALYZER - SPECTRUM P-N 8518/8551B			A 2<K>	B 10	C -	D 1
6625-937-0523	ANALYZER - SPECTRUM P-N EMC-10E			A 1	B 5	C -	D 1
6625-937-0524	GENERATOR IMPULSE P-N 10-102			A 1	B 5	C -	D 1
6625-937-0525	ANALYZER - INTERFERENCE MODEL EMC25			A 2	B 10	C -	D 1
6625-937-0526	AMPLIFIER - VHF MODEL AP-501R			A 1	B 5	C -	D -
6625-937-0527	AMPLIFIER - UHF MODEL AP-502R			A 1	B 5	C -	D -
6625-937-0528	OSCILLATOR - POWER MODEL 406A			A 1	B 5	C -	D 1
6625-937-0529	OSCILLATOR - POWER MOD 410B			A 1	B 5	C -	D 1

\*\* READ THE PREFACE AND NOTES \*\*

		TA 713			BASIC 1 APR 1969			
		SUB DIV D	CONT.		BASIS OF ISSUE			
STOCK NUMBER	NOTE CODES NOMENCLATURE	EQUIP CODE	ACT					
				COL	COL	COL	COL	
6625-939-2484	<J> KIT SMITH CHART PLOTTING MODEL 6-20DCM			A -	B -	C 1	D -	
6625-939-2465	ANALYZER+SPECTRUM SINGER METRIC			A 2	B 10	C -	D 1	
6625-941-6474	R/B	6625-105-4289						
6625-943-5937	GENERATOR - THERMAL NOISE P-N TTS-56			A -	B -	C 2<I>	D 1	
6625-943-5938	TEST SET - TELEPHONE P-N TTS-12A			A -	B -	C 2<I>	D 1	
6625-946-6058	TEST SET - TELEPHONE P-N HQ2-3550A			A -	B -	C 4	D -	
6625-948-4715	AMPLIFIER - DUEL TRACE MODEL 1402A CHANGED FROM S/N 6625-948-4715AH			A 2	B 10	C -	D -	
6625-948-4715AH	CHANGED TO S/N 6625-948-4715							
6625-948-4723	OSCILLATOR - POWER P-N 408B			A 1	B 5	C -	D 1	
6625-948-4724X	GENERATOR - NOISE MOD 7816		* A	A -	B -	C 2	D -	
6625-949-9717	CHANGED TO S/N 6625-738-6116AH		* A					
6625-951-2010	MODULE - TEST P-N AL-2		* A	A -	B -	C -	D 1	
6625-951-2011	MODULE - TEST P-N VR-4		* A	A -	B -	C 2	D 1	
6625-957-6440	DELT NO RWMT							
6625-965-62632X	TEST SET - NOISE LOADING MOD OA-2090			A -	B -	C 2	D -	
6625-965-6409	FILTER - TUNABLE MOD THF-12			A 1	B 5	C -	D 1	
6625-965-6413	FILTER - TUNABLE MOD THF-13			A 1	B 5	C -	D 1	
6625-965-6422	FILTER - TUNABLE MOD THF-14			A 1	B 5	C -	D 1	
6625-973-4906	TEST SET TRANSMITTER TMS 0100			A -	B -	C 2	D -	
6625-973-9267	TEST SET-RADIO MIL-0-9984 HP5400			A 3	B 12	C -	D -	
6625-974-0433	TEST SET ELECTRICAL CABLE PN TMS0100			A -	B -	C 2	D -	
6625-976-7969	ZY RH100E			A -	B -	C 2	D -	
6625-977-2820	METER - FIELD INTENSITY NM-62A			A 2	B 7	C -	D -	
6625-981-4460	AMPLIFIER - MOD 466A			A -	B -	C 2	D -	
6625-984-47242A			* D					
6625-988-2574	TEST SET - BROADBAND MODEL 1415A			A 2	B 10	C -	D -	

\*\* READ THE PREFACE AND NOTES \*\*

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STOCK NUMBER	NOTE CODES NOMENCLATURE	EQUIP CODE	ACT	BASIS OF ISSUE			
				COL	COL	COL	COL
6625-993-3389	TEST SET TRANSISTOR MODEL 1890M			A 1	B 5	C -	D -
6625-994-9424	ANALYZER SPECTRUM P/N 15568			A -	B -	C 2	D -
6625-995-7464	< I >		* D				
6625-995-7466	< I > PREAMPLIFIER - MOD AL-50		* C * A	A 1	B 1	C -	D -
6625-995-7467	< I > RECORDER - XY MODEL 320T			A 2	B 2	C -	D -
6625-998-0750	METER - FIELD INTENSITY MOD WF 105F			A 1(A)	B 7	C -	D -
6625-999-7309	CONVERTOR - FREQ ELCT MODEL 2590B			A 2<I>	B 3 1<D>	C -	D 2
6625-999-7670	TEST SET TELEPHONE P-N 44NH		* A	A -	B -	C 2<I> 1 <M>	D 1
6645-515-3447	CHRONOMETER MAKE-BREAK CIRCUIT A/A NO. OF JEWELS, 50 HR RUNNING TIME			A -	B -	C -	D 1
6660-243-5073	< F > BAROMETER-ANEROID TYPE ML-1026			A -	B -	C 2	D -
6660-526-5069	< B > THEODOLITE METEOROLOGICAL DIRECTIONAL DIRECTIONAL TYPE			A -	B -	C 1	D -
6665-795-5996	BAROMETER MOD 1200			A 6	B 20	C -	D -
6675-232-6929	< F > TRANSIT WITH ILLUMINATOR			A -	B -	C 2	D -
6675-691-1766	SCALE-VARIABLE P/N TH007100B P/N TH007100B			A 1	B 5	C -	D -
6695-870-1072	LOCATOR UNDERGROUND PIPE & PIPE LEAK			A -	B -	C 2	D -
6720-849-8963	CAMERA - OSCILLOSCOPE MODEL MARK 2		* C	A 2	B 10	C -	D 1
	NOTE A			ONE <I> ADDITIONAL AUTHORIZED TO EASTERN AND PACIFIC GEEIA REGIONS			
	NOTE B			AUTHORIZED FOR CHECKING ILS FACILITIES			
	NOTE C			AUTHORIZED TO EUROPEAN PACIFIC AND WESTERN GEEIA REGIONS ONLY			
	NOTE D			PER EASTERN GEEIA REGION ONLY			
	NOTE E			AUTHORIZED EUROPEAN PACIFIC REGION ONLY			
	NOTE F			PER TROPOSPHERIC MEASURING EQUIPMENT P/N 2002V			

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STOCK NUMBER	NOTE CODES NOMENCLATURE	SUB DIV D	CONT.	BASIS OF ISSUE			
		EQUIP CODE	ACT	COL	COL	COL	COL
		NOTE G		ONE (1) EACH AUTHORIZED PER GEEIA REGION			
		NOTE H		AUTHORIZED TO GEEIA Z/I REGION ONLY			
		NOTE I		AUTHORIZED TO PACIFIC GEEIA REGION ONLY			
		NOTE J		AUTHORIZED TO EUROPEAN EASTERN AND PACIFIC REGIONS ONLY			
		NOTE K		ONE (1) ADDITIONAL AUTHORIZED TO EASTERN GEEIA REGION FOR SPECTRUM SIGNATURE TESTING			
		NOTE L		PER CENTRAL GEEIA REGION ONLY			
		NOTE M		PER EUROPEAN GEEIA REGION ONLY			
		NOTE N	* A * A	TWO ADDITIONAL AUTHORIZED EUROPEAN GEEIA REGION			

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ORGANIZATIONAL ITEM LIST					
PART E - GEEIA MOBILE DEPOT MAINTENANCE SPECIAL					
TOOLS AND TEST EQUIP BY PRIME EQUIP					
STOCK NUMBER	NOTE CODES NOMENCLATURE	EQUIP CODE	ACT	BASIS OF ISSUE	
				COL	COL
END ITEM 0020		MULTIPLEXER SET AN/FCC-65(V)			
6625-086-4385	VOLTMETER ELCT P/N 126A		* A	A 1	B -
6625-539-9274	H/B	6625-710-9624	* A		
6625-710-9624	OSCILLOSCOPE P/N 0546AU R/S	6625-539-9274		A 1	B -
6625-784-0805	GENERATOR SIGNAL MIL93870B		* A	A 1	B -
END ITEM 0040		MONITORING SET PANORAMIC DATA AN/FLR-12			
6625-014-2428	FREQUENCY METER PN 0532A		* A	A 1	B -
6625-053-7813	GENERATOR SIGNAL P/N E12-8093B		* A	A 1	B -
6625-097-6666	CARRIER SLOTTED LINE P/N 809C R/S	6625-304-7213		A 1	B -
6625-512-4739	DETECTOR VHF MOD 417A		* A	A 1	B -
6625-314-7213	H/B	6625-097-6666	* A		
6625-710-4031	WAVE SOURCE WAVEGUIDE P/N X347A		* A	A 1	B -
6625-707-0246	AMPLIFIER - TYPE FR-1200 P/N X-532B		* A	A 1	B -
6625-092-0206	TEST SET AMPLIFIER P/N 342A		* A	A 1	B -
6625-908-6728	FREQUENCY METER MOD 036A		* A	A 1	B -
6625-973-0070	CONVERTER - FREQUENCY MX-1037A/U HW25A		* A	A 1	B -
6625-979-1260	VOLTMETER - DIGITAL 2401C		* A	A 1	B 1
6625-979-1309	CONVERTER - FREQ ELCT MODEL 2590B		* A	A 1	B -
END ITEM 0050		RADAR SET AN/FPS-6			
6625-519-0475	UNIT LOG P/N 39A301 AN/UPM-5U		* A	A 1	B -
END ITEM 0080		RADAR SET AN/FPS-7C			
6625-519-0423	ATTENUATOR TYPE X MODEL 20		* A	A 1	B -
6625-519-7213	POWER SUPPLY ELCT TYPE 600B		* A	A 1	B -
6625-017-0007	OSCILLATOR MOD 125		* A	A 1	B -

\*\* READ THE PREFACE AND NOTES \*\*



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STOCK NUMBER	NOTE CODES NOMENCLATURE	SUB DIV E		CONT.		BASIS OF ISSUE	
		EQUIP CODE	ACT			COL	COL
END ITEM 0080 CONT.							
0025-508-2426	TEST SET RADAR AN/UPM-53C	* A				A 1	B -
0025-557-3255	TEST SET RADAR AN/UPM-24C	* A				A 1	B -
0025-649-4980	OSCILLOSCOPE 3 IN TYPE AN/USM-3B	* A				A 1	B -
0025-649-7829	GENERATOR SWEEP MOD 8655G	* A				A 1	B -
0025-690-9030	TEST SET-INDICATOR IO-728/UPM-72	* A				A 1	B 1
0025-650-9034	TUNING UNIT RF TN-336/UPM-72	* A				A 1	B 1
0025-650-9035	TUNING UNIT RF TN-337/UPM-72	* A				A 1	B 1
0025-678-5639	TEST SET - RADAR AN/UPM-85	* A				A 1	B -
0025-691-6598	METER FREQUENCY PN-P532A	* A				A 1	B -
0025-793-1347	TEST SET- RADAR MOD 5024C	* A				A 1	B -
0025-838-7513	WAVELENGTH MOD. 22B	* A				A 1	B -
0025-999-2066	VOLTMETER - DIGITAL 2401C	* A				A 1	B -
END ITEM 0090							
RADAR SET AN/FPS-18							
0025-650-9030	TEST SET-INDICATOR IO-728/UPM-72	* A				A 1	B -
0025-650-9035	TUNING UNIT RF TN-337/UPM-72	* A				A 1	B -
0025-669-2395	GENERATOR-SIGNAL MOD 380A	* A				A 1	B 1
END ITEM 0100							
RADAR SET AN/FPS-24							
5985-682-6828	COUPLER-DIRECTIONAL, UNIDIRECTIONAL WAVEGUIDE MOD 3609-20	* A				A 1	B -
6130-578-7651	POWER SUPPLY, ELEC TYPE MODEL 300B	* A				A 1	B -
6130-834-6808	POWER SUPPLY ELECTRONIC TYPE FULL WAVE RECTIFICATION MOD 407	* A				A 1	B -
0025-753-2047	TABLE-RADAR MAINTENANCE P/7 73105B3	* A				A 1	B -
0025-793-1345	GEN. NOISE TYPE 340B	* A				A 1	B 1
0025-843-1595	GEN. SWEEP MOD. 385A9-1	* A				A 1	B -
0025-854-50782C	AMPLIFIER-MOD 10065YR	* A				A 1	B -

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STOCK NUMBER	NOTE CODES NOMENCLATURE	SUB DIV E		BASIS OF ISSUE	
		EQUIP CODE	ACT	COL	COL
END ITEM 0100 CONT.					
6625-905-7163	METER FREQUENCY MOD. LA 70B	* A		A 1	B -
6630-474-5844	CALORIMETER P/N CPM 50-100	* A			
6675-527-7226	TRANSIT w/TRIPOD EXTENSION LEG TYPE w/COMPASS CARRYING CASE AND ILLUMINATOR 0.125 TO 7 IN DIA HORIZONTAL CIRCLE 2 VERNIERS P-N NPS155	* A		A 1	B -
6685-821-5475	PTHOMETER-INDICATING P/N 4200	* A		A 1	B -
END ITEM 0110 RADAR SET AN/FPS-26					
5120-085-0274	TOOL GLAND PULLER P/N 750958	* A		A 1	U -
5120-562-0438	TOOL CLAMP GLAND PULLER P/N 750956	* A		A 1	B -
5120-502-0509	TOOL INSERTION GLAND P/N 750957	* A		A 1	B -
6625-097-6666	CARRIAGE SLOTTED LINE P/N 809C R/B			A 1	B -
6625-304-7213	R/B				
6625-474-2937	NULL METER ME-201C/FPS-26	* A		A 1	U -
6625-508-2426	TEST SET RADAR AN/UPM-53C	* A		A 1	U -
6625-557-3255	TEST SET RADAR AN/UPM-24C	* A		A 1	B -
6625-649-3651	ANALYZER PORTABLE MOD 622	* A		A 1	B -
6625-670-2537	GEN. NOISE MOD. 271A	* A		A 1	U -
6625-678-0904	VOLTAGE DIVIDER MOD 11039A	* A		A 1	U -
6625-682-9496	GENERATOR PULSE MOD 570A	* A		A 1	U -
6625-743-1337	FREQUENCY METER MOD 555-A53	* A		A 1	U -
6625-743-1341	VOLTAGE STANDARD AND NULLMETER MOD 301	* A		A 1	B -
6625-743-1347	TEST SET- RADAR MOD 5024C	* A		A 1	B -
6625-793-3331	VOLTMETER - ELECTRONIC MOD J-1003	* A		A 1	B -
6625-798-6802	GEN. NOISE TYPE 600A	* A		A 1	B -
6625-799-94342C	OSCILLATOR TYPE 805-AW11	* A		A 1	B -

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STOCK NUMBER	NOTE CODES NOMENCLATURE	EQUIP CODE ACT	BASIS OF ISSUE	
			COL	COL
END ITEM 0110 CONT.				
6630-474-6373	CALORIMETER MOD. SME-A	* A * A	A 1	B -
END ITEM 0120 RADAR SET AN/FPS-27				
5985-690-5058	REPLACED BY S/N 5985-914-0166			
5985-914-0166	COUPLER - DIRECTIONAL P-N 777D REPLACES S/N 5985-690-5058		A 1	B -
6625-508-2426	TEST SET RADAR AN/UPN-53C	* A * A	A 1	B -
6625-556-6511	TEST SET SYNCHRO TS-713A/U	* A * A	A 1	B -
6625-557-0393	TEST SET RADIO AN/URM-17 MIL-T-16870	* A * A	A 1	B -
6625-678-0904	VOLTAGE DIVIDER MOD 11039A	* A * A	A 1	B -
6625-682-9496	GENERATOR PULSE MOD 570A	* A * A	A 1	B -
6625-711-6958	GENERATOR SWEEP MOD 111A	* A * A	A 1	B -
6625-826-5824	METER-FREQUENCY MOD N410A	* A * A	A 1	B -
6625-885-9662	MULTIMETER MODEL 150A	* A * A	A 1	B -
6625-892-5286	TEST SET AMPLIFIER P/N 342A	* A * A	A 1	B -
6625-964-4856	GENERATOR-PULSE P/N LA-593A	* A * A	A 1	B -
6625-986-1122	AMPLIFIER-TWT MOD 5125	* A * A	A 1	B -
6675-527-7226	TRANSIT W/TRIPOD EXTENSION LEG TYPE W/COMPASS CARRYING CASE AND ILLUMINATOR 6.125 TO 7 IN DIA HORIZONTAL CIRCLE 2 VERNIERS P-N NP5155	* A * A	A 1	B -
6685-856-1485	PSYCHROMETER MOD 1528	* A * A	A 1	B -
6685-881-0293	PYNOMETER MOD 390014	* A * A	A 1	B -
END ITEM 0140 LONG RANGE WEATHER RADAR AN/FPS-41A				
5985-280-3650UG	DUMM-LOAD P/N DA64B/UP	* A * A	A 1	B -
6625-880-6394	GENERATOR SIGNAL P/N M562R30F	* A * A	A 1	B -
6625-920-3246	OSCILLOSCOPE TYPE 422	* A * A	A 1	B -
6625-966-6728	FREQUENCY METER MOD 536A	* A * A	A 1	B -

\*\* READ THE PREFACE AND NOTES \*\*

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STOCK NUMBER	NOTE CODES NOMENCLATURE	SUB DIV E		BASIS OF ISSUE	
		EQUIP CODE	ACT	COL	COL
	END ITEM 0145				
	RADAR SET AN/FPS-77				
0630-001-2792	CALORIMETRIC POWER METER PN 434A	* A		A 1	B -
		* A			
	END ITEM 0150				
	RADAR SET AN/FPS-85				
0625-002-0774	OHMMETER 0 TO 1000 MEGOHMS RESISTANCE RANGE PN 7679-1	* A		A 1	B -
		* A			
0625-003-4492	GENERATOR SWEEP MOD HD-1A	* A		A 1	B -
		* A			
0625-105-4289	FREQUENCY CONVERTER	* A		A 1	B -
		* A			
0625-200-5581	OSCILLATOR TYPE 1209C	* A		A 1	B -
		* A			
0625-539-9937	BOLOMETER HF MODEL MODEL 476A	* A		A 1	B -
		* A			
0625-725-0423	MULTIMETER MIL-M-9996	* A		A 1	B -
		* A			
0625-789-2201	OSCILLOSCOPE TYPE 501A	* A		A 1	B -
		* A			
0625-811-2438	GENERATOR SWEEP P/N 8600 R/S			A 1	B -
			0625-943-5935		
0625-886-1955	BOLOMETER HF 10-10000 MHZ P/N 478A	* A		A 1	B -
		* A			
0625-943-5935	H/O				
			0625-811-2438		
0625-991-5146	RADIO INTERFERENCE MEASURING SET DA-105	* A		A 1	B -
		* A			
	END ITEM 0160				
	RADIO SET AN/FRC-75				
0625-243-0599	WATTMETER AC MODEL 432	* A		A 1	B -
		* A			
0625-993-0870	CONVERTER - FREQUENCY MX-1037A/U HP525A	* A		A 1	B -
		* A			
	END ITEM 0170				
	RADIO SET AN/FRC-96				
0625-939-24792A	RECEIVER EXERCISER DW983270413	* A		A 1	B -
		* A			
	END ITEM 0180				
	MICROWAVE RADIO TERM AN/FRC-109V				
5985-200-365008	DUMMY-LOAD PN DR648/UP	* A		A 1	B -
		* A			
0625-535-9032	WAVEGUIDE TERMINATION P/N 5910A	* A		A 1	B -
		* A			
0625-802-7452	GENERATOR PULSE MOD 214A	* A		A 1	B -
		* A			

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STOCK NUMBER	NOTE CODES NUMENCLATURE	SUR DIV E	CONT.	BASIS OF ISSUE	
		EQUIP CODE	ACT	COL	COL
END ITEM 0180 CONT.					
6625-880-0394	GENERATOR SIGNAL P/N M502R30F	* A		A 1	B -
6625-920-3246	OSCILLOSCOPE TYPE 422	* A		A 1	B -
6625-966-0728	FREQUENCY METER MOD 536A	* A		A 1	B -
END ITEM 0195 FIXED RADIO COMM SET AN/FRC-117					
5120-870-0643	TOOL-EXTRACTING P/N 13204	* A		A 1	B -
5120-941-49292X	EXTRACTOR-PRINTED CIRCUIT CARD P/N 3160464	* A		A 1	B -
5120-949-03432X	TOOL - FLAIRING P-N 1100064	* A		A 1	B -
5120-949-03442X	CHISEL - FLAIRING P-N 3320347	* A		A 1	B -
5985-909-52392X	PALLET JACK - ANTENNA P-N 11H5175	* A		A 1	B -
6625-NC807100P2A	ANTENNA SIMULATOR P/N 11E1049H01	* A		A 1	B -
6625-044-0951	TEST SET - SPARK GAP P N 5000	* A		A 1<A>	B -
6625-927-44522X	TEST SET TELLPRINTER P/N 3300446	* A		A 1	B -
6625-933-7738	AMPLIFIER AUDIO FREQ 220C	* A		A 1	B -
6625-939-24792X	RECEIVER EXERCISEM DKG03270413	* A		A 1	B -
6625-939-24812X	RECEIVER ANTENNA D46 NR 3300445	* A		A 1	B -
6625-946-1047	HF IMPEDANCE BRIDGE MODEL 88014	* A		A 1	B 1
		NOTE A	* A	ER 2867 SQN AND CENTRAL GEETA ONLY	
END ITEM 0210 RADIO SET AN/FRC-138C					
6625-NC807100P2A	ANTENNA SIMULATOR P/N 11E1049H01	* A		A 1	B -
6625-036-2740	OSCILLATOR P/N H00-051B-02	* A		A 1	B -
6625-038-2745	ANALYZER P/N 1L30	* A		A 1	B -
6625-038-2747	PRE-AMPLIFIER P/N 17500A	* A		A 2	B -
6625-038-2750	CONVERTOR - LOV MOD 7560A	* A		A 1	B -
6625-036-2777	VOLTMETER P/N 400FL	* A		A 1	B -
6625-036-2778	MULTIMETER MOD 427A	* A		A 1	B -

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STOCK NUMBER	NOTE CODES NOMENCLATURE	SUB DIV E		BASIS OF ISSUE	
		EQUIP CODE	ACT	COL	COL
END ITEM 0210 CONT.					
6625-058-2780	VOLTMETER P/N 1268-75	* A		A 1	B -
6625-058-2783	RECORDER P/N 7100B	* A		A 1	B -
6625-058-2786	GENERATOR COAXIAL P-N 27012	* A		A 1	B -
6625-058-3010	OSCILLATOR P/N 573	* A		A 1	B -
6625-063-3040	PREAMPLIFIER P/N 1A7	* A		A 1	B -
6625-097-6666	CARRIAGE SLOTTED LINE P/N 809C R/S			A 1	B -
6625-304-7213	R/B		6625-304-7213		
6625-839-2328	DETECTOR P/N 424A	* A		A 2	B -
6625-886-1955	BULBOMETER-HF 10-10000 MHZ P/N 478A	* A		A 1	B -
6625-892-5286	TEST SET AMPLIFIER P/N 342A	* A		A 1	B -
6625-921-7040	GENERATOR SIGNAL P/N 1107	* A		A 1	B -
6625-929-1890	VOLTMETER P/N 91-HH	* A		A 1	B -
6625-933-2719	PREAMPLIFIER PLUG IN P/N 151	* A		A 1	B -
END ITEM 0220 TRANSMITTING SET RADIO AN/FRT 80C					
3950-207-8806	MOIST-STOP CAP MOD B	* A		A 1	B -
3920-118-4510CZ	SET-GUARD SPRING TENSION P/N 80211	* A		A 1	B -
6625-NC802463PCZ	C/F		6625-575-6669CZ		
6625-063-3040	R/B		6625-109-8267		
6625-073-2723	TUNING UNIT P/N T-A/NF-105	* A		A 1	B -
6625-109-6267	PREAMPLIFIER TEST P/N 1ATA R/S			A 1	B -
6625-209-4593	COUNTER PREAMPLIFIER TYPE HP5261A	* A		A 1	B -
6625-513-3888	BRIDGE IMPEDANCE MOD 1606A	* A		A 1	B -
6625-575-6669CZ	DETECTOR - HETERODYNE MOD UNT-7 C/F		6625-NC802463PCZ		
6625-725-6423	MULTIMETER MIL-N-9996	* A		A 1	B -
6625-809-5469	VOLTMETER P/N 3420A	* A		A 1	B -

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STOCK NUMBER	NOTE CODES NOMENCLATURE	SUB DIV E		CONT.		BASIS OF ISSUE	
		EQUIP CODE	ACT	COL	COL	COL	COL
END ITEM 0220 CONT.							
6625-906-7039	SCOPE MOBILE CARTS TEKTRONIX MODEL 202-2	* A		A 1	B -		
6625-910-0849	OHMMETER - P/N 53220	* A		A 1	B -		
6625-928-2820	SYNTHESIZER FREQUENCY PN 5100A-5110A	* A		A 1	B -		
6625-933-2719	PREAMPLIFIER PLUG IN P/N 151	* A		A 1	B -		
6625-937-0522	ANALYZER - SPECTRUM P-N 851B/8551B	* A		A 1	B -		
6625-907-0439	GENERATOR SIGNAL SWEEP 50677/U	* A		A 1	B -		
6625-995-7604	REFLECTOMETER - TYPE 152	* A		A 1	B -		
6635-005-7006YB	DYNAMOMETER P/N TD5-20000	* A		A 1	B -		
6635-267-9191	TENSIONMETER-0/5000 LB CAP MOD ANC CODE EMIR	* A		A 1	B -		
6675-232-0968	TRANSIT: w/TRIPPOD MOD 7012A	* A		A 1	B -		
END ITEM 0240 DETECTING WARNING SET AN/FSS-7							
5120-051-3858ZA	BIT WIRE WRAP P/N 26261	* A		A 1	B -		
5130-919-3486	TOOL-WIRE WRAP BATTERY OPERATED MOD 1442	* A		A 1	B -		
CHANGED FROM S/N 5130-919-3486CX							
CHANGED TO S/N 5130-919-3486							
6625-014-0036YA	STABILIZER-OSCILLATOR MOD 3815	* A		A 1	B -		
6625-003-7813	GENERATOR SIGNAL P/N E12-8693B	* A		A 1	B -		
6625-007-7004	GENERATOR-CONTROLLED VOLTAGE MOD 111	* A		A 1	B -		
6625-009-3146	DRIVER - MODULATOR H/P 8403A	* A		A 1	B -		
6625-097-6066	CANNIAGE SLOTTED LINE P/N 809C H/S	* A		A 1	B -		
6625-304-7213							
6625-304-7213	H/S	* A		A 1	B -		
6625-097-6066							
6625-519-2414	PROBE-WAVEGUIDE 10 MC TO 10 KMC FREQ RANGE THERMISTON TYPE M&2144U	* A		A 1	B -		
6625-691-0598	METER FREQUENCY PN-P532A	* A		A 1	B -		
6625-701-5769	AMMETER-PORT DC MOD 931-2902001	* A		A 1	B -		
6625-793-1337	FREQUENCY METER MOD 555-453	* A		A 1	B -		

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		EQUIP CODE	ACT	COL	COL	COL	COL
END ITEM 0240 CONT.							
6625-793-1347	TEST SET- RADAR MOD 5024C	* A		A 1	B -		
6625-890-8826	MODULATOR - PIN MOD 8733A	* A		A 1	B -		
6625-921-7040	GENERATOR SIGNAL P/N 1107	* A		A 1	B -		
6625-937-6922	ANALYZER - SPECTRUM P-N 851B/8551B	* A		A 1	B -		
6665-780-5907YS	METER - RADIATION MOD 440RP	* A		A 1	B -		
END ITEM 0260 COORDINATE DATA TRANSMITTING SET AN/FST-2<>							
6625-578-7910ZC	POWER SUPPLY PP-2010/FST-2<>	* A		A 1	B -		
6625-623-9902ZC	TEST SET SERVO	* A		A 1	B -		
6625-623-9903ZC	ANALYZER - SPECIAL C1 DHA49087	* A		A 1	B -		
6625-623-9904ZC	TEST SET QUANTITIZER	* A		A 1	B -		
6625-623-9905ZC	ANALYZER P/N RBA49087	* A		A 1	B -		
6625-623-9906ZC	ANALYZER URA 49086 TS-1167/FST-2	* A		A 1	B -		
6625-623-9907ZC	TEST SET SHIFT REGISTER	* A		A 1	B -		
6625-623-9908ZC	SIMULATOR URA 49663 SM-137/FST-2	* A		A 1	B -		
6625-623-9909ZC	TEST SET SELECTOR UNIT	* A		A 1	B -		
6625-623-9910ZC	TEST SET DISPLAY	* A		A 1	B -		
6625-623-9911ZC	TEST SET DIGITALIZER	* A		A 1	B -		
6625-623-9917ZC	TEST SET MAGNETIC CORE DRA 43429	* A		A 1	B -		
6625-623-9920ZC	TEST SET REGULATOR	* A		A 1	B -		
6625-692-4573	TEST SET ELEC CABLE PTBL HARNESS TYPE A-1 P/N T09120	* A		A 1	B -		
6625-992-5583	TEST SET SEMI-CONDUCTOR P/N ESL1	* A		A 1	B -		
6625-973-2220ZC	GENERATOR ELECTRONIC MARKER	* A		A 1	B -		
6625-973-2221ZC	TEST SET MONITOR COORDINATE	* A		A 1	B -		
6625-973-2222ZC	TEST SET ELECTRONIC CIRCUIT	* A		A 1	B -		

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END ITEM 0270 AIR TRAFFIC CONTROL CENTRAL AN/TSW-7					
6625-943-5908CX	TEST-PNL 287512	* A		A 1	B -
		* A			
END ITEM 0280 MONITORING SET PANORAMIC DATA AN/GLR-1					
6625-053-4906	LEVELER MICROWAVE 705	* A		A 1	B -
		* A			
6625-063-4492	GENERATOR SWEEP MOD HD-1A	* A		A 1	B -
		* A			
6625-097-6666	CARRIAGE SLOTTED LINE P/N 809C R/S		6625-304-7213	A 1	B -
6625-226-5561	OSCILLATOR TYPE1209C	* A		A 1	B -
		* A			
6625-304-7213	R/B		6625-097-6666		
6625-716-4031	NOISE SOURCE WAVEGUIDE P/N X347A	* A		A 1	B -
		* A			
6625-826-5824	METER-FREQUENCY MOD N410A	* A		A 1	B -
		* A			
6625-892-5286	TEST SET AMPLIFIER P/N 342A	* A		A 1	B -
		* A			
END ITEM 0290 RADAR SET GROUP AN/GPS-4					
6625-650-9030	TEST SET-INDICATOR IO-728/UPM-72	* A		A 1	B -
		* A			
6625-650-9035	TUNING UNIT RF TN-337/UPM-72	* A		A 1	B -
		* A			
END ITEM 0320 RADIO SET AN/GRC-117K					
6625-063-4492	GENERATOR SWEEP MOD HD-1A	* A		A 1	B -
		* A			
6625-511-0512	METER ADMITTANCE P/N 1602B	* A		A 1	B -
		* A			
6625-710-7251	OSCILLATOR UNIT P/N 1208B	* A		A 1	B -
		* A			
6625-903-2603	POWER SUPPLY P/N 865C	* A		A 1	B -
		* A			
6625-973-2189	WATTMETER MOD 6835	* A		A 1	B -
		* A			
6625-993-3393ZX	ADAPTER TEST P/N 749647861	* A		A 1	B -
		* A			
6625-993-3394ZX	ADAPTER TEST P/N 749647862	* A		A 1	B -
		* A			
6625-993-3395ZX	ADAPTER TEST P/N 749647863	* A		A 1	B -
		* A			
END ITEM 0330 DIRECTION FINDER SET AN/GRD-11					
6625-895-4130ZX	TEST SET D.F. DWG.7000000-01	* A		A 1	B -
		* A			

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		EQUIP CODE	ACT	COL	COL
END ITEM 0340		MISSILE WARNING AND DISPLAY SYSTEM AN/GSA-125CV <474-N>			
6625-192-47712C	EXTENDER-CARD P/N 358771	* A		A 1	B -
6625-781-5769	AMMETER-PORT DC MDU 931-2902001	* A		A 1	B -
END ITEM 0360		RADAR SET AN/GSQ-93 <440-L>			
6625-077-2995	ATTENUATOR TG-950	* A		A 1	B -
6625-673-5932	TEST SET-GND RESIST., P/N 259	* A		A 1	B -
6625-796-4851	PLUG IN UNIT TYPE 1A1	* A		A 1	B -
6625-918-9418	BRIDGE ADMITTANCE MOD-801	* A		A 1	B -
6625-918-9435	BRIDGE DETECTOR MOD-161	* A		A 1	B -
6625-931-3224	OSCILLOSCOPE P/N 547	* A		A 1	B -
6625-997-0421	GENERATOR SIGNAL TYPE 191	* A		A 1	B -
6625-965-1373	VOLTMETER-ELECTRONIC 0-3VHF P/N 340	* A		A 1	B -
END ITEM 0380		DATA ANALYSIS CENTRAL AN/GYK-6			
5950-799-9608	DEMAGNETIZER, HEAD, AMPEX MODEL 704	* A		A 1	B -
6625-880-1211	GENERATOR PULSE MIL-6-38707	* A		A 1	B -
6625-958-4172	GENERATOR SIGNAL P/N 5114	* A		A 1	B -
6670-291-6721	GAGE SPRING TENSION 775	* A		A 1	B -
END ITEM 0390		LANDING CONTROL CENTRAL AN/MPH-17A			
6625-445-6948	PREAMPLIFIER PLUG-IN P/N 80	* A		A 1	B -
6625-650-9030	TEST SET-INDICATOR ID-72B/UPM-72	* A		A 1	B -
6625-650-9034	TUNING UNIT RF TN-336/UPM-72	* A		A 1	B -
6625-650-9035	TUNING UNIT RF TN-337/UPM-72	* A		A 1	B -
END ITEM 0400		RADAR SET AN/MRC-107			
5985-510-5470	DEUMMY LOAD AN TRM-59(1)	* A		A 1	B -
6625-068-6114	GENERATOR - SIG P/N 666245-467 A.C. P/N 666245-467	* A		A 1	B -

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		EQUIP CODE	ACT	COL	COL	COL
END ITEM 0400 CONT.						
6625-803-1300CX	RADIO - TEST SET MK-731A/ARC-51	* A			A 1	B -
6625-804-6449ZH	TEST SET RECEIVER AN/URM-171	* A			A 1	B -
6630-061-2792	CALORIMETRIC POWER METER PN 434A	* A			A 1	B -
END ITEM 0420 RADIO SET AN/MRC-108						
6625-NC700051P	CHANGED TO S/N 6625-901-5577					
6625-803-1300CX	RADIO - TEST SET MK-731A/ARC-51	* A			A 1	B -
6625-893-6606CX	TEST SET-RADIO P-N 548-8001-005	* A			A 1	B 1
6625-901-5577					A 1	B -
CHANGED FROM S/N 6625-NC700051P						
6625-901-5579	TEST SET P/N 522/3022-000	* A			A 1	B -
6625-903-2603	POWER SUPPLY P/N 865C	* A			A 1	B -
6625-906-3795	TEST SET RELAY P/N522-3271-000	* A			A 1	B -
6625-906-3865YA	TEST SET P/N 522-3272-000	* A			A 1	B 1
6625-973-2117	TEST SET AN/URM-55	* A			A 1	B -
END ITEM 0450 AIR TRAFFIC CON CENTRAL AN/MWH-12						
6625-960-4889	TEST SET ELECTN CIRC P/N666221-006	* A			A 1	B -
6625-960-4890	TEST SET ELECTN CIRC P/N666221-008	* A			A 1	B -
6625-960-4891	TEST SET ELECTN CIRC P/N666221-004	* A			A 1	B -
6625-960-4892	TEST SET ELECTN CIRC P/N666221-010	* A			A 1	B -
END ITEM 0460 COMMUNICATION CENTRAL AN/MSC-54						
5965-201-6779AX	ATTENUATOR TYPE-1450-TA	* A			A 1	B -
6625-060-3320	METER FREQ TF791D	* A			A 1	B -
6625-068-0731	DETECTOR - RADIO FREQ P-N UNT1	* A			A 1	B -
6625-511-0512	METER ADMITTANCE P/N 1602R	* A			A 1	B -
6625-581-2097	TEST SET-ELEC POWER AN/UPM-93	* A			A 1	B -
6625-804-6449ZH	TEST SET RECEIVER AN/URM-171	* A			A 1	B -

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STOCK NUMBER	NOTE CODES NOMENCLATURE	SUB DIV E		CONT.	
		EQUIP CODE	ACT	BASIS OF ISSUE	
				COL	COL
END ITEM 0460 CONT.					
6625-871-8063	TEST SET - TRANSMISSION MEASURING P/N 452A	* A		A 1	B -
6625-871-8064 ZX	TEST SET HYBRID P/N 7059	* A		A 1	B -
6625-880-9446	OHMMETER P/N 1862C	* A		A 1	B -
6625-966-5994	SIGNAL GENERATOR P/N 1066B1	* A		A 1	B -
END ITEM 0480 HADAR SET AN/TPS-43 <407L>					
5120-837-5182	TOOL-CRIMPING P/N 69535-1	* A		A 1	B -
5120-837-5183	TOOL-CRIMPING P/N 69525-1	* A		A 1	B -
5120-941-9993ZX	TOOL-FORMING AND INSERTION DWG 3270780001	* A		A 1	B -
5985-682-8826	COUPLER-DIRECTIONAL UNIDIRECTIONAL WAVEGUIDE MOD 3000-20	* A		A 1	B -
6625-013-2630	VOLTMETER - DIGIT P/N E61-3440A P/N 3440A	* A		A 1	B 1
6625-071-8963ZH	TEST SET - AMPLIFIER P/N 9940304001	* A		A 1	B -
6625-071-8964	GENERATOR - SWEEP TYPE VS-80x-A1	* A		A 1	B -
6625-071-8965	PLUG IN - UNIT P/N 3444A	* A		A 1	B -
6625-225-5025	AUTO-RANGE SELECTOR 3442A P/N 3442A	* A		A 1	B -
6625-535-9532	WAVEGUIDE TERMINATION P/N 5910A	* A		A 2	B -
6625-678-0904	VOLTAGE DIVIDER MOD 11039A	* A		A 1	B -
6625-781-5769	AMMETER-PORT DC MOD 931-2902001	* A		A 1	B -
6625-886-1955	BULOMETER-HF 10-10000 MHZ P/N 478A	* A		A 1	B -
6625-941-8017	MILLIVOLT METER P/N 91C454	* A		A 1	B -
6625-932-2019	GENERATOR PULSE P/N 10815933	* A		A 1	B -
6625-986-1122	AMPLIFIER-1WT MOD 5125	* A		A 1	B -
6625-999-7309	CONVERTOR - FREQ ELCT MODEL 2590B	* A		A 1	B -

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STOCK NUMBER	NOTE CODES NUMENCLATURE	SUB DIV E		CONT.		BASIS OF ISSUE	
		EQUIP CODE	ACT	COL	COL	COL	COL
	END ITEM 0482						
5985-519-5470	DUMMY LOAD AN/URM-59C	* A		A 1		B -	
	END ITEM 0500						
5840-936-6888ZR	EXTENSION SET P/N 377A6930-02	* A		A 3		B -	
6625-071-6963ZR	TEST SET - AMPLIFIER P/N 9940304601	* A		A 1		B -	
6625-829-0991Z*	TEST SET RADAR P/N 377A 511601	* A		A 1		B -	
6625-852-0742ZR	VOLTMETER DIGITAL P/N 6200A	* A		A 1		B -	
6625-901-0017	MILLIVOLT METER P/N 91CA54	* A		A 1		B -	
6625-964-4856	GENERATOR-PULSE P/N LA-593A	* A		A 1		B -	
6630-012-0876	WATER LOAD - ASSEMBLY P/N 338D056601	* A		A 1		B -	
	END ITEM 0520						
6625-033-7813	GENERATOR SIGNAL P/N E12-8693B	* A		A 1		B -	
6625-445-6933	POWER SUPPLY - ELECTRONIC PP3514U P/N 721A	* A		A 1		B -	
6625-708-1954	SLEEP GENERATOR 240A	* A		A 1		B -	
6625-715-5590	WATTMETER MC-1B	* A		A 1		B -	
6625-738-6712	TRANSFUNDER AN/TPX-37C	* A		A 1		B -	
6625-809-5169	RECEIVER - BASIC UNIT P/N RB	* A		A 1		B -	
	END ITEM 0530						
6625-647-0577LX	TEST SET GROUP RADIO TYPE AN/GRM-10	* A		A 1		B -	
6625-705-0962	TEST SET-RADIO TYPE AN/GRM-21	* A		A 1		B -	
	END ITEM 0540						
6625-077-2959	MULTIMETER ELECTRONIC MODEL NO 317	* A		A 1		B -	
6625-007-6739	METER - DEVIATION P/N 400	* A		A 1		B -	
6625-710-2754	TEST SET P/N 01-38499A01	* A		A 1		B -	
6625-706-4085	TEST HARNESS RADIO AN/URM157 6678W-12	* A		A 1		B -	

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END ITEM 0540 CONT.					
6625-880-1576	VOLTMETER DIGITAL P/N MV-928A	* A		A 1	B -
6625-937-0156	MULTIMETER TYPE 1840A	* A		A 1	B -
6625-942-3042	AMPLIFIER P/N 230A	* A		A 1	B 1
6625-973-2192	METER FREQ TYPE FMVBN 4620	* A		A 1	B -
END ITEM 0600 RADIO SET AN/TRC-97A					
6625-013-2630	VOLTMETER - DIGIT P/N E61-3440A P/N 3440A	* A		A -	B 1
6625-073-7416	OSCILLATOR P/N 241A	* A		A 1	B -
6625-087-0739	METER - DEVIATION P/N 400	* A		A 1	B -
6625-225-5025	AUTO-RANGE SELECTOR 3442A P/N 3442A	* A		A 1	B -
6625-725-0423	MULTIMETER MIL-M-9990	* A		A 1	B -
6625-859-5169	RECEIVER - BASIC UNIT P/N RB	* A		A 1	B -
6625-886-1955	SULOMETER-HF 10-10000 MHZ P/N 478A	* A		A 1	B -
6625-923-5878	GENERATOR SWEEP MODEL 55-3005B	* A		A 1	B -
6625-933-43152X	TEST SLT ELECT PLUG-IN AN/TRM-15	* A		A 1	B -
6625-933-43142X	TEST SLT RADIO AN/TRM-16	* A		A 1	B -
6625-933-43152X	TEST SLT - RADIO AN/TRM-17	* A		A 1	B -
6625-937-26902R	TEST SLT TELEPHONE AN/GCM-3	* A		A 1	B -
6625-986-2531	COUPLER - DIRECTIONAL P/N 1083	* A		A 1	B -
6625-999-7309	CONVERTOR - FREQ ELCT MODEL 2590B	* A		A 1	B -
END ITEM 0640 RADIO SET AN/TRC-115					
6625-919-1959	ANALYZER P/N 476D-1	* A		A 1	B -
END ITEM 0660 RADIO COMM CENTRAL AN/TRC-136					
6625-004-0187	OSCILLOSCOPE - MOD 141A	* A		A 1	B -
6625-209-4593	COUNTER PREAMPLIFIER TYPE HP5261A	* A		A 1	B -

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		EQUIP CODE	ACT	COL	COL
END ITEM 0660 CONT.					
6625-930-0119	GENERATOR - TIME BASE AND DELAY P/N 1421A	* A		A 1	B -
6625-936-3128	ANALYZER DISTORTION P/N 603-3	* A		A 1	B -
6625-995-7716	VOLTMETER AC P/N 400E	* A		A 1	B -
END ITEM 0680 RADIO TERMINAL SET AN/TRC-139					
6625-010-4613	GENERATOR PRECISION MOD DYS636	* A		A 1	B 1
6625-051-59962B	GENERATOR SIGNAL	* A		A 1	B 1
6625-635-7991	POWER SUPPLY, ELECTRONIC TYPE, HALF WAVE RECTIFICATION DC P/N 712B	* A		A 1	B -
6625-740-6061	ATTENUATOR VARIABLE P/N 3D117B	* A		A 1	B -
6625-918-5721	METER, AUDIO LEVEL P/N TTS-37B	* A		A 1	B -
6625-929-6714ZX	METER AUDIO LEVEL P/N REL-33503A	* A		A 1	B -
6685-705-0203	GAUGE - PRESSURE DIAL INDICATING	* A		A 1	B -
END ITEM 0690 RECEIVER-TRANSMITTER SET AN/TRC-150					
6625-445-3694	SPECTRUM ANALYZER VIBRATORY P/N 651A	* A		A 1	B -
END ITEM 0700 COMMUNICATION CENTRAL AN/TSC-15					
6625-064-5796Z5	TEST-SET TELEPHONE P/N TS-1760/TSC	* A		A 1	B -
6625-647-0577CX	TEST SET GROUP RADIO TYPE AN/GRM-10	* A		A 1	B -
6625-709-0801ZX	TEST SET CONTROL TS-1324/TRC-75	* A		A 1	B -
6625-711-5586ZX	TEST SET RADIO TS-1325/TRC-75	* A		A 1	B -
6625-705-096Z	TEST SET-RADIO TYPE AN/GRM-21	* A		A 1	B -
END ITEM 0705 COMMUNICATION CENTRAL AN/TSC-25					
6625-077-2911ZX	MODULE EXTENDER P/N-553-2635-005	* A		A 1	B -
END ITEM 0720 COMMUNICATION SET AN/TSC-53					
6625-804-0449ZR	TEST SET RECEIVER AN/URM-171	* A		A 1	B -
END ITEM 0740 OPERATIONS CENTRAL AN/TSG-61					
6625-807-4532Z*	TEST SET RADAR P/N 377A512	* A		A 1	B -

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SUB DIV E CONT.

STOCK NUMBER	NOTE CODES NOMENCLATURE	EQUIP CODE ACT	BASIS OF ISSUE	
			COL	COL
END ITEM 0740 CONT.				
6625-864-64492R	TEST SET RECEIVER AN/URM-171	* A	A 1	B -
6625-943-5908CX	TEST-PNL 287512	* A	A 1	B -
6625-904-4856	GENERATOR-PULSE P/N LA-593A	* A	A 1	B -
6685-857-0609	BRIDGE THERMO	* A	A 1	B -
END ITEM 0760 AIR TRAFFIC CONTROL CENTRAL AN/TSW-7				
6625-NC405444P	CHANGED TO S/N 6625-131-2751			
6625-014-6058	COUNTER ELECT MIL-C-9988A TYPE II	* A	A 1	B -
6625-131-2751	OSCILLOSCOPE P/N PD-SAND-6625-106 CHANGED FROM S/N 6625-NC405444P	* A	A 1	B -
6625-725-8423	MULTIMETER MIL-M-9996	* A	A 1	B -
6625-852-4352	CHANGED TO S/N 6625-857-4352			
6625-857-4352	GENERATOR SIGNAL P/N 608E CHANGED FROM S/N 6625-852-4352	* A	A 1	B -
6625-808-4260	DUMMY LOAD - ELECTRIC 30V DC 3 KW TWO 5 AMP ONE 10 AMP AND FOUR 20 AMP STEPS ONE 5 AMP VERNIER 0-50V PORTABLE FAN COOLED CABINET MOUNTED P/N T2-2B	* A	A 1	B -
6625-943-5908CX	TEST-PNL 287512	* A	A 1	B -
END ITEM 0780 COMMUNICATION CENTRAL AN/TTC-22				
6625-896-0220	POWER SUPPLY P/N J647300	* A	A 1	B -
6625-890-1212	RESISTOR-DECADE MIL-M-9991	* A	A 1	B -
6625-930-3134	TEST SET-TELEPHONE TTS-15B	* A	A 1	B -
END ITEM 0840 RECEIVER-TRANSMITTER RT-824/UCC				
6625-031-5986	POWER SUPPLY	* A	A 1	B -
6625-781-0740	TEST SET ELECTH.	* A	A 1	B -
END ITEM 0860 CLOSE CIRCUIT TELEVISION (CCTV)				
6625-042-9053	INDICATOR-VIDEO TYPE 529M0032 R/S 6625-801-1309 R/S 6625-986-4502	* A	A 1	B -
6625-100-3234	GENERATOR SIG P/N 3B	* A	A 1	B -

\*\* READ THE PREFACE AND NOTES \*\*



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		EQUIP CODE	ACT	COL	COL
END ITEM 0860 CONT.					
6625-215-4931	ATTENUATOR-VARIABLE MOD 3500 R/S	6625-217-8581		A 1	B -
6625-217-8581	R/B	6625-215-4931			
6625-580-3466	GENERATOR SIGNAL TYPE 150-B		* A	A 1	B -
6625-713-2099	METER-FIELD STRENGTH MOD 704B		* A	A 1	B -
6625-790-2281	GEN. DOT & BAR MOD.660		* A	A 1	B -
6625-801-1309	R/B	6625-042-9053			
6625-901-5601	BRIDGE CAPACITANCE P/N TO-6		* A	A 1	B -
6625-911-0898	GENERATOR SWEEP MOD.615		* A	A 1	B -
6625-911-0899	COLOR SIG ANALYZER RCA MOD WA-6A		* A	A 1	B -
6625-911-0901	WELTOSCOPE TERTRONIC TYPE 526		* A	A 1	B -
6625-939-2468	AMMETER P/N MI-21200-C1		* A	A 1	B -
6625-939-2469	AUDIO MIXER MOD.1M-3		* A	A 1	B -
6625-986-4502	R/B	6625-042-9053			
6625-996-6275	VIDEO TEST SIG GEN MOD 1003C		* A	A 1	B -
END ITEM 0870 COMMUNICATION CENTRAL HF/113					
5120-876-5643	TOOL-EXTRACTING P/N 13204		* A	A 1	B -
5021-019-8405	CURTROL RADIO SET 714E-3		* A	A 1	B -
5021-897-5837	MAINTENANCE KIT-ELECTRON P/N 547-3915-00		* A	A 1	B -
6625-NC405444P	CHANGED TO S/N	6625-131-2751			
6625-131-2751	OSCILLOSCOPE P/N PU-5AND-6625-106 CHANGED FROM S/N 6625-NC405444P			A 1	B -
6625-264-9651	TEST SET - SILENT BUZZER P/N SPT-R-4		* A	A 1	B -
6625-674-4860	TEST HARNESS-RADIO P/N 547-3914-00		* A	A 1	B -
6625-766-4685	TEST HARNESS RADIO AN/URM157 (678P-1)		* A	A 1	B -
6625-841-5078	TEST SET MEASURING P/N 340B		* A	A 1	B -
6625-893-6606CX	TEST SET-RADIO P-N 548-8001-005		* A	A 1	B 1

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		EQUIP CODE	ACT			COL	COL
END ITEM 0870 CONT.							
6625-901-5579	TEST SET P/N 522/3022-000	* A				A 1	B -
6625-906-3795	TEST SET RELAY P/N 522-3271-000	* A				A 1	B -
6625-906-3865TA	TEST SET P/N 522-3272-000	* A				A 1	B -
6625-919-1959	ANALYZER P/N 476D-1	* A				A 1	B -
6625-928-2822	DIGITAL DATA ANALYZER GEEIA-C-2553	* A				A 1	B -
6625-965-1373	VOLTMETER-ELECTRONIC 0-3VRF P/N 340	* A				A 1	B -
END ITEM 0940							
RADID SET VC-104							
4920-691-2964	111-3870-00 PA CPLR ALIGN JIG	* A				A 1	B -
4920-691-2966	111-3873-00 IF AMPL ALIGN JIG	* A				A 1	B -
4920-691-5361	GAUGE - ALIGNMENT P/N 029-1399-001	* A				A 1	B -
4920-701-1000	JIG - ASSY COUPLE P/N 111-3878-00	* A				A 1	B -
4920-701-3092	JIG COUPLER ALIGN P/N 111-6285-00	* A				A 1	B -
4920-701-7302	JIG DRILL	* A				A 1	B -
4920-701-7308	111-3875-00 IF AMPL CPLR ALIGN JIG	* A				A 1	B -
4920-701-7312	JIG COUPLER ASSEMBLY P/N 111-3872-00 CPLR ALIGN JIG	* A				A 1	B -
4920-706-0525	111-3871-00 SPECTRUM GEN CPLR ALIGN JIG	* A				A 1	B -
6625-NC700051P	CHANGED TO S/N 6625-901-5577						
6625-036-4564C1	OLUWEL MOD44A	* A				A 1	B -
6625-704-9125	TEST HARNESS AN/ARM-38	* A				A 1	B -
6625-901-0577	DUMMY LOAD P/N 522-2007-005 CHANGED FROM S/N 6625-NC700051P					A 1	B -
6625-903-2603	POWER SUPPLY P/N 865C	* A				A 1	B -
6625-906-3865TA	TEST SET P/N 522-3272-000	* A				A 1	B -

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		EQUIP CODE	ACT	COL	COL	COL	COL
END ITEM 0960		POWER AMPLIFIER 1024A					
6625-872-3215	GENERATOR - SIGNAL MOD 8614A AN/USM-213	* A		A 1	B -		
6625-886-1955	BULOMETER-HF 10-10000 MHZ P/N 478A	* A		A 1	B -		
END ITEM 0980		RF TRANSLATOR 618Z-4					
6625-795-5769	MULTIMETER P/N 425A	* A		A 1	B -		
END ITEM 1020 MM-TMC 212B TEST MONITOR CONTROL GP		CHANGED TO S/N 6625-131-2751					
6625-NC405444P	CHANGED TO S/N 6625-131-2751	* A					
6625-073-0049	VOLTMETER- MODEL 8630	* A		A 1	B -		
6625-131-2751	OSCILLOSCOPE P/N PD-SAND-6625-106 CHANGED FROM S/N 6625-NC405444P	* A		A 1	B -		
6625-886-1955	BULOMETER-HF 10-10000 MHZ P/N 478A	* A		A 1	B -		
END ITEM 1040		ORDER WIRE 2301C3					
6625-058-2747	PREAMPLIFIER P/N 17500A	* A		A 2	B -		
6625-058-2778	MULTIMETER MOD 427A	* A		A 1	B -		
6625-058-2783	RECORDER P/N 7100B	* A		A 1	B -		
6625-789-2201	OSCILLOSCOPE TYPE 561A	* A		A 1	B -		
END ITEM 1080		MINOR STATION RECONFIGURATION FAST PACE III					
6625-247-4461	PIAG IN UNIT TIME BASE MOD XB1	* A		A 1	B -		
6625-789-2201	OSCILLOSCOPE TYPE 561A	* A		A 1	B -		
6625-841-5078	TEST SET MEASURING P/N 3400	* A		A 1	B -		
END ITEM 1220		RF MICROWAVE MX-503A					
6625-587-9224	TEST SLT SIG P/N 47601	* A		A 1	B -		
6625-679-0629	ATTENUATOR VARIABLE TYPE H375A	* A		A 1	B -		
6625-679-0630	SHORT ADJ TYPE H920A	* A		A 1	B -		
6625-680-6343	CALIBRATOR FREQUENCY P/N 7001-1M	* A		A 1	B -		

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		EQUIP CODE	ACT	COL	COL	COL	COL	
END ITEM 1400		EXCITER SC-910E						
6625-994-3498	VOLTMETER ELECTRONIC MODEL 2005	* A		A 1	B 1			
6625-990-4888	TEST SET REC EXCITER P/N666221-009	* A		A 1	B -			
6625-990-4889	TEST SET ELECTN CIHC P/N666221-006	* A		A 1	B -			
6625-990-4890	TEST SET ELECTN CIHC P/N666221-008	* A		A 1	B -			
6625-990-4891	TEST SET ELECTN CIHC P/N666221-004	* A		A 1	B -			
6625-990-4892	TEST SET ELECTN CIHC P/N666221-010	* A		A 1	B -			
END ITEM 1410		RADIO RECEIVER SC-910R						
6625-994-3498	VOLTMETER ELECTRONIC MODEL 2005	* A		A 1	B -			
6625-990-4888	TEST SET REC EXCITER P/N666221-009	* A		A 1	B -			
6625-990-4889	TEST SET ELECTN CIHC P/N666221-006	* A		A 1	B -			
6625-990-4890	TEST SET ELECTN CIHC P/N666221-008	* A		A 1	B -			
6625-990-4891	TEST SET ELECTN CIHC P/N666221-004	* A		A 1	B -			
6625-990-4892	TEST SET ELECTN CIHC P/N666221-010	* A		A 1	B -			
END ITEM 1480		TRANSMITTER 205J-1						
6625-795-5769	MULTIMETER P/N 425A	* A		A 1	B -			
END ITEM 1500		RF TRANSLATOR 61RZ-4						
6625-10405444P	CHANGED TO S/N 6625-131-2751							
6625-677-49112X	MODULE EXTENDER PN-503-2635-005	* A		A 1	B -			
6625-131-2751	OSCILLOSCOPE P/N PU-S410-6625-106 CHANGED FROM S/N 6625-10405444P			A 1	B -			
6625-641-5076	TEST SET MEASURING P/N 340B	* A		A 1	B -			
6625-632-07422K	VOLTMETER DIGITAL P/N 6200A	* A		A 1	B -			
6625-919-1959	ANALYZER P/N 4760-1	* A		A 1	B -			

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		ALLOWANCE SUMMARY				
STOCK NUMBER	NOMENCLATURE-REF/PHRASE	SUB-DIV END ITEM		BASIS OF ISSUE SUMMARY		
1290-891-9999	QUADRANT-GUNNERS MIA1 w/CASE	C	A -	B -	C 1	
1730-213-9137	BLOWER GAS ENG DRIVEN PORTABLE	A	A 1	B 1	C -	D 1(A)
1730-294-8883	MAINTENANCE PLATFORM-ADJ 3-7 FT	C	A -	B 1	C -	
1730-516-2019	JACK HYD HAND TRIPOD 10 TON CAP.	C	A -	B 1	C -	
3220-287-8743	SAW, CIR, TABLE TYPE, TILTING ARBOR,	C	A -	B 1	C -	
3405-222-1324	SAW,BAND,METAL CUTTING,FLOOR MTD,16	C	A -	B 1	C -	
3405-618-1343	SAW POWER HACK FLOOR MTG HORIZONTAL	C	A	B 1	C -	
3405-836-5792	SAW BAND CUTOFF WET CUT	C	A -	B 1	C -	
3413-222-2141	DRILLING MACHINE,UPRIGHT,FLOOR MTD,	C	A -	B 1	C -	
3413-528-7840	DRILLING - MACHINE UPRIGHT BENCH E	C	A 1	B 1	C -	
3413-540-5421	DRILLING MACHINE	C	A -	B 1	C -	
3413-554-6424	DRILLING MACH-FLR MTD-MTR AC 3 HP 22	C	A -	B 1	C -	
3415-222-0920	GRINDING & BUFFING MACHINE - UTILITY	C	A -	B 1	C -	
3415-222-0927	GRINDER DISC PED FLOOR MTD 2 WHEEL 2	C	A -	B 1	C -	
3415-223-1972	GRINDER-PED TYPE 2 W/ 12 IN WET AND	C	A -	B 1	C -	
3415-223-2001	GRINDING MACHINE, UTILITY, FLOOR	C	A -	B 1	C -	
3415-517-7564	GRINDING MACHINE - FED #4-656A	C	A -	B 1	C -	
3415-528-1881	GRINDER - BENCH	C	A -	B 1	C -	
3415-528-1895	GRINDER - BENCH UTILITY FLOOR MTG AM	C	A -	B 1	C -	
3415-541-7241	GRINDING MACH-UTIL BENCH MTD 1/2 IN	C	A 1	B 1	C -	
3416-060-2724	LATHE-ENGINE DRIVEN, 10 IN X 26 IN	C	A -	B 1	C -	
3416-186-4060	LATHE-ENGINE FLR MTD SOLID BED-3 HP	C	A -	B 1	C -	
3416-186-4083	LATHE ENGINE FLR MTD SOLID BED TYPE	C	A -	B 1	C -	
3417-196-7049	MILLING MACHINE HOZ PLAIN FL MTG POW	C	A -	B 1	C -	
3417-223-6312	MACHINE MILLING HOR, PLAIN FLOOR MTD	C	A -	B 1	C -	
3418-223-7189	SHAPER METAL CUT HORIZONTAL 24 IN ST	C	A -	B 1	C -	
3418-473-6433	SHAPER METAL CUTTING	C	A -	B 1	C -	

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3419-529-0820	BUFFING AND POLISHING MACH BENCH MTG	C	A -	B 1	C -		
3431-025-8357	WELDING MACHINE MODEL TH-300HF ARC	C	A -	B 1	C -		
3431-204-3685	WELDER ARC PORT 200 AMP DC HEIL MDL	C	A -	B 1	C -		
3431-360-2785	WELDING MACH ARC-375 AMP 40 V-GAS EN	C	A -	B 1	C -		
3431-554-9826	TORCH ARC WELD GAS SHIELDED 250 AMP	C	A -	B 1	C -		
3431-554-9829	TORCH ARC WELD GAS SHIELDED 75 AMP	C	A -	B 1	C -		
3431-926-3774	TORCH ARC WELDING GA	C	A -	B 1	C -		
3432-588-5988	WELDER ROLL SPOT SEAM PUSH GUN HAND	C	A -	B 1	C -		
3433-178-8603	TORCH OUTFIT - CUTTING AND WELDING	C	A -	B 1	C -		
3433-255-9333	TORCH BRAZING AND SOLDERING	A	A 1	B 1	C -	D 1	
	R/S 3433-859-7822						
3433-516-4964	TORCH OUTFIT-CUTTING & WELDING	A C	A 1 A -	B - B 1	C - C -	D -	
3433-859-7922	R/B 3433-255-9333	A					
3441-089-6278	SHEARING MACHINE-METAL SQUARING HAND AM	C	A -	B 1	C -		
3441-241-8261	BRAKE - MACHINE SHEET METAL HAND	C	A -	B 1	C -		
3441-367-5052	BRAKE, DI-ACRO RADIUS BRAKE #2x 12 AM	C	A -	B 1	C -		
3441-368-4027	BRAKE MACHINE SHEETMETAL CAPACITY	C	A -	B 1	C -		
3441-529-0952	BENDING MACHINE PIPE AND CONDUIT	A C	A 1 A -	B 1 B 1	C - C -	D -	
3444-223-8359	PRESS ARBOR HAND OP BENCH MTD MECH	C	A -	B 1	C -		
3444-254-2114	PRESS ARBOR HAND OPERATED 1 TON	C	A -	B 1	C -		
3444-254-2125	PRESS-ARBOR-HYD HAND OPER-FLR MTD 75	C	A -	B 1	C -		
3444-376-8976	PRESS ARBOR HD OPER BENCH MTD MECH	C	A -	B 2	C -		
3444-376-8979	PRESS ARBOR HAND OPER BENCH MTD	C	A -	B 1	C -		
3444-376-8985	PRESS-ARBOR HD OP HYD TTYPE 12 TON	C	A -	B 1	C -		
3445-243-2661	SHEARING MACHINE METAL SQUARING FOOT	C	A -	B 2	C -		
3450-317-8046	SAW POWER HACK PORTABLE MIL-S-45033	C	A 1<D>	B -	C 1		
3540-293-0377	SEALING IRON - ELEC IRON HAND OPER	C	A -	B 1<AF>	C -		

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3611-204-2809	MARKING MACHINE ELEC WIRE-FLEX INSUL	C	A - B 1 -				
3695-141-8291	SAW+CHAIN+GASOLINE ENG+36 IN. CUT	C	A 1<R> B - C -				
3805-905-0909	PLOW DITCHER P/N 2	C	A 1<G> B - C -				
3820-292-0076	BREAKER+PAVING+PNEU+25 LB K	C	A 1 B - C -				
3820-916-3297	POWER HEAD - TWO MAN P-N 10910450N T	A	A - B - C 1 D -				
3820-916-3298	T	A	***DELETE***				
3895-329-3475	PUSHER+HYD PIPE+6500 TO 8000 LB	C	A 1 B - C 1				
3895-618-0094	TAMPER VIBRATING GED SELF-PROPELLED	A	A 1 B - C - D 2<E> 1<U>				
3895-641-5933	GUIDE+CABLE PULLING+STEEL CHAIN+	A	A 1 B - C - D -				
3895-827-2244	CABLE LASHING MACHINE HAND CRANK OR	A	A 1 B - C - D 1<F>				
3895-974-1168	GUIDE AERIAL CABLE CAST ALUM STEEL	A	A 1 B - C - D 1				
3940-408-1720	SHEATH - MANHOLE P-N 220	A	A 1 B - C - D -				
3950-078-0620	HOIST - EQUIPMENT SHELF P-N R-3015	B	A 1<F> B - C - D - E - F -				
3950-110-8951	HOIST - CHAIN 2 TON	C	A - B - C 1				
3950-243-5205	HOIST CHAIN	C	A - B 1 C -				
3950-254-5698	HOIST WIRE HOPE 2000 LB CAPACITY AM	C	A - B - C 1				
3950-267-9806	HOIST-3TON CAP MOD B	E	0220 A 1 B -				
3950-276-7438	HOIST - CHAIN 6000 LB REPLACES S-N 3950-869-8736	A	A 2 B - C - D -				
3950-641-2062	HOIST WIRE HOPE 1000 LB	C	A - B 1 C -				
3950-641-6201	CRANE FLOOR PORTABLE 6 FT 3 IN HIGH	C	A - B 1 C -				
3950-641-7267	TRESTLE HOIST PORTABLE STEEL A FRAME	C	A - B 1 C -				
3950-722-8887	CRANE+ FLOOR+ PORT.+ TRESTLE TYPE+	C	A - B 1 C -				
3950-839-2076	JIB CHAIN - PILLAR AND BOOM	C	A - B 1 C -				
3950-874-5917	DERRICK - GIN POLE P/N 859-022	C	A <P> B - C -				
3950-889-8736	REPLACED BY S-N 3950-276-7438	A					
3950-987-9099	CRANE FLOOR PORTABLE MARTIN CO	C	A - B 1 C -				
4210-202-7858	EXTINGUISHER - FIRE CO2 15 LBS A	A	A - B 1 C - D -				

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STOCK NUMBER	NOMENCLATURE-REF/PHRASE	SUB-DIV	END	ITEM	RASIS OF ISSUE SUMMARY
4210-202-7858	CONTINUED				
4310-026-9213	COMPRESSOR, RECIPROCATING, POWER DR	C	A -	B -	C 1
4310-547-3741	CHANGED TO S-N 4310-547-3741YK	C	A -	B -	C 1
4310-547-3741YK	COMPRESSOR=RECIPROCATING GAS ENGINE CHANGED FROM S-N 4310-547-3741	C	A -	B -	C 1
4310-595-3866	AIR COMPRESSOR 4 WHL MTD GAS ENG MTD	A C	A 1 A 1	B - B -	C - C 1
4310-693-2952	COMPRESSOR POWER DRIVEN TYPE MB9	C	A -	B 1	C -
4320-376-8744	PUMP RECIPROCATING POWER DRIVEN	A	A -	B -	- C D 1
4320-490-9146	PUMP CENTRI 160 GAL PER MIN CAP 10FT	A	A 1	B 1	C - D 1<1>
4320-538-7726	PUMP, SUMP, POWER DR, WHEEL MTD K	A	A -	B -	C - D 1
4430-203-9790	OVEN, THERMAL DRYING, ELEC, AC, 220V,	C	A -	B -	C 1
4440-030-7932	LAMP ASSY - PORTABLE INFR-RED	C	A -	B -	C 1
4520-305-8649	TRAILER MA-1	C	A -	B -	C 1
4520-540-2038	CHT 230G HTR 5P ELEC 240V	C	A -	B -	C 1
4520-720-0175	HEATER-DUCT TYPE PTBL GAS ENGINE	A	A -	B 1<B>	C - D 1<A>
4520-755-9836	HEATER-GENERATOR UNIT PN PE-0800 X	A	A -	B 1	C - D -
4520-991-9595	HEATER PORTABLE GAS INFRA-RED BTU	A C	A - A -	B 1<B> B 1	C - C - D 2
4610-268-9842	FILTER UNIT WATER PURIFICATION	C	A <M>	B -	C -
4730-048-9278		A	***DELETE***		
4920-049-7215	TEST STAND-LINEAR ACTUATOR AA V	C	A -	B 1	C -
4920-099-0207	TEST UNIT RANGE	C	A -	B -	C 1
4920-519-3804	GENERATOR SWEEP INTERIALLY	C	A -	B -	C 1
4920-546-2561	ADAPTER LINEAR ACTU LTI701-01	C	A -	B 1	C -
4920-691-2964	111-3870-00 PA CPLR	E	0940 A 1	B -	
4920-691-2966	111-3873-00 IF AMPL	E	0940 A 1	B -	
4920-691-5381	GAUGE - ALIGNMENT PN 029-1399-001	E	0940 A 1	B -	
4920-701-1600	JIG - ASSY COUPLE P/N 111-3878-00	E	0940 A 1	B -	
4920-701-3092	JIG COUPLER ALIGN PN 111-6265-00	E	0940 A 1	B -	



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4920-701-7302	JIG DRILL	E	0940 A 1	B -		
4920-701-7308	111-3875-00 IF AMPL	E	0940 A 1	B -		
4920-701-7312	JIG COUPLER ASSEMBLY P/N 111-3872-00	E	0940 A 1	B -		
4920-706-0525	111-3871-00 SPECTRUM	E	0940 A 1	B -		
4931-939-7185ZR	CONVERTER HIGH VOLTAGE MOD 6930A	C		A - B -	C 1	
4935-226-2337AH	ASSEMBLY HOLDING FIXTURE V	A		A - B -	C -	D 2
4935-226-2338AH	CUP GUIDE TOOL PN SK-014216-5 V	A		A - B -	C -	D 2
4935-226-2339AH	SLEEVE INSERTION TOOL PN SK-014215 V	A		A - B -	C -	D 1
4935-226-2340AH	CUP GUIDE TOOL PN SK-014216-4 V	A		A - B -	C -	D 2
4935-226-2341AH	CUP GUIDE TOOL PN SK-014216-3 V	A		A - B -	C -	D 2
4935-226-2342AH	CUP GUIDE TOOL PN SK-014216-2 V	A		A - B -	C -	D 2
4935-226-2343AH	CUP GUIDE TOOL PN SK-014216-1 V	A		A - B -	C -	D 2
4935-867-6259AH	REGULATOR & HOSE SET COMPRESSED GAS J	A		A - B -	C -	D 1
4940-ND410143PYH	TOOL - CONTOUR P/N 180702 X	C		A - B -	C 1	
4940-048-927B		A		***DELETE***		
4940-062-56732C	KIT-ALIGNMENT, XENON PROJECTOR Y	C		A -	B 1	C -
4940-270-1594	UNDERCUTTER ARMATURE WICA ELEC	C		A -	B 1	C -
4940-277-9587	CHAIR, AERIAL CABLE	A		A 2	B 1	C - D 1<K>
4940-287-697B	SPRAY OUTFIT - PAINT P/N E2A	C		A -	B -	C 1
4940-300-5246	BOOTH SOLVENT SPRAY P/N 50M00706	C		A -	B 1	C -
4940-322-6281	KIT - PRESSURIZING TELEPHONE CABLE	A		A -	B 1	C - D 1
		C		A -	B -	C 1 2<J>
4940-542-0002	ENCLOSURE-ELECTROMAGNETIC SHIELDING	C		A -	B 1	C -
		D		A 1	B 5	C - D 1
4940-553-8149	ENCLOSURE ELECTROMAGNETIC SHIELDING	C		A -	B 1	C -
4940-554-0998	BLAST CLEANING CABINET, O/A DIM. OF	C		A -	B 1<AE>	C -
4940-555-2073	DEGREASER PORTABLE LIQUID TYPE TANK	C		A -	B -	C 1
4940-621-2610	BOOTH, PAINT SPRAY FLOOR TYPE, 7 FT	C		A -	B 1	C -

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4940-903-8156	ELECTRONIC SHOP - TRANSPORTABLE C	D	A 1	B 3	C - D -
4940-941-3652	KIT - PRESSURE EJECTION P-N PEC 610	A	A -	B 1	C - D -
4940-971-9096	COMPRESSOR - AIR P-N SAME 15 N	A	A -	B -	C - D <L>
4940-986-1088	DETECTOR - LEAK REFRIGERANT GAS	C	A -	B 1<AG>	C 1
4940-997-3172	POWER UNIT - UTILITY P/N GPC-28AF	C	A <N/Q>	B -	C -
5110-058-9036	CUTTER TUBE RIDGED P/N 40 N	A C	A 1 A -	B 1 B 1	C - C 1 D 1
5120-051-38562X	BIT WIRE WRAP P/N 26263	E	0240 A 1	B -	
5120-055-4120AX	WRENCH TORQUE PN-651X2 PL-7261	C	A -	B 1	C 1
5120-064-6831	WRENCH TORQUE N	A C	A 1<B> A -	B - B -	C - C 1 D 1
5120-066-0750	IN TA 403	A			
5120-066-0752	CRIMPER TOOL CONNECTOR PN ATSh1257 N X	A	A 1<B>	B -	C - D 1
5120-066-0759AH	SPANNER WRENCH PN PS-800 D	A	A 1	B -	C - D 2
5120-071-3145	DELT EXPENDABLE	A			
5120-072-1988	SPANNER WRENCH PN PS-1300 D	A	A -	B -	C - D 1
5120-072-19932C	TOOL RELAY CONTACT P/N 40462	C	A -	B 1	C 1
5120-076-09162C	TOOL-WIRE WRAP P/N A20557-25	C	A -	B -	C 1
5120-079-4601	J	A	***DELETE***		
5120-079-9461	J	A	***DELETE***		
5120-085-8274	TOOL GLAND PULLER P/N 750958	E	0110 A 1	B -	
5120-293-1923	JACK-REEL-SCREW TYPE-5 TON CAP., H B D W 5120-595-8389	A C			
5120-446-0729AC	CABLE TYING TOOL P/N #T183	A	A 1	B 1	C - D -
5120-473-0064	IN TA 503	A			
5120-473-0065	INSERTION TOOL PN 294-88 J	A	A -	B -	C - D 1
5120-537-8703	TOOL - CONDUIT TAPERING P-N 650	C	A 1	B -	C -
5120-562-6438	TOOL CLAMP GLAND PULLER P/N 750956	E	0110 A 1	B -	
5120-562-6589	TOOL INSERTION GLAND P/N 750957	E	0110 A	B -	
5120-573-3960	TOOL-FLARING, TUBE, HYDRAULIC D	A C	A 1 A 1	B - B -	C - C - D -
5120-580-6067	PULLER MECH 910C176-1	C	A -	B 1	C 1

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5120-595-8389	JACK REEL HAND RACK BAR TYPE 5 TON IN TA 403	C		
5120-595-8399	JACK, HYDRAULIC, HAND, SELF	C	A -	B 1 C -
5120-596-0778	WRENCH TERMINAL IDENT NR 216B	B		
5120-596-0978		B		***DELETE***
5120-797-6707ZC	ALIGNMENT BAR-ANTENNA P/N 741128 T AA AL	C	A -	B - C 1
5120-797-6708ZC	KEY SPECIAL P/N 749893	C	A -	B - C 1
5120-798-5049ZC	TUBE ALIGNMENT ANTENNA P/N 741072	C	A -	B - C 1
5120-837-5182	TOOL-CRIMPING P/N 69535-1	E	0480 A 1	B -
5120-837-5183	TOOL-CRIMPING P/N 69525-1	E	0480 A 1	B -
5120-876-5643	TOOL-EXTRACTING P/N 13204	E	0195 A 1 0870 A 1	B - B -
5120-890-3749	TOOL - BONDING STRAP P-N ATSK 1367 P	A	A -	B - C - D 1
5120-924-0829	IN TA 403	A		
5120-934-0635Zx	DEVICE-TORQUE MEASUREMENT MOD DPP-1	C	A -	B 1 C 1
5120-934-0636Zx	DEVICE-TORQUE MEASUREMENT MOD DPP-5	C	A -	B 1 C 1
5120-941-9929Zx	EXTRACTOR-PRINTED CIRCUIT CARD	E	0195 A 1	B -
5120-941-9993Zx	TOOL-FORMING AND INSERTION	E	0480 A 1	B -
5120-949-0343Zx	TOOL - FLAIRING P-N 1100064	E	0195 A 1	B -
5120-949-0344Zx	CHISEL - FLAIRING P-N 3320347	E	0195 A 1	B -
5120-954-7666	DRIFT - PLUG P-N 6637-7	A	A -	B 1 C - D 1
5120-954-7667	DRIFT - FLUG P/N 6635-5.5	A	A -	B 1 C - D 1
5120-954-7668	DELT EXPENDABLE	A		
5120-954-7669	DRIFT - PLUG P-N 6637-6.5	A	A -	B 1 C - D 1
5120-956-0492xx	WATCH - TORQUE P/N 5600x2	C	A -	B - C 1
5130-184-1426	WRENCH - IMPACT PNEUMATIC FED 00-xx	C	A -	B - C 1
5130-293-0959	DRILL - ELECTRIC PORT 1 IN TYPE 111	C	A -	B - C 1
5130-293-1847	DRILL ELECT PORT STR DR HVY DUTY 1/4	C	A -	B - C 1
5130-490-7912	DRILL - ELEC PORT	C	A -	B - C 1

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5130-763-2138	IN TA 403	A	
5130-869-8546	WRENCH - IMPACT ELECTRIC PN 568-300	A	A 2 B - C - D -
5130-889-9018	WRENCH IMPACT ELEC PORT 1/2 IN DR	C	A - B 1 C 1
5130-897-0266	TOOL-WIRE WRAP P/N 1481	B	A 1 B - C - D - E - F -
5130-901-7258	FISHLINE - PNEU P-N A4-216-3P217-3	A	A 1<S> B - C - D -
5130-901-8092	SAW BAND PORTABLE ELECT MOD 725KF	B	A 1 B - C - D - E - F -
5130-919-3486	TOOL-WIRE WRAP BATTERY OPERATED	E	0240 A 1 B -
	CHANGED FROM S-N 5130-919-3486CX	E	0240
5130-919-3486CX	CHANGED TO S-N 5130-919-3486	E	0240
5136-357-7494	TAP AND DIE SET 1/64 NC TO 1-8 UNC	C	A - B - C 1
5180-732-9920	KIT RELAY TOOL P/N 024-0204-00	A	A - B - C - D 1
	N	C	A - B - C 1
5180-793-0752	TOOL KIT - RADAR ANT PN 241A57262	C	A - B - C 1
	AS	C	A - B - C 1
5210-063-7286	INDICATOR DIAL MODEL M-2	C	A - B - C 1
5210-223-9648	INDICATOR LAST WORD TEST MOD 711F	C	A - B - C 1
5210-755-1302	GAUGE CABLE CUTTING P/N ATSK-1299	A	A - B - C - D 1
	AE	A	A - B - C - D 1
5220-293-3556	PLATE-SURFACE 12X18 IN GRANITE	C	A - B 1 C 1
5220-517-5425	PLATE ANGLE SOLID 90 DEG 2 GROUND	C	A - B 1 C -
5805-086-6135	TERMINAL - TELEGRAPH AN/FCC-19	C	A - B 1 C -
5805-503-2648	TERMINAL - TELEPHONE AN/TCC-3	C	A - B 1 C -
	AA	C	A - B 1 C -
5805-543-0012	TELEPHONE SET TA-312<>/PT	A	A 2 B - C - D -
		C	A - B - C 1
5820-118-4510CZ	SET-GUAGE SPRING TENSION P/N 80211	E	0220 A 1 B -
5820-446-3839	RECEIVER - RADIO A3 TYPE OF	C	A - B 1 C 1
5820-501-1020	MODULATOR POWER SUPPLY MOD 141A	C	A - B 1 C -
5820-505-1484	RADIO SET - MOD CLRTTCC	C	A - B 1 C -
5820-519-3091	TRANSMITTER RADIO TYPE NO BC-640D	C	A - B 1 C -
5820-519-5051	MULTIPLEXER SET MOD CMT4-24TT	C	A - B 1 C -
	AB	C	A - B 1 C -
5820-524-0161	RADIO SET AN/GRR-7	C	A - B 1 C -
	AB	C	A - B 1 C -

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5820-538-7555	RECEIVER RADIO TYPE R390A/URR	C	A -	B 1	C 1	
		D	A 2	B 10	C -	D 2
5820-542-7205	RECEIVER RADIO TYPE AN/URR-29	D	A 1	B 1	C -	D -
5820-543-0110	RADIO SET GROUP OA-1394/GRC	C	A -	B 1	C -	
5820-543-0116	RADIO SET GROUP OA-1387/GRC	C	A -	B 1	C -	
5820-543-1283	RADIO SET GROUP OA-1676/GRC	C	A -	B 1	C -	
5820-556-0836	TRANSMITTER - RADIO TYPE T640A/GR	C	A -	B 1	C -	
5820-642-7772	RADIO - TRANSMITTER CRYSTAL FREQ.	C	A -	B 1	C -	
5820-642-7827	MODULATOR - POWER SUPPLY MIL-M-4811	C	A -	B 1	C -	
5820-644-0961	RADIO RECEIVER BC-639 MIL-R-7413	C	A -	B 1	C -	
5820-656-5008	RADIO SET - AN/GRC/86	C	A -	B 1	C -	
5820-665-1971	RADIO - RECEIVER A3 TYPE OF EMISSION	C	A -	B 1	C -	
5820-786-6119	RECEIVER TRANSMITTER RADIO KWT-6	C	A -	B 1	C -	
5820-872-8063	GENERATOR SIGNAL VIDEO TRANSMISSION	B	A -	B -	C -	D 1 E - F -
		D	A -	B -	C <G>	D 1
5820-900-7984	GENERATOR - DUEL SYNC P-N X-2087	B	A -	B -	C -	D 1 E - F -
		G				
5820-918-39362X	ADAPTER TE-893	C	A -	B -	C 1	
		S				
5820-920-5646	TEST SET TROPOSPHERIC PROPGGATION	D	A -	B -	C 1	D -
		D				
5820-961-2731	RECEIVER TYPE 51S1F	C	A -	B 1	C -	
5821-019-8405	CONTROL RADIO SET 714E-3	E	0870	A 1	B -	
5821-897-5837	MAINTENANCE KIT-ELECTRON	E	0870	A 1	B -	
5825-505-0397	RADIO SET 482A IVOR	D	A -	B -	C <G>	D -
5825-505-0971	TRANSMITTING SET - RADIO AN/MRN-8	D	A -	B -	C 1<L>	D -
5825-578-7400	CONTROL MONITOR GROUP	C	A -	B 1	C -	
5825-627-3910	RADIO SET RECEIVER-TRANSMITTER	C	A -	B 1	C -	
5825-817-3464	RADIO TRANSMITTER T-216A/GR	C	A -	B 1	C -	
5835-552-0722	RECORDER-REPRODUCER SOUND P/N 5124	D	A 3	B 3	C -	D -
		I				
5835-670-2925	ERASER MAGNETIC TAPE MX-1724A/UN	D	A 1	B 1	C -	D -
		I				

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5840-505-0435ZC	SET- RADAR AN/FPS-18 T	C	A -	B 1	C -
5840-505-0580	INDICATOR GROUP AN/UPA-35 T	C	A -	B 1	C -
5840-505-1080	RADAR SET GROUP OA-175A/FPS-3 AB	C	A -	B 1	C -
5840-572-6142	ERECTION KIT - RADOME P-N RSA 1004 B	C	A 1	B -	C -
5840-890-6510	RADAR SET - GROUPE OA-2325A/FPS-6 T	C	A -	B 1	C -
5840-917-5035	RADAR SET - AN/FPS-64 T	C	A -	B 1	C 1
5840-936-6888ZR	EXTENSION SET P/N 377A6930-02	E	0500 A 3	B -	
5840-983-1786	RADAR SET AN/FPS-90 T	C	A -	B 1	C -
5895-308-30412C	TRANSMITTING SET AN/FST-1 T	C	A -	B 1	C -
5895-570-8223ZC	DATA INSERTER GROUP OA69245/FY9-9 Y	C	A -	B -	C 1
5895-625-8644ZC	MONITOR COORDINATE DATA RAPP1 T	C	A -	B 1	C -
5895-686-5122ZC	POWER SUPPLY - P-N R5106 T	C	A -	B 1	C -
5895-714-50322W	INTERROGATOR SET AN/UPX-14 Y T AK	C	A -	B 1	C -
5895-759-7334CW	DELT EXPENDABLE	D			
5895-880-5335ZC	CONVERTER - FREW STATIC P-N 6024-000	C	A -	B -	C 1
5895-903-6307CW	DELT EXPENDABLE	D			
5895-903-6308CW	DELT EXPENDABLE	D			
5895-986-4748ZU	RECORDER - XY AXIS MOD 135	D	A 2	B 7	C - D 2
5905-500-6854	ATTENUATOR VARI RFB 541-73	C	A -	B 1	C 1
5905-500-7069	ATTENUATOR VARI RFB 540-73	C	A -	B -	C 1
5905-549-8423	ATTENUATOR, TYPE K, MODEL 20 T	C E	0080 A - A 1	B - B -	C 1
5905-549-8942	ATTENUATOR PRD-130B	C	A -	B -	C 1
5915-896-4497NT	FILTER BAND REJECTION FOR S	C D	A - A 0	B - B 21	C 1 C - D 6
5915-957-4819	DELT EXPENDABLE	D			
5950-799-9608	DEMAGNETIZER, HEAD, AMPEX MODEL 704	E	0380 A 1	B -	
5950-874-3141	ATTENUATOR MOD 884	C	A -	B -	C 2
5970-412-5530	PULL FINGER IDENT NR 6557	A	A 1	B -	C - D -
5985-201-8779AX	ATTENUATOR TYPE-1450-TA	C	A -	B -	C 1

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5985-201-8779AX	CONTINUED	E	0460	A 1	B -		
5985-254-8084	DUMMY LOAD ELEC 50 W NOM 1.15-4000	C		A -	B -	C 1	
5985-280-3650UG	DUMMY-LOAD PN DA64B/UP	E	0140	A 1	B -		
		E	0180	A 1	B -		
5985-519-5470	DUMMY LOAD AN/URN-59C	E	0400	A 1	B -		
		E	0482	A 1	B -		
5985-538-7328	DUMMY LOAD-ELEC WAVEGUIDE FLANGE	C		A -	B -	C 1	
5985-539-6126	TRANSMITTER DUMMY LOAD MOD DA145/6	C		A -	B 1	C 1	
5985-644-2847	DUMMY LOAD, TYPE TS-90B/AP	C		A -	B -	C 1	
5985-682-8826	COUPLER-DIRECTIONAL, UNIDIRECTIONAL	E	0100	A 1	B -		
		E	0480	A 1	B -		
5985-682-8828	COUPLER-DIRECTIONAL, UNIDIRECTIONAL	C		A -	B -	C 1	
5985-690-5058	REPLACED BY S-N 5985-914-0166	E	0120				
5985-773-3437	ATTENUATOR VARIABLE	C		A -	B 1	C 1	
5985-805-9065	3003-10 COUPLER	C		A -	B -	C 1	
5985-820-8892	ATTENUATOR VARIABLE MOD 650-50	C		A -	B -	C 1	
5985-914-0166	COUPLER - DIRECTIONAL P-N 7770	E	0120	A 1	B -		
	REPLACES S-N 5985-690-5058						
5985-969-52392X	PALLET JACK - ANTENNA P-N 11H5175	C		A -	B 1	C 1	
		E	0195	A 1	B -		
6110-635-2000	SWITCHBOARD POWER P-N 58-245/FPS-8 AB	C		A -	B 1	C -	
6110-635-5215	SWITCHBOARD POWER SPREYPROOF INCLUS AB	C		A -	B 1	C -	
6115-017-8837	GEN SET GED AC 3.0 KW 120V	A		A 1	B 1	C -	D 1
		D		A 2	B 10	C -	D -
6115-075-1040	GEN SET MOD SF-3.0-MD S	C		A -	B -	C 1	
6115-329-3970	GENERATOR SET-30KWAC 400 CYC 115/200 S	C		A -	B -	C 1	
6115-504-1401	REPLACED BY S-N 6115-557-0317	D					
6115-557-0317	GENERATOR SET MB-S	D		A 2	B 10	C -	D -
	REPLACES S-N 6115-504-1401						
6115-837-4898	GENERATOR - PORTABLE TYPE MARK II	D		A 2<1>	B 2	C 3	D -
6125-244-8451	MOTOR GENERATOR 1.4 KW RATING	D		A 2	B 7	C -	D -
6125-669-6754	MOTOR-GENERATOR IN SEPARATE FRAMES	C		A -	B 1	C -	
6125-669-6765	MOTOR GENERATOR - MD-3 MIL-M-4819						

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6125-669-6765	CONTINUED S	C	A - B - C 1
6130-504-0327	POWER SUPPLY DC 28 V 200 AMP PTBL	C	A - B - C 1
6130-519-1370	POWER SUPPLY - METALLIC TYPE, FUEL	C	A - B - C 1
6130-578-7213	POWER SUPPLY ELECT TYPE 600B	E	0080 A 1 B -
6130-578-7651	POWER SUPPLY, ELEC TYPE MODEL 300B	E	0100 A 1 B -
6130-726-3727	INVERTER - MOBILE POWER P-N 50-202 I	D	A 2 B 2 C - D -
6130-777-6438	POWER SUPPLY UNIT 120313	C	A - B - C 1
6130-834-6808	POWER SUPPLY ELECTRONIC TYPE FULL	E	0100 A 1 B -
6625-NC405444P	CHANGED TO S-N 6625-131-2751	E	0760
	CHANGED TO S-N 6625-131-2751	E	0870
	CHANGED TO S-N 6625-131-2751	E	1020
	CHANGED TO S-N 6625-131-2751	E	1500
6625-NC405683P	C/T 6625-105-4289	D	
6625-NC406202P	OSCILLOSCOPE P N 556 R/S 6625-821-6778	C	A - B - C 1
6625-NC620071		D	***DELETE***
6625-NC620390K		D	***DELETE***
6625-NC620391K		D	***DELETE***
6625-NC620392K		D	***DELETE***
6625-NC700051P	CHANGED TO S-N 6625-901-5577	E	0420
	CHANGED TO S-N 6625-901-5577	E	0940
6625-NC700281K		U	***DELETE***
6625-NC700282		D	***DELETE***
6625-NC700283		D	***DELETE***
6625-NC700284		D	***DELETE***
6625-NC802463PCZ	C/T 6625-575-6669CZ	E	0220
6625-NC802895P	OSCILLATOR - MODEL 204B	D	A - B - C 2 D -
6625-NC802911P	CHANGED TO S-N 6625-922-3586	D	
6625-NC802915P	CONVERTER - FREQUENCY MOD 5256A	D	A - B - C 2 D -
6625-NC803311PYA	TEST SET-SPART GAP 5220 Y	C	A - B 1 C -
6625-NC803761P	C/T 6625-168-0416YA	D	
6625-NC807100PZX	ANTENNA SIMULATOR P/N 11E1045H01 Y	C E E	A - B 1 C - 0195 A 1 B - 0210 A 1 B -
6625-NC808121P	CHANGED TO S-N 6625-102-4787	D	
6625-NC808155PYA	CHANGED TO S-N 6625-014-6056YA	D	



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6625-NC808160P	OSCILLOSCOPE - MOD 456	D	A 2 B 10	C -	D -	
6625-NC808209P	C/T, 6625-107-2094YA	D				
6625-NC808585PYA	CHANGED TO S-N 6625-123-3046YA	D				
6625-NC808734PYA	CHANGED TO S-N 6625-126-0217YA	D				
6625-NC809427FYA	METER SOUND LEVEL P/N 450B	D	A - B -	C 1	D -	
6625-ND007848P	WATTMETER AA	C	A - B -	C 1		
6625-010-4613	GENERATOR PRECISION MOD DY5636	C	A - B -	C 1		
		E	0680 A 1 B 1	C 1		
6625-013-2630	VOLTMETER - DIGIT P/N E61-3440A	C	A - B -	C 1		
		E	0480 A 1 B 1			
		E	0600 A - B 1			
6625-014-342B	FREQUENCY METER PN 6532A	E	0040 A 1 B -			
6625-014-6036YA	STABILIZER-OSCILLATOR MOD 3815	E	0240 A 1 B -			
6625-014-6042	CHANGED TO S-N 6625-014-6042YA	D				
6625-014-6042YA	METER - ZERO RESISTANCE MOD ZR	D	A 1 B 5	C -	D -	
	CHANGED FROM S-N 6625-014-6042					
6625-014-6056YA	MODULE - TEST P-N UR-3	D	A - B -	C 2	D -	
	CHANGED FROM S-N 6625-NC808155PYA	D				
6625-014-6058	COUNTER ELECT MIL-C-9988A TYPE II	E	0760 A 1 B -			
6625-017-8869	ANALYZER - SPECTRUM MOD 125B	C	A - B 1	C 1		
		D	A - B -	C 2	D 1	
6625-017-8867	OSCILLATOR MOD 125	B	A - B -	C -	D 1 E - F -	
	R/S 6625-020-8283	E	0080 A 1 B -			
6625-018-3574	FREQ METER P/N 802 B	D	A 2 B 6	C -	D 1	
	H					
6625-019-4044ZR	TEST SET - RADAR PN 378A522901	C	A - B 1	C -		
	W AA					
6625-020-8283	H/B 6625-017-8867	B				
6625-021-9744	ANALYZER NOISE AND FIELD INTENSITY	D	A 2 B 10	C -	D 1	
6625-042-9053	INDICATOR-VIDEO TYPE 529M0032	E	0860 A 1 B -			
	R/S 6625-801-1309					
	R/S 6625-986-4502					
6625-044-6951	TEST SET SPARK GAP P/N 5220	E	0195 A 1(A) B -			
6625-045-9898	AMPLIFIER-MARKER GENERATOR	B	A - B -	C 1	D - E - F -	
		C	A - B 1	C 1		
6625-051-5986	POWER SUPPLY	E	0840 A 1 B -			
6625-051-5995ZB	GENERATION SIGNAL P/N REL3W2952	C	A - B -	C 1		
	U					
6625-051-5996ZB	GENERATOR SIGNAL	E	0680 A 1 B 1			

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6625-053-4906	LEVELER MICROWAVE 705	E 0280 A 1	B -
6625-053-7813	GENERATOR SIGNAL P/N E12-8693B	E 0040 A 1 E 0240 A 1 E 0520 A 1	B - B - B -
6625-053-9111	COUPLER DIRECTIONAL MOD 3020	C A -	B - C 1
6625-053-9136	GENERATOR TYPE 476C-1	C A -	B - C 1
6625-056-9564CX	BLOWER HD544A	E 0940 A 1	B -
6625-057-7684	GENERATOR-CONTROLLED VOLTAGE	E 0240 A 1	B -
6625-058-2740	OSILLATOR P/N M06-651B-02	E 0210 A 1	B -
6625-058-2745	ANALYZER P/N 1L30	E 0210 A 1	B -
6625-058-2747	PREAMPLIFIER P/N 17500A	E 0210 A 2 E 1040 A 2	B - B -
6625-058-2750	CONVERTOR - LOG MOD 7560A I	D A 2 E 0210 A 1	B 2 C 2 D - B -
6625-058-2777	VOLTMETER P/N 400FL	E 0210 A 1	B -
6625-058-2778	MULTIMETER MOD 427A	E 0210 A 1 E 1040 A 1	B - B -
6625-058-2780	VOLTMETER P/N 126B-75	E 0210 A 1	B -
6625-058-2783	RECORDER P/N 7100B	E 0210 A 1 E 1040 A 1	B - B -
6625-058-2786	GENERATOR COAXIAL P-N 27012	E 0210 A 1	B -
6625-058-3010	OSCILLATOR P/N 573	E 0210 A 1	B -
6625-058-3042	FREQ CONVERTER STO 1244	D A -	B - C 2 D -
6625-058-3346	DETECTOR-WAVEGUIDE P/N 9424A0PT02	C A -	B - C 1
6625-060-0080	METER FIELD INTENSITY MOD FIM	D A 5	B 15 C - D -
6625-060-3320	METER FREQ TF791D	E 0460 A 1	B -
6625-061-1482Z*		B ***DELETE***	
6625-061-1488Z*	DETECTOR-RF P/N 22-3200	C A -	B 1 C -
6625-061-8041	OSCILLOGRAPH PN-320-2	C A - D A 2<L>	B 1 B 2 C - D -
6625-062-0774	OHMMETER 0 TO 1000 MEGOHMS	E 0150 A 1	B -
6625-063-3040	PREAMPLIFIER P/N 1A7	E 0210 A 1	B -

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6625-063-3040	CONTINUED					
	R/B 6625-109-8267	E	0220			
6625-063-4492	GENERATOR SWEEP MOD HD-1A	E	0150 A 1	B -		
		E	0280 A 1	B -		
		E	0320 A 1	B -		
6625-063-9704	TEST SET TRANSISTOR MODEL 1880	C		A - B -	C 1	
6625-064-0187	OSCILLOSCOPE - MOD 141A	D		A 2 B 10	C - D -	
		E	0660 A 1	B -		
6625-064-579625	TEST-SET TELEPHONE P/N TS-1760/TSC	E	0700 A 1	B -		
6625-065-2958	DETECTOR PORT TYPE KEC11920	C		A - B 1	C 1	
	B	D		A - B -	C 1 D 1	
6625-065-2959	PORTABLE MAST KEC1192M	C		A - B -	C 1	
6625-065-2673	AUTOMATIC NOISE FIGURE P-N 07416	C		A - B 1	C -	
6625-066-4385	VOLTMETER ELCT P/N 126A	E	0020 A 1	B -		
6625-068-0731	DETECTOR - RADIO FREQ P-N DNT1 AL	C		A - B -	C 1	
		E	0460 A 1	B -		
6625-068-6114	GENERATOR - SIG P/N 666245-467	E	0400 A 1	B -		
6625-068-7175	SPECTRUM ANALYZER PN310A A	C		A 1 B 1	C 1	
6625-070-1490	R/B 6625-105-4289	D				
6625-071-89632R	TEST SET - AMPLIFIER PN 9940304601	E	0480 A 1	B -		
		E	0500 A 1	B -		
6625-071-8964	GENERATOR - SWEEP TYPE V5-80W-41	E	0480 A 1	B -		
6625-071-8965	PLUG IN - UNIT P/N 3448A	E	0480 A 1	B -		
6625-073-0049	VOLTMETER- MODEL 8030 S	C		A - B -	C 1	
		E	1020 A 1	B -		
6625-073-2723	TUNING UNIT P/N T-A/NF-105	E	0220 A 1	B -		
6625-073-2733	ACCESSORY-KIT KT1050 S	C		A - B -	C 1	
6625-073-7416	OSCILLATOR P/N 241A B	B		A 1 B -	C - D - E - F -	
		E	0600 A 1	B -		
6625-077-29112X	MODULE EXTENDER PN-553-2635-005	E	0705 A 1	B -		
		E	1500 A 1	B -		
6625-077-2944	TEST SET RADIO P/N 5583BCD	C		A - B -	C 1	
6625-077-2959	MULTIMETER ELECTRONIC MODEL NO 317	E	0540 A 1	B -		
6625-077-2995	ATTENUATOR TG-950	E	0360 A 1	B -		
6625-077-3129	TEST SET - RADIO AN/FRM-11					

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6625-077-3129	CONTINUED AB	C	A - B 1 C -
6625-078-4489	GENERATOR-THERMAL NOISE MOD 780	C D	A - B 1 C 1 A 1 B 5 C - D 1
6625-078-4783	GENERATOR SIGNAL OPP POWER 60CY AC B	C D	A - B 1 C - A - B - C 1 D -
6625-079-3676	OSCILLOSCOPE DC-15 MIL-0-9970	C	A - B 1 C 1
6625-080-0965	VOLTMETER PORTABLE AC/DC P/N 196217	C	A - B - C 1
6625-081-3672	TEST SET TRANSISTOR P/N 870	C	A - B - C 1
6625-081-4457	GENERATOR PULSE MODEL 4120B	B C	A - B - C 1 D - E - F - A - B - C 1
6625-084-9237	PREAMPLIFIER - OSCILLOSCOPE TYPE D	B C D	A - B - C - D 1 E - F - A - B 1<AC> C 1 A 3 B 12 C - D -
6625-084-9302	VOLTAGE DIVIDER X	C	A - B - C 1
6625-086-1131	DETECTOR - PORTABLE TYPE CA-1684A B	C D	A - B 1 C 1 A - B - C 1 D -
6625-086-7165		D	***DELETE***
6625-087-1477	FILTER - TUNABLE P/N TRF-15	D	A 1 B 5 C - D 1
6625-087-6739	METER - DEVIATION, P/N 400	E	0540 A 1 B - 0600 A 1 B -
6625-089-3146	DRIVER - MODULATOR H/P 8403A	E	0240 A 1 B -
6625-093-8189	OHMMETER	C	A - B - C 1
6625-097-6666	CARRIAGE SLOTTED LINE P/N 809C	E	0040 A 1 B -
	R/S 6625-304-7213	E	0110 A 1 B -
	R/S 6625-304-7213	E	0210 A 1 B -
	R/S 6625-304-7213	E	0240 A 1 B -
	R/S 6625-304-7213	E	0280 A 1 B -
6625-099-0198	SLOTTED LINE IM-23A/U	B C	A - B - C - D 1 E - F - A - B 1 C 1
6625-099-0204*	TEST SET NULL	C	A - B - C 1
6625-099-0206	SIMULATOR, FLIGHT V	C	A - B - C 1
6625-102-47712C	EXTENDER-CARD P/N 358771	E	0340 A 1 B -
6625-102-4787	CONVERTER - UP MODEL A15-85510 CHANGED FROM S-N 6625-NC808121P	D D	A 1 B 5 C - D -

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6625-105-4289	FREQUENCY CONVERTER	D	A 1	B 5	C -	D -		
	C/F	D		2<1>				
	R/S							
	R/S							
6625-106-0643	BRIDGE - IMPEDANCE P-N 1609	E	0150 A 1	B -				
6625-107-2094YA	GENERATOR SQ WAVE MOD 211B	C	A -	B -	C 1			
	C/F	D	A -	B -	C 2 D -			
		D						
6625-107-8173	GENERATOR SIGNAL P/N 620B	C	A -	B -	C 1			
	R/S							
6625-109-8267	PREAMPLIFIER TEST P/N 1A7A	E	0220 A 1	B -				
	R/S							
6625-115-1583YA	GENERATOR - PULSE MODEL 2000	D	A -	B -	C 2 D -			
6625-118-6745Z5	TEST SET - TELEPHONE P-N GP01002	B	A 1	B -	C -	D -	E - F -	
6625-123-3046YA	GENERATOR - TONE BURST MOD 1396B	D	A -	B -	C 2 D -			
	CHANGED FROM S-N 6625-NC808585PYA	D						
6625-126-0217YA	MEAS SET - TRANSMISSION DELAY MOD	D	A -	B -	C 4 D -			
	CHANGED FROM S-N 6625-NC808734PYA	D						
6625-131-2751	OSCILLOSCOPE P/N PD-SAND-6625-106	E	0760 A 1	B -				
	CHANGED FROM S-N 6625-NC405444P	E	0760					
		E	0870 A 1	B -				
	CHANGED FROM S-N 6625-NC405444P	E	0870					
		E	1020 A 1	B -				
	CHANGED FROM S-N 6625-NC405444P	E	1020					
		E	1500 A 1	B -				
	CHANGED FROM S-N 6625-NC405444P	E	1500					
6625-168-0*16YA	MODULE TEST P/N AR-1	D	A -	B -	C 2 D -			
	C/F	D						
6625-185-3209	AMMETER-AC MOD 155	C	A -	B -	C 1			
6625-185-3216	AMMETER PORTABLE DC P/N PX4-424396	C	A -	B -	C 1			
6625-188-3232	TEST SET TELEPHONE TYPE TS-27B/TSM	B	A 1	B -	C -	D -	E - F -	
6625-188-3234	GENERATOR SIG P/N 38	E	0860 A 1	B -				
6625-193-0689	AMMETER PORTABLE AC 0 TO 15 KC	C	A -	B -	C 1			
6625-194-9972CX	SIMULATOR GROUP AN/URM-11	C	A -	B -	C 1			
6625-199-9256	VOLTMETER PORT MOD 904	C	A -	B -	C 1			
6625-210-6759	PREAMPLIFIER-DUAL TRACE TYPE B2	C	A -	B -	C 1			
6625-215-4931	ATTENUATOR-VARIABLE MOD 350D	C	A -	B -	C 1 D -			
		D	A -	B -	C 5			
		E	0860 A 1	B -				
	R/S							
6625-217-8581	R/B	E	0860					

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6625-225-5025	AUTO-RANGE SELECTOR 3442A	E 0480 A 1 B - E 0600 A 1 B -	
6625-225-6543	SLOTTED LINE TYPE 805C	C A - B 1 C 1	
6625-226-3483	PLUG-IN-CONVERTER MOD 5253B	C A - B 1 C 1	
	P/O 66259143619	D	
6625-226-5981	OSCILLATOR TYPE1209C	E 0150 A 1 B - E 0280 A 1 B -	
6625-226-6059	OSCILLOSCOPE 5 IN SCREEN 564M00509B 1	D ***DELETE***	
	REPLACES S-N 6625-247-4461		
6625-229-1038	METER, FIELD STRENGTH, TS-125/AP	B A - B - C 1 D - E - F - C A - B 1 C 1	
6625-229-1043	TEST SET TELEPHONE P-N 161A	C A - B - C 1	
6625-230-5149	ATTENUATOR P/N TS-402/U	C A - B - C 1	
6625-231-0727	AMMETER-DC-PORTABLE MOD 622	C A - B - C 1	
6625-240-1461	TEST SET RADIO TESTS TYPE NO TS-178/	C A - B 1 C -	
6625-243-0598	WATTMETER	C A - B - C 1	
6625-243-0599	WATTMETER AC MODEL 432	E 0160 A 1 B -	
6625-247-4461	PLUG IN PREAMPLIFIER (TIME BASE) MOD 3B3	E 1080 A 1 B -	
6625-252-3435	PROBE WAVEGUIDE MX-929U	B A - B - C 1 D 1 E - F - C A - B - C 1	
6625-255-0237		B ***DELETE***	
6625-264-9651	TEST SET - SILENT BUZZER P/N SPT-R-4	A A - B <Y> C - D <Y> E 0870 A 1 B -	
6625-265-6636	VOLTMETER- POHT. TYPE, PLASTIC CASE, DC	C A - B - C 1	
6625-265-6642	VOLTMETER AC TYPE 433	C A - B - C 1	
6625-269-4571	METER-AC-PORTABLE P/N 412	D A - B - C 1 <M> D -	
6625-269-4593	COUNTER PREAMPLIFIER TYPE HP5261A	E 0220 A 1 B - E 0660 A 1 B -	
6625-299-0877ZE	TEST SET IF P/N 0578063 X AA	C A - B - C 1	
6625-299-0878	POWER METER - CALORIMETER X S	C A - B - C 1	
6625-302-4739	DETECTOR VHF MOD 417A	E 0040 A 1 B -	
6625-304-7213	R/B 6625-097-6666	E 0040	
	R/B 6625-097-6666	E 0110	

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6625-304-7213	CONTINUED					
	R/B 6625-097-6666	E	0210			
	R/B 6625-097-6666	E	0240			
	R/B 6625-097-6666	E	0280			
6625-329-3856	POWER SUPPLY - P-N 101151 V	C		A -	B -	C 1
6625-343-1158	POWER MEASURING MX-1310	C		A -	B -	C 1
6625-347-89762W	TEST SET AMPLIFIER V	C		A -	B -	C 1
6625-348-9351	VOLTMETER PORTABLE 0 TO 240 0 TO S	C		A -	B -	C 1
6625-349-0205	TESTER CALIBRATOR 478A-1 X	C		A -	B 1	C 1
6625-360-2493	MULTIMETER - ELEC PTBL MODEL 4108 P	A B C D		A - A - A - A 6	B - B 2 B 20	C - C 1 C 1 C 2<I> D -
6625-444-6084	BRIDGE IMPEDANCE TYPE 1650A	A C		A - A -	B (4G) B 1	C - C 1
6625-444-6085	FREQUENCY METER H/P K532A	C		A -	B -	C 1
6625-444-6096	INDICATOR VIBRATION 591166866	C		A -	B 1	C 1
6625-444-6192	GENERATOR, SWEEP	C		A -	B -	C 1
6625-445-3694	SPECTRUM ANALYZER VIBRALYZER PN 651A	E	0690	A 1	B -	
6625-445-6917	OSCILLATOR LOCAL	D		A 6	B 20	C - D 1
6625-445-6930	MEASURING SET TYPE 12B	C		A -	B -	C 1
6625-445-6933	POWER SUPPLY - ELECTRONIC PP3514U	E	0520	A 1	B -	
6625-445-6948	PREAMPLIFIER PLUG-IN P/N 80	E	0390	A 1	B -	
6625-445-7032	VOLTMETER DIFFERENTIAL P/N 8011A	C		A -	B -	C 1
6625-445-9290	GENERATOR - NOISE P-N 70B49	C		A -	B -	C 1
6625-448-0052	CALIBRATOR RANGE TS-573B/UP AA	C		A -	B -	C 1
6625-448-0458	VOLTMETER	C		A -	B -	C 1
6625-448-6298	GENERATOR PULSE P/N 3450D	C		A -	B 1	C -
6625-472-9486	INDICATOR AUTO NOISE 74	C		A -	B -	C 1
6625-474-1505	CONVERTER FREQUENCY ID NO 14-22C	C D		A - A 2	B 1 B 10	C 1 C - D -

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6625-474-2937	NULL METER ME-201<>/FPS-26	E 0110 A 1 B -	
6625-476-0515	ATTENUATOR RF MODEL 651-73	C A - B - C 1	
	CHANGED FROM S-N 6625-716-4160		
6625-500-0824	OSCILLOSCOPE-3 IN AN/USM-25B	C A - B - C 1	
6625-500-4030	VOLTMETER PORTABLE P/N AN601C	B A - B - C 1 D 1 E - F - C A - B - C 1 D A - B - C 3 D -	
6625-507-3766	TEST SET-RF PTBL MODEL 430C	B A - B - C - D 2 E - F - C A - B 1 C 1 D A 3 B 15 C - D -	
6625-508-2426	TEST SET RADAR AN/UPM-53<>	B A - B - C 1 D - E - F - C A - B 1 C 1 E 0080 A 1 B - E 0110 A 1 B - E 0120 A 1 B -	
6625-511-0512	METER, ADMITTANCE, P/N 1602B	E 0320 A 1 B - E 0460 A 1 B -	
6625-513-3888	BRIDGE IMPEDANCE MOD 1606A	A A 1 B - C - D - C A - B - C 1 D A - B - C 2 D - E 0220 A 1 B -	
6625-515-2450	SIMULATOR MICROPHONE TYPE AN/URM-14	C A - B - C 1	
6625-519-1755	R/B 6625-900-1007	D	
6625-519-2054	CAPACITOR - DECADE P/N CDCS	C A - B - C 1	
6625-519-2414	PROBE-WAVEGUIDE 10 MC TO 10 KMC	E 0240 A 1 B -	
6625-519-2094	TEST SET RELAY P/N I-181B	B A 1 B - C - D - E - F 1 C A - B 1 C 1	
6625-519-3803	CALIBRATOR SET RANGE TYPE AN/UPM-11A	C A - B - C 1	
6625-519-5436	CAVITY TUNED TS-172A/UP	B A - B - C - D 1 E - F - C A - B 1 C 1	
6625-519-5475	DUMMY LOAD P/N 39A301 AN/UPM-50	E 0050 A 1 B -	
6625-519-7588	AMPLIFIER - AUDIO FREQUENCY RADIO	C A - B - C 1	
6625-519-7594	CAVITY-TUNED TYPE TS-488A/U	B A - B - C 1 D - E - F - C A - B 1 C 1	
6625-521-1265	BRIDGE, RESISTANCE	C A - B - C 1	
6625-534-7435	REPLACED BY S-N 6625-891-9235	B	
6625-534-7458	BRIDGE-CAPACITANCE-INDUCTANCE-	A A - B - C - D 3<E> B A - B - C - D 1 E - F - C A - B 1 C 1 D A - B - C 2 D -	



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6625-535-9532	WAVEGUIDE TERMINATION P/N 5910A	C		A -	B -	C 1			
		E	0180	A 1	B -				
		E	0480	A 2	B -				
6625-536-9223	GENERATOR SIGNAL AN/GRM-4 P/N 363885	C		A 1<E>	B -	C 1			
6625-536-9052	VOLTMETER ELECTROSTATIC MODEL ESH	C		A -	B -	C 1			
6625-538-9879	GENERATOR-SIGNAL-P/N 608C	C		A -	B -	C 1			
6625-539-8563	GENERATOR SIGNAL TYPE MD 83A/ARN E	C		A 1<E>	B 1	C 1			
6625-539-8601	TEST SET RADIO TYPE AN/TRM-3XN	B		A -	B -	C 1	D 1	E -	F -
		C		A -	B 1	C 1			
		D		A 1	B 5	C -	D -		
6625-539-9089	VOLTMETER DC MOD622 CAT.NR. 1962003	C		A -	B 2	C 1			
6625-539-9274	R/B 6625-710-9624	E	0020						
6625-539-9685		B		***DELETE***					
		D		***DELETE***					
6625-539-9910	FREQUENCY METER AN/URM-81< > H	B		A -	B -	C -	D 1	E -	F -
		C		A -	B 1	C 1			
		D		A 2	B 6	C -	D -		
6625-539-9937	BOLOMETER RF MODEL MODEL 4764	E	0150	A 1	B -				
6625-541-2585	TEST SET RADIO FREQ AN/USM-68< >	B		A -	B -	C 1	D -	E -	F -
		C		A -	B 1	C 1			
6625-544-8597	ANALYZER SOUND	O		A -	B -	C 1	D 1		
6625-546-6662	GENERATOR SWEEP 110A	C		A -	B -	C 1			
6625-547-5286	AMPLIFIER, STABILIZED DC MICRO-	C		A -	B -	C 1			
6625-553-0115	TEST SET-RADIO MM-707N	B		A -	B -	C 1	D -	E -	F -
		C		A -	B -	C 1			
6625-553-0334	GENERATOR SIG RADAR TYPE H03-623B AB AM	C		A -	B 1	C -			
6625-553-0336	GENERATOR SIG RADAR TYPE H02-623B X	C		A -	B -	C 1			
6625-553-05442C	TEST SET - RADAR GROUP DA1155/FP5-19 Y	C		A -	B 1	C -			
6625-553-1465	R/B 6625-107-8173	C							
6625-553-1469	TEST SET - RADAR AN/UPM-10B	C		A -	B -	C 1			
6625-553-1565	TEST SET, TS-183B/U	C		A 1	B -	C -			
6625-553-4699	OSCILLOSCOPE, MODEL RM-15	C		A -	B -	C 1			
6625-553-7486	TEST SET RADIO AN/PRM-1A	B		A -	B -	C -	D 1	E -	F -
		D		A 3	B 15	C -	D -		
6625-553-7690	TEST SET RADAR AN/UPM-18A								

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6625-553-7690	CONTINUED				
6625-553-7810	FREQUENCY METER MODEL 5830	C	A 1<E>	B 1	C 1
6625-553-8148	TEST SET TS-140 MIL-T-12643	C	A -	B 1	C -
6625-553-8253	AMMETER-PORTABLE AC CIRCUIT 60	A C	A - A -	B - B 1	C - C -
6625-553-8411	FREQUENCY METER TS/186<>/UP	C	A -	B -	C 1
6625-553-8412	METER FREQUENCY AN/URM-80	C	A -	B 1	C -
6625-553-8413	GENERATOR-SIGNAL TS-452<>/U	C	A 1<E>	B 1	C 1
6625-553-8416	TEST SET TELETYPEWRITER TS-2<>/TG	B C	A - A -	B - B 2	C - C -
6625-553-8417	TEST SET-RADAR AN/UPM-33<>	B C	A - A -	B - B -	C - C 1
6625-553-8418	GENERATOR SIGNAL TS-538<>/U AB	C	A -	B 1	C -
6625-553-8421	METER - FIELD STRENGTH	C	A -	B -	C 1
6625-553-8422	ELECTRONIC SWITCH TYPE TS-433<>	C	A -	B 1	C 1
6625-553-8425	D	D	***DELETE***		
6625-555-2939	FLUXMETER-PORT TS-15<>/UP	B C	A - A -	B - B 1	C 1 C 1
6625-556-1064		B	***DELETE***		
6625-556-8169	POWER SUPPLY MODEL 71	C	A -	B -	C 1
6625-556-8511	TEST SET SYNCHRO TS-713A/U	E	0120	A 1	B -
6625-556-8936	GENERATOR SIGNAL MOD 50-71A/FCC	C	A -	B -	C 1
6625-557-0308	GENERATOR-SIGNAL AN/URM-49<>	B C D	A - A - A 6	B - B - B 20	C 1 C 1 C -
6625-557-0310	GENERATOR, SIGNAL, P/N ANURM-64<>	B C D	A - A - A 6	B - B 2 B 20	C 1 C 1 C -
6625-557-0311	GENERATOR-SIGNAL TYPE AN/URM-48	C	A -	B 1	C 1
6625-557-0393	TEST SET-RADIO, AN/URM-17	E	0120	A 1	B -
6625-557-0395	TEST SET-RADAR AN/UPM-68<>	B C	A - A -	B - B 1	C 1 C 1
6625-557-0396	TEST SET RADAR AN/UPM-25<>	C	A -	B 1	C -
6625-557-0397	TEST SET, RADAR, TYPE TS-147				

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6625-557-0397	CONTINUED						
6625-557-0398	TEST SET-SEMICONDUCTOR DEVICE TYPE	C	A -	B 1	C 1		
6625-557-0399	TEST SET-CAPACITOR MIL-T-12636	B C	A - A -	B - B 1	C 1 C 1	D -	E - F -
6625-557-0523	GENERATOR SIGNAL AN/URM-26B	B C	A - A -	B - B 1	C 1 C 1	D 1	E - F -
6625-557-3186	OSCILLOSCOPE-05-8<>/U DELT W/O REPL	B D	A -	B -	C 1	D -	
6625-557-3254	TEST SET CRYSTAL UNIT	C	A -	B -	C 1		
6625-557-3255	TEST SET RADAR AN/UPM-24<>	E E	0080 A 1 0110 A 1	B - B -			
6625-557-5331	VOLTMETER - ELECTRONIC PLASTIC CASE	C	A -	B -	C 1		
6625-557-5521	CAVITY TUNED TS/270<>/UP	B C	A - A -	B - B 1	C 1 C 1	D -	E - F -
6625-557-5672	VOLTMETER PORTABLE MOD ESHMOO	C	A -	B 1	C 1		
6625-557-7013	GENERATOR SIGNAL AN/URM-61<>	B C D	A - A - A 6	B - B 1 B 20	C 1 C 1 C -	D -	E - F -
6625-557-7288	POWER-SUPPLY ELECT 715A	C	A -	B -	C 1		
6625-564-9477	CALIBRATOR RANGE INDICATOR AN/UPM-61	C	A -	B -	C 1		
6625-568-0338	SIMULATOR DROP TANK MOD SM-67G	C	A -	B 1	C -		
6625-574-0804	TEST SET RADIO AN/URM-44<> AA	C D	A - A 6	B - B 20	C 1 C -	D 2	
6625-575-4625	TEST SET INSULATION TYPE MD1	A C	A - A -	B - B 1	C - C 1	D 1<>	
6625-575-6669CZ	DETECTOR - HETERODYNE MOD DNT-7 C/F 6625-NC802463PCZ	E E	0220 A 1 0220	B -			
6625-578-5300	RADIO INTERFERE	C	A -	B 1	C -		
6625-578-5008	GENERATOR-ELEC MARKER MOD 18151	C	A -	B 1	C 1		
6625-578-5087	VOLTMETER-PORTABLE-WESTON 433	C	A -	B -	C 1		
6625-578-5916	VOLTMETER-PORTABLE AC OR DC-TS340<>	C	A -	B -	C 1		
6625-578-7910ZC	POWER SUPPLY PP-2010/FST-2<>	E	0260 A 1	B -			
6625-580-0772	BOLOMETER RADIO FREQ P/N X485B	C	A -	B -	C 1		

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6625-580-1911	MULTIMETER-PORTABLE TS-585<>/U	B		A -	B -	C -	D 1	E -	F -
		C		A -	B 1	C 1			
6625-580-1912	MULTIMETER-ELECTRONIC ME-6<>	B		A -	B -	C 1	D 1	E -	F -
		C		A -	B 2	C 1			
		D		A 6	B 20	C -	D -		
6625-580-1925	GENERATOR, SIGNAL, AC, 3800 TO 7500	B		A -	B -	C 1	D -	E -	F -
		C		A -	B 1	C 1			
		D		A 6	B 20	C -	D -		
6625-580-1929	GENERATOR-SIGNAL SG-1A/ARM<>	C		A -	B 1	C 1			
6625-580-3466	GENERATOR SIGNAL TYPE 150-B	E	0860	A 1	B -				
6625-580-5925	VOLTMETER 410BR	C		A -	B 1	C 1			
6625-580-7923	GENERATOR-SIGNAL AN/URM-25<>	B		A -	B -	C 1	D 1	E -	F -
		C		A -	B 1	C 1			
		D		A 6	B 20	C -	D -		
6625-581-2025	TEST SET INSL BRKDN 4300 Y	C		A -	B 1	C -			
6625-581-2097	TEST SET-ELEC POWER AN/UPM-93	E	0460	A 1	B -				
6625-581-5480	GENERATOR SIGNAL, AN/URM-35A X	C		A -	B -	C 1			
6625-585-1670	CAPACITOR - DECADE P/N 1419K I	C		A -	B -	C 1	D 1		
		D		A -	B -	C 2			
6625-585-4006	TEST SET, AUDIO, TYPE TS 629 CU E	C		A 1	B -	C 1			
6625-585-4915	RESISTOR DECADE 0 TO 999,999 OHMS	C		A -	B -	C 1			
6625-587-9224	TEST SET SIG P/N 476B1	E	1220	A 1	B -				
6625-594-2103	TEST SET TS-26A/TSM	A		A -	B 1	C -	D 1	E 1	F 1
		B		A -	B -	C -	D -		
6625-600-9165	PREAMPLIFIER-OSCILLOSCOPE 53-54E	B		A -	B -	C -	D 1	E -	F -
		C		A -	B -	C 1			
		D		A 3	B 14	C -	D -		
6625-602-8527	TEST SET HF P/N NF-105	C		A -	B 1	C 1			
		D		A 5	B 24	C -	D -		
6625-603-8063	TEST SET RADAR AN/GPM-17	C		A -	B 2	C 1			
6625-606-9726	638R MOD BRIDGE WHEATSTONE	C		A -	B 1	C 1			
6625-608-3538	CHANGED TO S-N 6625-679-6508	B							
	CHANGED TO S-N 6625-679-6508	D							
6625-610-9794	TEST SET OSCILLATOR AN/PRM-10<>	B		A -	B -	C 1	D 1	E -	F -
		C		A -	B 1	C 1			
6625-611-7740	RADIO INTERFERENCE MEASURING SET,	C		A -	B 1	C 1			

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6625-612-1837	DECADE - ATTENUATOR TYPE 1450TB	C	A - B - C 1				
6625-620-7474	METER IMPEDANCE MOD 250A	C	A - B - C 1				
6625-621-0596	PRECISION TEST REC. TYPE 130	C	A - B - C 1				
6625-621-2427	TEST SET TACH & GEN TTU-27/E	B	A - B - C - D 1 E - F -				
6625-623-9902ZC	TEST SET SERVO	E	0260 A 1 B -				
6625-623-9903ZC	ANALYZER - SPECIAL C1 DRA49087	E	0260 A 1 B -				
6625-623-9904ZC	TEST SET, QUANTITIZER	E	0260 A 1 B -				
6625-623-9905ZC	ANALYZER P/N RRA49087	E	0260 A 1 B -				
6625-623-9906ZC	ANALYZER DRA 49086 TS-1167/FST-2	E	0260 A 1 B -				
6625-623-9907ZC	TEST SET, SHIFT REGISTER	E	0260 A 1 B -				
6625-623-9908ZC	SIMULATOR DRA 46603 SM-137/FST-2	E	0260 A 1 B -				
6625-623-9909ZC	TEST SET, SELECTOR UNIT	E	0260 A 1 B -				
6625-623-9910ZC	TEST SET, DISPLAY	E	0260 A 1 B -				
6625-623-9911ZC	TEST SET, DIGITALIZER	E	0260 A 1 B -				
6625-623-9917ZC	TEST SET-MAGNETIC CORE DRA 43429	E	0260 A 1 B -				
6625-623-9920ZC	TEST SET, REGULATOR	E	0260 A 1 B -				
6625-626-5533	ATTENUATOR MOD. RFA-551-50	C	A - B - C 1				
6625-628-6514	DIVIDER TYPE 453A	C	A - B - C 1				
6625-629-4215	GEN. NOISE TYPE 260A	C	A - B 1 C 1				
6625-629-4216	GEN. NOISE TYPE 310A	C	A - B 1 C 1				
6625-629-7051	INDICATOR DISTORTION ME-153/U	D	A - B - C 1 D 1				
6625-633-0340	TEST SET RADAR AN/UPM-6C	B C	A - B - C 1 D - E - F - A - B - C 1				
6625-633-0342	GENERATOR, PULSE, TYPE AN/UPM-3 AA	C	A - B - C 1				
6625-635-7991	POWER SUPPLY, ELECTRONIC TYPE, HALF	E	0680 A 1 B -				
6625-643-0109	TEST SET RELAY OPEN AND CLOSURE E	C	A 1 B - C -				
6625-643-1498	WAVEMETER-TS-117/6P	B C	A - B - C 1 D - E - F - A - B 1 C 1				
6625-643-1568	GENERATOR SIG TS-421/U TYPE 205AG						

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6625-643-1568	CONTINUED		
6625-643-1785	OHMMETER-0 TO 100 MEG AN/PSM-2A	C A - B 1 C 1	
		A A - B 1 C - D 1<J>	
		B A 1 B - C 1 D 1 E 1 F 1	
		C A - B 1 C 1	
		D A 3 B 12 C 2<I> D -	
6625-643-2759	PROBE RF TYPE MX-925/U	C A - B 1 C 1	
6625-647-0577CX	TEST SET GROUP RADIO TYPE AN/GRM-10	E 0530 A 1 B -	
		E 0700 A 1 B -	
6625-647-0587	DUMMY LOAD ELECT P/N 5221247002	C A - B - C 1	
6625-647-4109	ANALYZER SPECTRUM TYPE 478R-1	C A - B 1 C -	
6625-647-4110CX	TEST SET RADIO TS-1063/ARC-5B AB	C A - B 1 C -	
6625-647-4111CX	TEST SET-COUPLER CONTROL TS-1064/ AB	C A - B 1 C -	
6625-648-8745	TEST SET TELEPHONE TS-420B	A A - B 1 C - D 1	
		C A 1 B - C -	
6625-648-8746	T.S. TELETYPEWRITER MOD. TDA-2 AB	C A - B 1 C -	
6625-648-9373	TEST SET PN 91A	A A - B 1 C - D 1	
		C A - B - C 1	
6625-649-0062Z*	MONITOR - RADIO FREQ P-N 252 AB	C A - B 3 C -	
6625-649-2797	TEST SET 51C	C A - B - C 1	
6625-649-3054	BRIDGE, IMPEDENCE, ROTARY SWITCH	C A - B 1 C -	
6625-649-3240	GENERATOR-THERMAL NOISE	C A - B - C 1	
6625-649-3395	RELAY TEST SET MOD 35F R S	A ***DELETE*** B A 1 B - C - D - E 1 F 1 C A - B - C 1	
6625-649-3051	AMMETER PORTABLE MOD 622	E 0110 A 1 B -	
6625-649-3808	MILLIAMMETER MOD 931-490 4004	C A - B - C 1	
6625-649-4284	CAPACITOR DECADE TYPE MX-189/U	C A - B - C 1	
6625-649-4058	TEST SET-RADAR, SUB-CLUTTER AND	B A - B - C 1 D - E - F - C A - B - C 1	
6625-649-4049	METER AUDIO PORTABLE MIL-T-12643	C A 1 <F> B - C 1	
6625-649-4971	WAVEMETER FR-49/U	C A - B - C 1	
6625-649-4980	OSCILLOSCOPE 3 IN TYPE AN/USM-3B DELT w/O REPL	D E 0080 A 1 B -	

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6625-649-5064	WATTMETER MOD 67C	D		A -	B -	C 2	D 1		
6625-649-5113	VOLTMETER-PTBL AC TYPE AN/PSM-3	C		A -	B 1	C 1			
		D		A 3	B 15	C -	D 1		
6625-649-5159	Q-METER TYPE TS-617 B/U	C		A -	B -	C 1			
6625-649-5282	WATTMETER PORT AC-DC MOD 310	C		A -	B -	C 1			
6625-649-5399	TEST SET-RADIO FREQ TS-118A/4P	B		A -	B -	C 1	D -	E -	F -
		C		A -	B 1	C 1			
		D		A -	B -	C 1	D -		
6625-649-7829	GENERATOR SWEEP MOD 8655G	E	0080	A 1	B -				
6625-650-9030	TEST SET-INDICATOR ID-72B/UPM-72	E	0080	A 1	B 1				
		E	0090	A 1	B -				
		E	0290	A 1	B -				
		E	0390	A 1	B -				
6625-650-9034	TUNING UNIT RF TN-336/UPM-72	E	0080	A 1	B 1				
		E	0390	A 1	B -				
6625-650-9035	TUNING UNIT RF TN-337/UPM-72	E	0080	A 1	B 1				
		E	0090	A 1	B -				
		E	0290	A 1	B -				
		E	0390	A 1	B -				
6625-668-9749	METER-FREQUENCY AN/URM-79	C		A -	B 1	C 1			
6625-669-2395	GENERATOR-SIGNAL MOD 380A	B		A -	B -	C -	D 1	E -	F -
		E	0090	A 1	B 1				
6625-669-4037	RESISTOR DECADE 0 TO 1111 OHMS 0.1	C		A -	B -	C 1			
6625-670-2537	GEN. NOISE MOD. 271A	E	0110	A 1	B -				
6625-673-5932	TEST SET-GND RESIST., P/N 259	B		A 1	B -	C -	D 1	E -	F -
		D		A 2	B 10	C 2	D -		
		E	0360	A 1	B -				
6625-674-4860	TEST HARNESS-RADIO P/N 547-3914-00	E	0870	A 1	B -				
6625-676-2704	MULTIMETER - ELECTRONIC TYPE 300G	C		A -	B -	C 1			
6625-678-0346	TEST SET - RADAR	C		A -	B -	C 1			
6625-678-0904	VOLTAGE DIVIDER MOD 11039A	E	0110	A 1	B -				
		E	0120	A 1	B -				
		E	0480	A 1	B -				
6625-678-5039	TEST SET - RADAR AN/UPM-85	E	0080	A 1	B -				
6625-678-6637	PREAMPLIFIER PLUG IN TYPE CA	B		A -	B -	C 1	D 1	E 1	F -
		C		A -	B 1	C 1			
		D		A 2	B 10	C -	D -		
6625-679-0395	R/B 6625-900-1007 & 6625-812-9878	C							
	R/B 6625-900-1007 & 6625-812-9878	D							

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6625-679-0624	ATTENUATOR VARIABLE TYPE H375A	E	1220 A 1	B -		
6625-679-0636	SHORT ADJ TYPE H920A	E	1220 A 1	B -		
6625-679-5389	TUNER RF DS-109L	C	A -	B -	C 1	
6625-679-5486	FREQUENCY METER-AN/TSM-16	B	A -	B -	C -	D - E - F 1
6625-679-6508	DOLLY-TEST EQUIP MX-2703/U	B	A -	B -	C 1	D 1 E - F -
	CHANGED FROM S-N 6625-608-3538	C	A -	B 1	C 1	
	CHANGED FROM S-N 6625-608-3538	D	A 6	B 20	C -	D -
6625-682-2581	GENERATOR-PULSE AN/UPM-15A	B	A -	B -	C 1	D - E - F -
		C	A -	B 1	C 1	
		D	A 3	B 12	C -	D -
6625-682-7452	GENERATOR PULSE MOD 214A	C	A -	B 1<AD>	C 1	
		E	0180 A 1	B -		
6625-682-9496	GENERATOR PULSE MOD 570A	E	0110 A 1	B -		
		E	0120 A 1	B -		
6625-683-9593	TEST SET RADIO 5228956005	C	A -	B -	C 1	
6625-689-7685	ANALYZER - WAVE MOD 312A	D	A -	B -	C 2	D -
6625-691-6598	METER FREQUENCY PN-P532A	E	0080 A 1	B -		
		E	0240 A 1	B -		
6625-692-4549	GENERATOR SIGNAL TYPE AN/USM-16	C	A -	B 1	C 1	
6625-692-4573	TEST SET ELEC CABLE PTBL HARNESS	E	0260 A 1	B -		
6625-693-3750	INDICATOR PHASE SEQUENCE DESIGNED	C	A -	B -	C 1	
6625-704-9125	TEST HARNESS AN/ARM-38	E	0940 A 1	B -		
6625-708-1954	SWEEP GENERATOR	E	0520 A 1	B -		
6625-709-08012X	TEST SET CONTROL TS-1324/TRC-75	E	0700 A 1	B -		
6625-710-0119	TEST SET RADAR AN/UPM-99	C	A -	B 1	C 1	
6625-710-2754	TEST SET P/N 01-38999A01	E	0540 A 1	B -		
6625-710-7251	OSCILLATOR UNIT, P/N 1208B	E	0320 A 1	B -		
6625-710-7252	OSCILLATOR UNIT, P/N 1211B	C	A -	B -	C 1	
		D	A 2	B 10	C 2	D 1
6625-710-9624	OSCILLOSCOPE P/N 0546AU	C	A 1<E>	B -	C 1	
	H/S 6625-539-9274	E	0020 A 1	B -		
6625-711-59862X	TEST SET RADIO TS-1325/TRC-75	E	0700 A 1	B -		



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6625-711-6958	GENERATOR SWEEP MOD 111A	E	0120 A 1	B -			
6625-713-2099	METER-FIELD STRENGTH MOD 704B	E	0860 A 1	B -			
6625-714-4032	GENERATOR AUDIO SIGNAL PN GR 1307A B	A	A -	B 1	C -	D -	
6625-714-4080	CONVERTER-FREQUENCY MOD 526C	C	A -	B -	C 1		
6625-715-5590	WATTMETER MC-1B	E	0520 A 1	B -			
6625-716-0812	PLUG-IN UNIT P/N K	B C D	A - A - A 6	B - B 1(CAN) B 20	C 1 C 1 C -	D 1 D -	E - F -
6625-716-0813	PREAMPLIFIER TYPE G	B C	A - A -	B - B -	C 1 C 1	D 1	E - F -
6625-716-0883	PREAMPLIFIER-OSCILLOSCOPE P/N B	B C D	A - A - A 6	B - B 1(CAN) B 20	C 1 C 1 C -	D 1	E - F -
6625-716-4031	NOISE SOURCE WAVEGUIDE P/N X347A	E E	0040 A 1 0280 A 1	B - B -			
6625-716-4160	CHANGED TO S-N 6625-476-0515	C					
6625-720-3169	VOLTMETER PORTABLE AC-DC 1000 CYCLES	C	A -	B -	C 1		
6625-720-3537	VOLTMETER-DC PORT ME-186/U MOD 202B	C	A -	B 1	C 1		
6625-724-2918	OSCILLOSCOPE TYPE ANUSM50PAREN DELT W/O REPL	B C	A -	B 1	C 1		
6625-724-4111	VOLTMETER ELECTRONIC 0 TO 300 V AC	A B C D	A - A 1 A - A 3	B - B - B 1 B 12	C - C 1 C 1 C 1(C)	D 1 D 1	E - F -
6625-724-4113	VOLTMETER DIFFERENTIAL MIL-V-9986	C	A 1	B 1	C 1		
6625-724-4114	VOLTMETER PORTABLE MIL-V-9989	C	A -	B 1	C 1		
6625-724-5788	GEN. SIG. MIL-G-38700(C)	C	A -	B 1	C 1		
6625-724-7975	GENERATOR 14 TIME MARKERS 105 TO	C	A -	B -	C 1		
6625-724-7978	ANALYZER-SPECTRUM MIL-A-9998	B C	A - A -	B - B 1	C 1 C 1	D 1	E - F -
6625-724-7979	GENERATOR-SIG MOD 202A MIL-G-9987	C	A -	B 1	C 1		
6625-724-8582	MULTIMETER-AN/PSM-6(C)  I	A B C D	A 1 A 1 A - A -	B 1 B - B 2 B -	C 1 C 1 C 1 C 2	D 1 D 1	E 1 F 1
6625-725-8406	OSCILLATOR MIL-O-9990	B C	A - A 1	B - B 1	C 1 C 1	D 1	E - F -

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6625-725-8406	CONTINUED		
6625-725-8423	MULTIMETER MIL-M-9996	D A 6 B 20 C - D -	
		E 0150 A 1 B -	
		E 0220 A 1 B -	
		E 0600 A 1 B -	
		E 0760 A 1 B -	
6625-725-8430	MULTIMETER AN/USM-33	B A - B - C 1 D 1 E - F -	
	D	C A - B 1 C 1	
		D A - B - C 1 D -	
6625-727-4706	VOLTMETER - TRUE RMS MODEL 3400A	C A - B 1 C 1	
		D A 3(K) B 15 C - D 2	
6625-728-07532*	TEST SET RADAR P/N 02-734990-1 AM	C A - B - C 1	
6625-729-6907	VOLTMETER-ELECTRONIC P/N 400L	C A - B - C 1	
6625-731-5865	OSCILLATOR UNIT, P/N 1214A	D A - B - C 2 D 1	
6625-732-1172	ANALYZER - SPECTRUM P-N TA-2 I	D A - B - C 2 D 1	
6625-733-5722	RESISTOR-DECADE MIL-R-9991A	C A - B - C 1	
6625-738-6118	RECORDER - OSCILLOGRAPH P/N 280	D A 1(K) B 1 C - D 1	
	CHANGED FROM S-N 6625-738-6118AH		
6625-738-6118AH	CHANGED TO S-N 6625-738-6118	D	
	CHANGED FROM S-N 6625-949-9717	D	
6625-738-6712	TRANSPONDER AN/TPX-37C	E 0520 A 1 B -	
6625-738-8065	PREAMPLIFIER TYPE H	C A - B - C 1	
6625-740-0344	TEST SET TELEPHONE P-N HP 3550A	C A - B - C 1	
		D A - B - C 2(K) D 2	
6625-752-7992	STROBOSCOPE-60-1440 RPM & 600-14400	B A - B - C 1 D 1 E - F -	
		C A - B - C 1	
6625-753-1943	TEST SET TRANSPONDER SET AN/GPM-40A AD	C A - B 1 C 1	
6625-753-2047	TABLE-RADAR MAINTENANCE P/7 7310583	E 0100 A 1 B -	
6625-762-5906	ANALYZER SPECTRUM P/N 55B-3B	C A - B - C 1	
6625-764-6106	MULTIMETER MIL-M-38706	C A - B 2 C 1	
		D A 1 B 5 C - D -	
6625-764-8214	GEN. IMPULSE MOD.IG-118C T	C A - B 1 C -	
6625-764-8216	OSCILLOSCOPE MIL-O-9985	C A - B 1 C 1	
6625-765-0982	TEST SET-RADIO TYPE AN/GRM-21	E 0530 A 1 B -	
		E 0700 A 1 B -	
6625-766-4685	TEST HARNESS RADIO AN/URM157	C A - B 1 C 1	

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6625-766-4685	CONTINUED	E 0540 A 1 B - E 0870 A 1 B -							
6625-772-6106	TEST SET ELECTRON TUBE TV-7<>/U CHANGED FROM S-N 6625-772-6106SE	B A - B - C 1 D 1 E 1 F - C A - B 1 C 1 D A 6 B 20 C - D -							
6625-772-6106SE	CHANGED TO S-N 6625-772-6106 CHANGED TO S-N 6625-772-6106	B D							
6625-773-4767Zw	TEST SET+ CLOSE SUPPORT V AP	C A - B - C 1							
6625-777-4402	BRIDGE - RESISTANCE P/N 381	A A - B 1 C - D 1 B A 1 B - C - D - E 1 F 1 C A 1 B 1 C 1 D A 1 B 5 C - D 1							
6625-780-5213	UNIT - FREQ SELECT MOD EMA-910-12	D A 2 B 10 C - D -							
6625-781-5738	INDICATOR - STANDING WAVE TYPE 416B	C A - B - C 1							
6625-781-5740	TEST SET ELECTR.	E 0840 A 1 B -							
6625-781-5769	AMMETER-PORT DC MOD 931-2902001	E 0240 A 1 B - E 0340 A 1 B - E 0480 A 1 B -							
6625-783-5965	GENERATOR-SIGNAL AN/URM-127	B ***DELETE*** C A - B 1 C 1 D ***DELETE***							
6625-783-7531	DETECTOR+RADIO & TV FREQ INTERFERENC	D A 2<1> B 2 C - D 1							
6625-784-0805	GENERATOR SIGNAL MILG3870B	C A - B 1 C 1 D A - B - C 2 D 1 E 0020 A 1 B -							
6625-784-0809	GEN. SIG MIL-G-9997	C A - B 1 C 1							
6625-785-4249	DISTORTION ANALYZER P/N 1200B	C A - B - C 1							
6625-785-5769	MULTIMETER P/N 425A	E 0960 A 1 B - E 1480 A 1 B -							
6625-786-6154Zk	TRANSMITTER - THEODOLITE RADIO	D A - B - C 1 D -							
6625-787-0248	WAVEMETER - TYPE FR-126U P/N X-532B	E 0040 A 1 B -							
6625-787-2054	GENERATOR SIGNAL PN 69800-1 AA	C A - B - C 1							
6625-788-0919	VOLTMETER P/N 314A	C A - B - C 1							
6625-788-8598	R/B 6625-999-3592	C							
6625-788-8599	TEST SET-RADIO FREQ R/B 6625-874-0303	B A - B 1 C 1 C A - B - C 1 D - D							

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6625-789-1413LF	REPAIR KIT PRINTED CIRCUIT Y	C	A - B - C 1	
6625-789-2201	OSCILLOSCOPE TYPE 561A	E	0150 A 1 B -	
		E	1040 A 1 B -	
		E	1080 A 1 B -	
6625-790-2281	GEN. DOT & BAR MOD.660	E	0860 A 1 B -	
6625-793-1310	MEASURING SET PWR DENSITY AN/USM-82	D	A 6 B 20 C - D 1	
6625-793-1334	TEST SET AN/GPM-44 AP	C	A - B - C 1	
6625-793-1337	FREQUENCY METER MOD 555-A53	E	0110 A 1 B -	
		E	0240 A 1 B -	
6625-793-1341	VOLTAGE STANDARD AND NULLMETER	E	0110 A 1 B -	
6625-793-1343	METER - NOISE FIGURE MOD 340B	C	A - B 1 C 1	
6625-793-1345	GEN. NOISE TYPE 345B	E	0100 A 1 B 1	
6625-793-1347	TEST SET- RADAR MOD 5024C	E	0080 A 1 B -	
		E	0110 A 1 B -	
		E	0240 A 1 B -	
6625-793-3331	VOLTMETER - ELECTRONIC MOD J-1003	E	0110 A 1 B -	
6625-796-4851	PLUG IN UNIT TYPE 1A1	E	0360 A 1 B -	
6625-797-78792C	MODULE TEST RACK P/N TX-8880-501 AM	C	A - B - C 1	
6625-798-6802	GEN. NOISE TYPE 600A	E	0110 A 1 B -	
6625-799-7616	STROBOSCOPE - 60 TO 1440 CHANGED FROM S-N 6680-799-7616	C	A - B - C 1	
6625-799-8066	TEST SET ELECTR. T	C	A - B 1 C -	
6625-799-8110	PLUG-IN UNIT OSCILLOSCOPE P/N L	B C D	A - B - C 1 D 1 A - B 1 C 1 E 1 F - A 6 B 20 C - D -	
6625-799-8999	GENERATOR INTERFERENCE RANDOM NOISE	C D	A - B 1 C 1 D 2 A 3 B 12 C 1	
6625-799-9433	OSCILLATOR TYPE 865-Aw9	C	A - B - C 1	
6625-799-94342C	OSCILLATOR TYPE 865-Aw11	E	0110 A 1 B -	
6625-799-9703	TESTER LOAD BANK TYPE A-1A S	C	A - B - C 1	
6625-801-1309	H/B 6625-042-9053	E	0860	
6625-803-1300EX	RADIO - TEST SET MK-731A/ARC-51	E	0400 A 1 B -	
		E	0420 A 1 B -	
6625-806-5929	VOLTMETER - ELECTRONIC P/N 502A	C	A - B 1 C 1	

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6625-806-5929	CONTINUED					
6625-807-4532Z	TEST SET RADAR P/N 377A512	D	A -	B -	C 2	D 1
6625-808-1801	TESTER TRANSISTOR P/N 575 MOD 122C	E	0740 A 1	B -		
6625-808-2419	DECADE-RESISTOR ZM-16B/U	C	A -	B 1	C 1	
6625-808-5584	GENERATOR SIGNAL 50299B/U	C	A -	B -	C 1	
6625-809-5469	VOLTMETER P/N 3420A	B C	A - A -	B - B 1	C - C 1	D 1 E - F -
6625-811-2438	R/S	E	0220 A 1	B -		
6625-811-9896	VOLTMETER+PORT.+DC CIRCUIT+V SCALE+	E	0150 A 1	B -		
6625-812-2114	FREQUENCY METER+RECORDING+P/N AW	C	A -	B -	C 1	
6625-812-4104	GENERATOR-SQUARE WAVE TYPE 105	B C	A - A -	B - B -	C - C 1	D 1 E - F -
6625-812-9879	DETECTOR STANDING WAVE RATIO R/S	C	A -	B 1	C 1	
	R/S	D	A 3	B 15	C -	D -
6625-814-1038	UNIT - PRESELECTOR MOD 8441A	C	A -	B -	C 1	
6625-816-9320	PREAMPLIFIER-TYPE 131	D	A 1	B 5	C -	D -
6625-816-9324	AMMETER PORTABLE DC P/N 428-B	C	A -	B 1	C 1	
6625-819-0472	GENERATOR - SIGNAL P/N 006A	C	A -	B 1	C 1	
6625-819-1188	GENERATOR-VARIABLE SWEEP HD-3	B C	A - A -	B - B 1	C 1 C 1	D - E - F -
6625-821-2088	MULTIMETER - ELECTRONIC P/N 412A	B C	A - A -	B - B -	C 1 C 1	D 1 E - F -
6625-821-3291	GENERATOR SIGNAL P/N 200T	C	A -	B -	C 1	
6625-821-6778	R/B	C	A -	B -	C 1	
6625-823-5393	WAVEGUIDE-ATTENUATOR VARIABLE<<382A>>	C	A -	B -	C 1	
6625-824-6316	MULTIMETER-AN/UHM-105C>	A B C	A 1 A 1 A -	B 1 B - B -	C - C - C 1	D - E - F -
6625-826-5824	METER-FREQUENCY MOD Nw10A	D E E	A 1 0120 A 1 0280 A 1	B 5 B - B -	C - C -	D 1 E - F -
6625-828-7829	AMMETER MODEL 433 0 TO 5 AMP RANGE	C	A -	B -	C 1	

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6625-829-0991Z	TEST SET RADAR P/N 377A 511601	E 0500 A 1 B -	
6625-832-6706	OSCILLATOR SWITCH 2650A	C A - B - C 1	
6625-832-6915	COUNTER ELECTRONIC P/N 361ARM5 B	B A 1 B - C 1 D 1 E - F - C A - B - C 1 D A 2 B 7 C - D -	
	H/S 6625-885-1011		
6625-832-9047	VOLTMETER P/N 128A	C A - B - C 1	
6625-833-3700	TEST ASSEMBLY - DATA TRANSMISSION	C A - B - C 1	
6625-835-6936	ATTEN VAR 8841	C A - B - C 1	
6625-835-6808Z	VFO TEST SET P/N TA117-03 S	C A - B - C 1	
6625-838-7513	WAVEMETER MOD.228	E 0080 A 1 B -	
6625-839-2326	DETECTOR P/N 424A	E 0210 A 2 B -	
6625-839-7843	OHMMETER 100000 OHMS TO 4 MEGOHMS	C A - B - C 1	
6625-841-5078	TEST SET MEASURING P/N 340B H/S 6625-922-3585	D A - B - C 2 D 2 E 0879 A 1 B - E 1080 A 1 B - E 1500 A 1 B -	
6625-843-1095	GEN. SWEEP MOD.385A9-1	E 0100 A 1 B -	
6625-846-6583	MULTIMETER P/N 630NA	C A - B - C 1	
6625-847-1621	DELT W/O REPL	A	
6625-852-0179	OSCILLOSCOPE, TEKTRONIC MDL 321	C A - B - C 1	
6625-852-0742Z	VOLTMETER DIGITAL P/N 6200A	E 0500 A 1 B - E 1500 A 1 B -	
6625-852-4352	CHANGED TO S-N 6625-857-4352	E 0760	
6625-853-3144	REPLACED BY S-N 6625-922-3585	D	
6625-853-3145	REPLACED BY S-N 6625-922-3585	D	
6625-854-5976Z	AMPLIFIER-MOD 10065YR	E 0100 A 1 B -	
6625-855-1010	TELEPHONE - VOLTMETER MOD 3555A	D A - B - C 2 D -	
6625-855-1015	BRIDGE - IMPEDANCE H.F. P/N 0182	A A 1KD> B - C - D -	
6625-855-1025	NETWORK - FLAT WEIGHING P-N 6006	D A - B - C 4 D -	
6625-855-8077	GENERATOR SIGNAL P/N 8050	B A - B - C 2 D 2 E - F - D A - B - C 2 D -	
6625-857-4352	GENERATOR SIGNAL P/N 608E CHANGED FROM S-N 6625-852-4352	E 0760 A 1 B -	

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6625-858-5231	TEST SET OIL PORT, P/N 9T11TB454	C	A -	B 1	C 1	
6625-859-3421	GENERATOR-SIGNAL SHF TYPE 628A	D	A 6	B 20	C - D 1	
6625-859-5169	RECEIVER - BASIC UNIT P/N RB	E	0520 A 1	B -		
		E	0600 A 1	B -		
6625-859-5170	NOISE SOURCE, WAVEGUIDE, P/N 5347A	C	A -	B -	C 1	
6625-860-8423	ANALYZER - MODEL 41	C	A -	B 1	C 1	
6625-860-8826	MODULATOR - PIN MOD 8733A	E	0240 A 1	B -		
6625-861-9087	CONVERTER FREQ ELEC 525C	C	A -	B -	C 1	
6625-863-8938	ANALYZER HF MOD. 15B A	C	A -	B -	C 1	
6625-864-64492R	TEST SET RECEIVER AN/URM-171	E	0400 A 1	B -		
		E	0460 A 1	B -		
		E	0720 A 1	B -		
		E	0740 A 1	B -		
6625-866-0220	POWER SUPPLY P/N J64730D	E	0780 A 1	B -		
6625-866-0229	LOCATOR - FAULT, BURIED CABLE MODEL	A	A -	B -	C - D 1	
6625-869-06672C	TEST SET - ELECTRONIC AN/FYM-1B	C	A -	B -	C 1	
6625-871-5747	TIME INTERVAL UNIT 14-24C	C	A -	B -	C 1	
6625-871-8063	TEST SET - TRANSMISSION MEASURING	E	0460 A 1	B -		
6625-871-8064	TEST SET - HYBRID P/N 7059	E	0460 A 1	B -		
6625-872-3215	GENERATOR - SIGNAL MOD 8614A	E	0960 A 1	B -		
6625-873-6684	AMPLIFIER AND NULL INDICATOR	D	A -	B -	C 2 D -	
6625-874-0303	TEST SET - RADIO FREQ TS-1771/AU	B	A -	B -	C 1 D 1 E - F -	
	R/S 6625-788-8599	C	A -	B 2	C 1	
6625-874-5660	GENERATOR SWEEP MOD HD-7	C	A -	B 1	C 1	
6625-875-5166	GENERATOR SIGNAL P/N 512F	C	A -	B -	C 1	
6625-877-3268	FREQUENCY METER P-N N414A	D	A 1	B 5	C - D 1	
6625-878-7432	MULTIMETER 0 TO 750 V DC IN 2B	C	A -	B -	C 1	
6625-880-1211	GENERATOR PULSE MIL-G-38707	E	0380 A 1	B -		
6625-880-1212	RESISTOR-DECADE MIL-R-9991	C	A -	B -	C 1	
		D	A -	B -	C 2<1> D 1	
		E	0780 A 1	B -		

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6625-880-1976	VOLTMETER DIGITAL P/N MV-928A	E 0540 A 1	B -
6625-880-6393	CALIBRATOR FREQUENCY P/N 7001-1MW	E 1220 A 1	B -
6625-880-6394	GENERATOR SIGNAL P/N MS62R30F	E 0140 A 1	B -
		E 0180 A 1	B -
6625-880-9446	OHMMETER P/N 1862C	B A 1	B - C 1
		D A -	D - E 1 F 1
		E 0460 A 1	B - C 1
6625-882-7860	T.S. TELEPHONE P/N H-88240-1 V	C A -	B - C 1
6625-885-1011	ELECTRONIC COUNTER P/N 523D	B	
	R/B 6625-832-6915	D	
6625-885-9662	MULTIMETER MODEL 150A	E 0120 A 1	B -
6625-886-1950	GENERATOR NOISE P/N 7010	C A -	B - C 1
6625-886-1955	BOLGMETER-RF 10-10000 MHZ P/N 478A	E 0150 A 1	B -
		E 0210 A 1	B -
		E 0480 A 1	B -
		E 0600 A 1	B -
		E 0960 A 1	B -
		E 1020 A 1	B -
6625-887-3897	TEST SET TELEPHONE CABLE PN KS141303	A A -	B 1 C - D 1
		C A -	B - C 1
6625-887-7764	METER-FREQUENCY P/N 805	D A 2<H>	B 6 C - D 1
6625-887-7765	METER-FREQUENCY P/N 806	D A 2<H>	B 6 C - D 1
6625-888-4268	DUMMY LOAD - ELECTRIC 30V DC 3 KW	C A -	B - C 1
		E 0760 A 1	B -
6625-890-8247	TEST SET DISTORTION DAS12	B A -	B - C - D - E 1 F -
	R/S 6625-922-9310	C A -	B - C 1
	R/S 6625-922-9310	D A -	B - C 1 D -
	R/S 6625-922-9310		
6625-891-9235	METER-MODULATION MIL-M-9536A	B A -	B - C - D 1 E - F -
	REPLACES 5-V 6625-534-7435	C A -	B - C 1
6625-892-5122	OSCILLOSCOPE TYPE 2559A	C A -	B 1 C 1
		D A -	B - C 1 D -
6625-892-5251	OSCILLOSCOPE MIL-D-9960	B A -	B - C 1 D 1 E 1 F -
		C A -	B 2 C 1
		D A 6	B 20 C - D -
6625-892-5286	TEST SET AMPLIFIER P/N 342A	E 0040 A 1	B -
		E 0120 A 1	B -
		E 0210 A 1	B -
		E 0280 A 1	B -
6625-892-5360	METER FREQUENCY AN/USM-159	B A -	B - C 1 D 1 E - F -
		C A -	B - C 1



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6625-892-5360	CONTINUED	D	A 3	B 12	C -	D -		
6625-893-0660	METER FREQUENCY AN/USM-26<	B	A -	B -	C 1	D 1	E 1 F -	
		C	A -	B 1	C 1			
		D	A 3	B 12	C -	D -		
6625-893-2830	GENERATOR SIGNAL SG-339/URM	B	A -	B -	C -	D 1	E - F -	
		C	A -	B 1	C 1			
6625-893-6006CX	TEST SET-RADIO P-N 548-8001-005	E	0420	A 1	B 1			
		E	0870	A 1	B 1			
6625-894-0516		D	***DELETE***					
6625-894-2759	MEASURING SET IMPULSE P/N TT55BA	D	A -	B -	C 2	D 1		
6625-894-2802	FILTER - TUNABLE P-N TRF-11	D	A 1	B 5	C -	D 1		
6625-895-4130ZK	TEST SET D.F. DWG.7000000-01	B	A -	B -	C -	D 1	E - F -	
		E	0330	A 1	B -			
6625-895-4166Zw	TEST SET - P-N 4840751w	C	A -	B -	C 1			
6625-897-7809	POWER SUPPLY PORT 14-104B	B	***DELETE***					
		C	A -	B 1	C -			
6625-898-7910	ATTENUATOR - P/N 451B	C	A -	B 1	C 1			
6625-900-1007	INDICATOR SWR MIL-1-38702	B	A -	B -	C 1	D 1	E - F -	
		C	A -	B 1	C 1			
	R/S 6625-519-1755	D	A 3	B 15	C -	D -		
6625-901-0017	MILLIVOLT METER P/N 91CAS4	E	0480	A 1	B -			
		E	0500	A 1	B -			
6625-901-5577	DUMMY LOAD P/N 522-2007-005	E	0420	A 1	B -			
	CHANGED FROM S-N 6625-NC700051P	E	0420					
	CHANGED FROM S-N 6625-NC700051P	E	0940	A 1	B -			
		E	0940					
6625-901-5579	TEST SET P/N 522/3022-000	E	0420	A 1	B -			
		E	0870	A 1	B -			
6625-901-5601	BRIDGE CAPACITANCE P/N T0-6	E	0860	A 1	B -			
6625-902-5583	TEST SET SEMI-CONDUCTOR P/N ESL1	C	A -	B 1	C -			
	Y	E	0260	A 1	B -			
6625-902-9745	POWER SUPPLY MOD. 1201C	C	A -	B -	C 1			
6625-902-9748ZX	TEST SET - TRANSLATOR 522-3981-001	B	A -	B -	C -	D 1	E - F -	
		C	A -	B 1	C 1			
6625-903-0678	TEST SET RELAY P/N RTP-3-3	C	A -	B -	C 1			
	S AB							
6625-903-1111	OSCILLOSCOPE TYPE 565A82	C	A -	B -	C 1			
6625-903-2603	POWER SUPPLY P/N 865C	E	0320	A 1	B -			
		E	0420	A 1	B -			

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6625-903-2603	CONTINUED							
6625-903-5469	GENERATOR - PULSE P-N 214A	E	0940 A 1	B -				
6625-904-4582	ANALYZER SPECTRUM P/N AN/UPM84A	C	A -	B - C 1				
6625-905-6389	OSCILLOSCOPE MIL-0-9981	B C D	A - A - A 4	B - B 1 B 12	C 1 C 1 C -	D 1 D -	E -	F -
6625-905-7163	METER FREQUENCY MOD-LA 70B	C	A -	B 1 C 1				
6625-905-9089	GENERATOR SIGNAL P-N 1G-118B	E	0100 A 1	B -				
6625-905-9000	TEST SET-RF POWER MOD 43	D	A 2	B 10 C - D 1				
6625-906-3795	TEST SET RELAY P/N522-3271-000	B C D	A - A - A -	B - B 1 B -	C 1 C 1 C 2	D 1 D -	E -	F -
6625-906-38651A	TEST SET P/N 522-3272-000	E	0420 A 1	B -				
6625-906-7039	SCOPE MOBILE CARTS TEKTRONIX	E	0870 A 1	B -				
6625-909-30672X	TEST LEAD ADAPT KIT P/N-518 9260 601 AA	E	0420 A 1	B 1				
6625-909-4046	CONTROLLER - AUTO PLOT P-N APC-10A	E	0870 A 1	B -				
6625-910-0849	OHMMETER - P/N 63220	E	0940 A 1	B -				
6625-911-0744	VOLTMETER - P/N HP40380B	E	0220 A 1	B -				
6625-911-0840	RADIO MEASURING SET P/N EMC-10	C	A -	B - C 1				
6625-911-0898	GENERATOR SWEEP MOD-615	D	A 1	B 5 C - D -				
6625-911-0899	COLOR SIG ANALYZER HCA MOD wA-6A	E	0860 A 1	B -				
6625-911-0901	VECTORSCOPE TERTRONIC TYPE 926	E	0860 A 1	B -				
6625-911-6363	TEST SET RECEIVER TYPE 1004B	D	A -	B - C 1 D 1				
6625-912-0429	TEST SET RADAR AN/UPM-98A	B D	A - A -	B - B -	C 1 C 3	D - D -	E -	F -
6625-914-3619	COUNTER ELECTRONIC DIGITAL READOUT	B C D	A - A - A 2(1)	B - B 1 B 2	C 1 C 1 C 2	D 1 D -	E 1	F -
6625-917-3099	TEST SET-RADIO FREQ POWER P/N 431C	C	A -	B 1 C 1				
6625-918-5721	METER-AUDIO LEVEL P-N TTS-37B	D	A 3	B 9 C - D 1				

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6625-918-5721	CONTINUED	A		A - B - C - D 2<E> 1<C>	E - F -	
	B	B		A 1 B - C - D -		
		C		A - B - C 1		
		D		A - B - C 2<I> D 1 1 <M>		
		E	0680	A 1 B -		
6625-918-6287Zx	FAULT LOCATOR P/N 759-3117-001	C		A - B - C 1		
6625-918-9416	RECORDER STRIP CHART MOD 922	D		A 2<N> B 12 C - D -		
6625-918-9417	BRIDGE SOURCE MOD 5-161	D		A 3 B 10 C - D 1		
6625-918-9418	BRIDGE ADMITTANCE MOD-801	D		A 3 B 10 C - D 1		
		E	0360	A 1 B -		
6625-918-9435	BRIDGE DETECTOR MOD-161	D		A 3 B 10 C - D 1		
		E	0360	A 1 B -		
6625-918-9436		D		***DELETE***		
6625-919-1959	ANALYZER P/N 476D-1	E	0640	A 1 B -		
		E	0870	A 1 B -		
		E	1500	A 1 B -		
6625-919-1987	TEST SET R200A	C		A - B - C 1		
6625-919-2010	METER, FIELD STRENGTH NF-205	D		A 4 B 20 C - D -		
6625-920-1006	OSCILLATOR P/N 1218D	C		A - B - C 1		
6625-920-1015	GENERATOR SIGNAL MILG 38712	B		A - B - C 1 D 1 E - F -		
		C		A - B 2 C 1 D - E - F -		
		D		A 6 B 20 C - D -		
6625-920-3246	OSCILLOSCOPE TYPE 422	D		A - B - C 2 D -		
		E	0140	A 1 B -		
		E	0180	A 1 B -		
6625-921-4458	TESTER SWITCH P/N H-885068-1	C		A - B - C 1		
6625-921-7040	GENERATOR SIGNAL P/N 1107	E	0210	A 1 B -		
		E	0240	A 1 B -		
6625-922-3585	R/B 6625-841-5078	D				
	REPLACES S-N 6625-853-3144	D				
	REPLACES S-N 6625-853-3145	D				
6625-922-3586	COUNTER - ELECTRONIC MOD 5245M	D		A - B - C 2 D 1		
	CHANGED FROM S-N 6625-NC802911H	C				
6625-922-9310	R/B 6625-890-8247	B				
	R/B 6625-890-8247	C				
	R/B 6625-890-8247	D				
6625-923-5878	GENERATOR SWEEP MODEL 55-3005B	E	0600	A 1 B -		
6625-923-9017	TEST SET - TRANS MEASURING MODEL	A		A - B - C - D 1		

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6625-923-9017	CONTINUED			2<E>
6625-927-4452ZX	TEST SET TELEPRINTER P/N 3300446	E	0195 A 1 B -	
6625-928-2820	SYNTHESIZER FREQUENCY PN 5100A-5110A	E	0220 A 1 B -	
6625-928-2822	DIGITAL DATA ANALYZER GEEIA-C-2553	C	A - B - C 1	
6625-929-1896	VOLTMETER P/N 91-HR	E	0870 A 1 B -	
6625-929-4278	UNIT OSCILLATOR - P-N 1209CL	C	A - B - C 1	
6625-929-6699	POWER SUPPLY MOD GRB-20-H	C	A - B - C 1	
6625-929-6714ZX	METER AUDIO LEVEL P/N REL-33503A	E	0680 A 1 B -	
6625-930-8119	GENERATOR - TIME BASE AND DELAY	D	A 2 B 10 C - D -	
6625-930-9920	TEST SET-RADIO AN/ARM-22A AB	C	A - B 1 C -	
6625-931-3224	OSCILLOSCOPE	E	0360 A 1 B -	
6625-932-2015	RECORDER - OSCILLOSCOPE P-N 1784C 1	D	A 1<1> B 1 C - D -	
6625-932-2019	GENERATOR PULSE P/N 10815933	E	0480 A 1 B -	
6625-933-2719	PREAMPLIFIER PLUG IN P/N 151	E	0210 A 1 B -	
6625-933-4313ZX	TEST SET ELECT PLUG-IN AN/TRM-15	E	0600 A 1 B - C D E F	
6625-933-4314ZX	TEST SET RADIO AN/TRM-16	E	0600 A 1 B - C D E F	
6625-933-4315ZX	TEST SET - RADIO AN/TRM-17	E	0600 A 1 B -	
6625-933-7736	AMPLIFIER AUDIO FREQ 220C	E	0195 A 1 B -	
6625-934-0376ZX	TEST SET RADAR P N 11061B V AP	C	A - B - C 1	
6625-935-0145	GENERATOR - SWEEP P/N 900C	C	A - B - C 1	
6625-936-3126	ANALYZER DISTORTION P/N 603-3	D	A 4 B 10 C - D 1	
6625-936-3134	TEST SET-TELEPHONE TTS-15B	E	0780 A 1 B -	
6625-937-3525	GENERATOR - FREQUENCY COMB PN 8406A	D	A 1 B 5 C - D 1	
6625-937-3690ZX	TEST SET TELEPHONE AN/GCM-3	E	0600 A 1 B -	
6625-937-6123	GENERATOR - IMPULSE MICROWAVE P/N	D	A 1 B 5 C - D 1	
6625-937-6156	MULTIMETER TYPE 1840A	E	0540 A 1 B -	

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6625-937-6522	ANALYZER - SPECTRUM P-N 8518/8551B	D		A 2<<K>	B 10	C - D 1
		E	0220	A 1	B -	
		E	0240	A 1	B -	
6625-937-6523	ANALYZER - SPECTRUM P-N EMC-10E	D		A 1	B 5	C - D 1
6625-937-6524	GENERATOR IMPULSE P-N 16-102	D		A 1	B 5	C - D 1
6625-937-6525	ANALYZER - INTERFERENCE MODEL EMC25	D		A 2	B 10	C - D 1
6625-937-6526	PREAMPLIFIER - VHF MODEL AP-501R	D		A 1	B 5	C - D -
6625-937-6527	PREAMPLIFIER - UHF MODEL AP-502R	D		A 1	B 5	C - D -
6625-937-6528	OSCILLATOR - POWER MODEL 406A	D		A 1	B 5	C - D 1
6625-937-6529	OSCILLATOR - POWER MOD 410B	D		A 1	B 5	C - D 1
6625-939-2464	KIT SMITH CHART PLOTTING MODEL	D		A -	B -	C 1 D -
6625-939-2465	ANALYZER, SPECTRUM SINGER METRIC	D		A 2	B 10	C - D 1
6625-939-2466	AMMETER P/N MI-21200-C1	E	0860	A 1	B -	
6625-939-2469	AUDIO MIXER MOD. IM-3	E	0860	A 1	B -	
6625-939-24792X	RECEIVER EXCERCISER Dwg#327D413	E	0170	A 1	B -	
		E	0195	A 1	B -	
6625-939-24812X	RECEIVER ANTENNA Dwg #R 330D445	E	0195	A 1	B -	
6625-941-8474	R/B 6625-105-4289	D				
6625-942-3042	AMPLIFIER P/N 230A	C		A -	B -	C 1
		E	0540	A 1	B 1	
6625-943-5906CX	TEST-PNL 287512	E	0270	A 1	B -	
		E	0740	A 1	B -	
		E	0760	A 1	B -	
6625-943-5935	R/B 6625-811-2438	E	0150			
6625-943-5937	GENERATOR - THERMAL NOISE P-N TTS-5b	B		A 1	B -	C - D - E - F -
		D		A -	B -	C 2<I> D 1
6625-943-5938	TEST SET - TELEPHONE P-N TTS-12A	D		A -	B -	C 2<I> D 1
6625-946-1047	HF IMPEDANCE BRIDGE MODEL 8601Z	E	0195	A 1	B 1	
6625-946-3971	TEST SET TELEPHONE P-N 28 SwR	C		A 1	B -	C -
6625-946-6047		A		***DELETE***		
6625-946-6048		A		***DELETE***		
6625-946-6058	TEST SET - TELEPHONE P-N H02-3550A	C		A -	B -	C 1
		D		A -	B -	C 4 D -
6625-947-7492	GENERATOR SWEEP H01/6940					

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6625-947-7492	CONTINUED AA	C	A -	B -	C 1
6625-947-7495	LOAD-ISOLATOR C995108903 AA	C	A -	B -	C 1
6625-948-4715	AMPLIFIER - DUEL TRACE MODEL 1402A	D	A 2	B 10	C - D -
6625-948-4715AH	CHANGED FROM S-N 6625-948-4715AH	D			
6625-948-4715AH	CHANGED TO S-N 6625-948-4715	D			
6625-948-4723	OSCILLATOR - POWER P-N 408B	D	A 1	B 5	C - D 1
6625-948-4724ZX	GENERATOR - NOISE MOD 7816	D	A -	B -	C 2 D -
6625-949-9717	CHANGED TO S-N 6625-738-6118AH	D			
6625-950-1902	MULTIMETER ELECT P/N 900-19238-00	B	A -	B -	C - D - E - F 1
6625-951-1820	OSCILLATOR-SWEEP MOD 380A	C	A -	B -	C 1
6625-951-2010	MODULE - TEST P-N AL-2	D	A -	B -	C - D 1
6625-951-2011	MODULE - TEST P-N VR-4	D	A -	B -	C 2 D 1
6625-953-8419	GENERATOR-SIGNAL P/N 202J AP	C	A -	B -	C 1
6625-954-3498	VOLTMETER ELECTRONIC MODEL 2005	E	1400 A 1	B 1	
		E	1410 A 1	B -	
6625-957-0391	PULSE GENERATOR B16	C	A -	B 1	C -
6625-957-0421	GENERATOR SIGNAL TYPE 191	E	0360 A 1	B -	
6625-957-0439	GENERATOR SIGNAL SWEEP 50677/U	E	0220 A 1	B -	
6625-957-0440	DELT NO HGMT	D			
6625-958-4172	GENERATOR SIGNAL P/N 511A	E	0360 A 1	B -	
6625-958-5311	TEST SET RADIO FREQUENCY POWER	C	A -	B 1	C 1
6625-959-0330	TEST SET POWER P/N 666221-003	C	A -	B -	C 1
6625-960-4888	TEST SET REC EXCITER P/N666221-009	E	1400 A 1	B -	
		E	1410 A 1	B -	
6625-960-4889	TEST SET ELECTN CIRC P/N666221-006	E	0450 A 1	B -	
		E	1400 A 1	B -	
		E	1410 A 1	B -	
6625-960-4890	TEST SET ELECTN CIRC P/N666221-008	E	0450 A 1	B -	
		E	1400 A 1	B -	
		E	1410 A 1	B -	
6625-960-4891	TEST SET ELECTN CIRC P/N666221-004	E	0450 A 1	B -	
		E	1400 A 1	B -	
		E	1410 A 1	B -	
6625-960-4892	TEST SET ELECTN CIRC P/N666221-010	E	0450 A 1	B -	

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6625-960-4892	CONTINUED	E	1400 A 1	B -		
		E	1410 A 1	B -		
6625-960-4893	TEST SET POWER SUPPLY P/N666221-002	C	A -	B -	C 1	
6625-960-4894	TEST SET AMPLIFIER ANTP/N666221-005 X AR	C	A -	B -	C 1	
6625-964-2629	MULTIMETER P/N WV98C	C	A -	B 1	C 1	
6625-964-4856	GENERATOR-PULSE P/N LA-593A	E	0120 A 1	B -		
		E	0500 A 1	B -		
		E	0740 A 1	B -		
6625-965-1573	VOLTMETER-ELECTRONIC 0-3VRF P/N 340	C	A -	B 2	C 1	
		E	0360 A 1	B -		
		E	0870 A 1	B -		
6625-965-7051	WATTMETER VSWR TYPE 4301	C	A -	B -	C 1	
6625-965-8263ZX	TEST SET - NOISE LOADING MOD GA-2090	D	A -	B -	C 2	D -
6625-965-8267	METER RF P/N 472112-1	C	A -	B 1	C 1	
6625-965-8409	FILTER - TUNABLE MOD TRF-12	D	A 1	B 5	C -	D 1
6625-965-8413	FILTER - TUNABLE MOD TRF-13	D	A 1	B 5	C -	D 1
6625-965-8422	FILTER - TUNABLE MOD TRF-14	D	A 1	B 5	C -	D 1
6625-966-5994	SIGNAL GENERATOR P/N 106681	E	0460 A 1	B -		
6625-966-6728	FREQUENCY METER MOD 536A	E	0040 A 1	B -		
		E	0140 A 1	B -		
		E	0180 A 1	B -		
6625-967-0427	PLOTTER IMPEDENCE	C	A -	B -	C 1	
6625-967-0460	TIME INTERVAL UNIT MOD 5262A	C	A -	B 1	C -	
6625-967-0463	BRIDGE RESISTANCE S	C	A -	B -	C 1	
6625-970-2301	VOLTMETER-DIGITAL MOD V35B	C	A -	B 1	C -	
6625-972-4049	MODULATOR - SIGNAL P-N TP1102 S	C	A -	B -	C 1	
6625-973-2117	TEST SET AN/GRM-55	E	0420 A 1	B -		
6625-973-2189	WATTMETER MOD 6835	E	0320 A 1	B -		
6625-973-2192	METER FREQ TYPE FMVBN 4620	E	0540 A 1	B -		
6625-973-22202C	GENERATOR ELECTRONIC MARKER	E	0260 A 1	B -		
6625-973-22212C	TEST SET MONITOR COORDINATE	E	0260 A 1	B -		
6625-973-22222C	TEST SET ELECTRONIC CIRCUIT	E	0260 A 1	B -		

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6625-973-2222C	CONTINUED	E	0260	A 1	B -		
6625-973-4578	SIMULATOR RADAR AN/UPM-124	C		A -	B -	C 1	
6625-973-4906	TEST SET TRANSMITTER TMS 0100	C D		A 1<C> A -	B - B -	C - C 2	D -
6625-973-9254	TEST SET TELEPHONE P/N 26600	B C		A 1<B> A -	B - B -	C - C 1	D - E - F -
6625-973-9267	TEST SET-RADIO MIL-0-9984	B C D		A - A - A 3	B - B - B 12	C 1 C 1 C -	D 1 E 1 F -
6625-974-0433	TEST SET ELECTRICAL CABLE PN TH50100	A D		A - A -	B - B -	C - C 2	D 4<C> D -
6625-976-7969	ZY BRIDGE	D		A -	B -	C 2	D -
6625-977-2820	METER - FIELD INTENSITY NM-62A	D		A 2	B 7	C -	D -
6625-980-27352K	TEST FIXTURE	C		A -	B 1	C -	
6625-980-27362K	TEST FIXTURE	C		A -	B 1	C -	
6625-980-27372K	TEST FIXTURE P-N 101646	C		A -	B 1	C -	
6625-980-27382K	TEST FIXTURE KIT	C		A -	B 1	C -	
6625-980-27392K	TEST FIXTURE KIT	C		A -	B 1	C -	
6625-980-27402K	TEST FIXTURE KIT	C		A -	B 1	C -	
6625-980-27412K	TEST FIXTURE P-N 101650	C		A -	B 1	C -	
6625-980-27422K	TEST FIXTURE	C		A -	B 1	C -	
6625-980-27432K	TEST FIXTURE	C		A -	B 1	C -	
6625-980-27442K	TEST FIXTURE MODULE	C		A -	B 1	C -	
6625-980-27462K	TEST FIXTURE KIT	C		A -	B 1	C -	
6625-980-27472K	TEST FIXTURE KIT	C		A -	B 1	C -	
6625-980-27482K	TEST FIXTURE SEARCH TRIG.	C		A -	B 1	C -	
6625-980-27492K	TEST FIXTURE KIT SEARCH	C		A -	B 1	C -	
6625-980-27542K	TEST FIXTURE WIDE BAND A.	C		A -	B 1	C -	
6625-980-27552K	TEST FIXTURE KIT TRIPLE	C		A -	B 1	C -	
6625-981-9480	AMPLIFIER - MOD 466A	D		A -	B -	C 2	D -



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6625-981-9481ZC	TEST SET RADAR TS-1021/FPS-19 Y	C	A - B 1	C 1
6625-981-9520	INDICATOR - IP-173C/U	C	A - B 1	C 1
6625-982-5255	TEST SET-CRYSTAL UNIT QUARTZ	B C	A - B - A - B 1	C 1 D 1 E - F - C 1
6625-983-6712	GENERATOR-SIGNAL MOD 202H	C	A - B -	C 1
6625-984-0187	BOLOMETER RF P/N N401	C	A - B -	C 1
6625-984-4723ZC	ANALYZER SPECTRUM TS-1020/FPS-19 Y	C	A - B 1	C -
6625-984-4724ZX		D	***DELETE***	
6625-986-1122	AMPLIFIER-TWT MOD 512S	E E	0120 A 1 B - 0480 A 1 B -	
6625-986-4502	R/B 6625-042-9053	E	0860	
6625-986-6230	ANALYZER - INFRA-RED LIRA MOD 200	C	A 1<G>	B - C -
6625-988-2531	COUPLER - DIRECTIONAL P/N 1083	E	0600 A 1	B -
6625-988-2574	TEST SET - BROADBAND MODEL 1415A	D	A 2 B 10	C - D -
6625-988-2591	WATTMETER P/N PMB AA	C	A - B -	C 1
6625-988-2821	WATTMETER P-N 490 S	C	A - B 1	C 1
6625-988-9288	CONVERTER P/N 5251A	C	A - B 1	C 1
6625-991-4898	PREAMPLIFIER TYPE H	C	A - B 1	C 1
6625-991-5146	RADIO INTERFERENCE MEASURING	E	0150 A 1	B -
6625-992-3013ZX	TEST SET - AN/UPM-130 V W AB	C	A - B 1	C 1
6625-992-3036	GENERATOR NOISE P/N 0704B	B C	A - B - A - B -	C 1 D - E - F - C 1
6625-992-3037	GENERATOR NOISE P/N 07006	B C	A - B - A - B -	C 1 D - E - F - C 1
6625-993-0870	CONVERTER - FREQUENCY MX-1637A/U	C E E	A - B - 0040 A 1 B - 0160 A 1 B -	C 1
6625-993-3389	TEST SET TRANSISTOR MODEL 1890M	B C D	A - B - A - B 1 A 1 B 5	C 1 D 1 E - F - C 1 C - D -
6625-993-3393ZX	ADAPTER TEST P/N 749647861	E	0320 A 1	B -
6625-993-3394ZX	ADAPTER TEST P/N 749647862	E	0320 A 1	B -
6625-993-3395ZX	ADAPTER TEST P/N 749647863	E	0320 A 1	B -

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6625-994-9424	ANALYZER SPECTRUM P/N 1556B	B C D	A - B - C - D 1 E - F - A - B - C 1 A - B - C 2 D -
6625-995-7484	I	D	***DELETE***
6625-995-7486	PREAMPLIFIER - MOD AL-50 I	D	A 1 B 1 C - D -
6625-995-7487	RECORDER - XY MODEL 320T I	D	A 2 B 2 C - D -
6625-995-7604	REFLECTOMETER - TYPE 152	E	0220 A 1 B -
6625-995-7716	VOLTMETER AC P/N 400E	E	0660 A 1 B -
6625-996-6275	VIDEO TEST SIG GEN MOD 1003C	E	0860 A 1 B -
6625-996-9804	GENERATOR - PULSE MOD 1217B	C	A - B - C 1
6625-998-0750	METER - FIELD INTENSITY MOD NF 105F	D	A 1(A) B 7 C - D -
6625-999-2066	VOLTMETER - DIGITAL 2401C	E E	0040 A 1 B 1 0080 A 1 B -
6625-999-3592	OSCILLOSCOPE AN USM-1400 R/S 6625-788-8598	C	A - B - C 1
6625-999-5120	AMPLIFIER-DIFFERENTIAL TYPE *	C	A - B - C 1
6625-999-5288	TEST SET ELECTRON TUBE TYPE	B C	A - B - C 1 D 1 E 1 F - A - B 1 C 1
6625-999-7309	CONVERTOR - FREQ ELCT MODEL 2590B	D E E E	A 2(I) B 3 C - D 2 0040 A 1 B - 0480 A 1 B - 0600 A 1 B -
6625-999-7070	TEST SET TELEPHONE P-N 44NH	D	A - B - C 2(I) D 1 1 CM
6630-012-0876	WATER LOAD - ASSEMBLY P/N 3380056601	E	0500 A 1 B -
6630-061-2792	CALORIMETRIC POWER METER PN 434A	E E	0145 A 1 B - 0400 A 1 B -
6630-474-5844	CALORIMETER P/N CPM 50-100	E	0100
6630-474-6373	CALORIMETER MOD. SME-A	E	0110 A 1 B -
6635-038-3917	TENSIO METER-DIAL INDICATING, 400	A C	A 2 B - C - D - A - B - C 1
6635-050-9507	DELETE EXPENDABLE	A	
6635-267-9191	TENSIO METER-0/5000 LB CAP MOD ANC	E	0220 A 1 B -
6635-408-1835	TESTER TENSION 0-15000 LB CAP	C	A 2 B - C -
6635-490-2077	TESTER, MATERIAL P/N 14-200 Y	A	A - B - C - D 1

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6635-578-5285	TESTER COMPRESSION AND TENSION	C	A -	B -	C 1		
6635-863-8758	TENSIO METER-CABLE P/N TS-2005-113	C	A -	B -	C 1		
6635-941-7235	REFLECTOR-MOBILE	A	A -	B <H>	C -	D <H>	
6635-960-5062	LEAK DETECTOR ULTRASONIC	A	A -	B <H>	C -	D <H>	
6645-255-5533	RECORDER, TIME, ELEC, P/N 8500-5	C	A -	B -	C 1		
6645-515-3447	CHRONOMETER, MAKE-BREAK CIRCUIT, A/A	B D	A - A -	B 1 B -	C - C -	D - D 1	E - F -
6660-223-5073	BAROMETER-ANEROID TYPE ML-1026 F	D	A -	B -	C 2		D -
6660-526-5069	THEODOLITE METEOROLOGICAL DIRECTION- B	B D	A - A -	B 1 B -	C - C 1	D - D -	E - F -
6665-530-0985	INDICATOR COMBUSTIBLE GAS TYPE R-1	A	A 1	B 1	C -	D 1	
6665-618-1482	DETECTOR KIT-CARBON MONOXIDE	A C	A 1 A -	B 1 B -	C - C 1	D 1 <A>	
6665-795-5996	DENSIMETER MOD 1200	B D	A - A 6	B - B 20	C 1 C -	D - D -	E - F -
6665-941-6554	INDICATOR - TOXIC AND COMBUSTIBLE	A	A 1	B 1	C -	D 1	
6670-291-8721	GAGE SPRING TENSION 775	E	0380 A 1	B -			
6675-089-8886	REPLACED BY S-N 6675-606-3379	B					
6675-189-8853	LEVEL, SURVEYING, DUMPY STYLE	A B	A 1 <U> A -	B - B 2	C - C -	D - D -	E - F -
6675-232-8929	TRANSIT WITH ILLUMINATOR F	D	A -	B -	C 2		D -
6675-232-8968	TRANSIT, W/TRIPOD MOD 7012A	E	0220 A 1	B -			
6675-240-2056	ROD STADIA FOLDING WOOD 12 FT	B	A -	B 2	C -	D -	E - F -
6675-243-6432	DELT EXPENDABLE	B					
6675-244-7251	DRAWING BOARD, BASSWOOD, 42 IN. LG.	B	A -	B 1	C -	D -	E - F -
6675-283-0026	SCALE, PLOTTING, WOOD, 10-7/8 IN. LG.	B	A -	B 1	C -	D -	E - F -
6675-283-0027	SCALE, PLOTTING, WOOD, 10 IN. LG.	B	A -	B 1	C -	D -	E - F -
6675-335-3582	PLANE TABLE, SURVEYING, W/CARRYING	B	A -	B 1	C -	D -	E - F -
6675-382-9130	ALIDADE SURVEYING MODEL NR 580F	B	A -	B 1	C -	D -	E - F -
6675-514-5575	POLE, RANGE, ROD, SECTIONAL TYPE,	B	A -	B 3	C -	D -	E - F -
6675-527-7226	TRANSIT W/TRIPOD EXTENSION LEG TYPE	B	A -	B 1	C -	D -	E - F -

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ALLOWANCE SUMMARY			
STOCK NUMBER	NOMENCLATURE-REF/PHRASE	SUB-DIV END ITEM	BASIS OF ISSUE SUMMARY
6675-527-7226	CONTINUED	E E	0100 A 1 B - 0120 A 1 B -
6675-551-4091	ALTIMETER,SURVEYING,15000 FT. MAX.	B	A - B 1 C - D - E - F -
6675-606-3379	SURVEYING INSTRUMENT DISTANCE MEASU REPLACES S-N 6675-089-8886	B	A - B 2<D> C - D - E - F -
6675-641-3200	PEN SET LETTERING	C	A - B - C 1
6675-641-3535	THEODOLITE-DIRECTIONAL MIL-T-14132	B	A - B 1 C - D - E - F -
6675-641-3536	LIGHT,SIGNAL,SURVEYING,GRILLE HSG.	B	A - B 3 C - D - E - F -
6675-641-5719	DELT EXPENDABLE	B	
6675-664-4671	ASTROLABLE,PENDULUM,60 DEG. INSTRU	B	A - B 1 C - D - E - F -
6675-674-0612	R/B 6675-830-0178	A	
	R/B 6675-830-0178	B	
6675-691-1786	SCALE-VARIABLE P/N TP007100B	D	A 1 B 5 C - D -
6675-830-0178	CYCLOMETER ASSY - MODEL 415	A	A 1 B - C - D -
	R/S 6675-674-0612	B	A - B 1 C - D - E - F -
	R/S 6675-674-0612	C	A - B - C 1
6680-490-3435	TACHOMETER MECHANICAL HAND HELD	C	A - B - C 1
6680-514-3945	TACHOMETER	C	A - B - C 1
6680-799-7616	CHANGED TO S-N 6625-799-7616	C	
6680-924-2283	CALIBRATION KIT FLOW P/N VM2T	C	A - B - C 1
6685-40621016K	B	A	***DELETE***
6685-089-5224	GAUGE PORT PRESSURE TESTING W/18 IN	A	A - B 1 C - D 1 2<D>
6685-512-1247	HYGROTHERMOGRAPH 0 TO 100 PERCENT	C	A - B 1 C -
6685-526-5519	PYROMETER INDICATING 0 TO 1200 F	C	A - B 1 C -
6685-603-7562	MANOMETER ASSY	A	A - B-1 C - D 1
6685-627-6102	TESTER DEWPOINT ILLINOIS TESTING	A	A - B - C - D 3<E>
6685-765-8283	GAUGE - PRESSURE DIAL INDICATING	E	0680 A 1 B -
6685-821-5475	PYROMETER-INDICATING P/N 4200	E	0100 A 1 B -
6685-856-1485	PSYCHROMETER MOD 1528	E	0120 A 1 B -
6685-857-0669	BRIDGE THERMOC	E	0740 A 1 B -
6685-867-6187	GAUGE PRESSURE DIAL INDICATING		

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		ALLOWANCE SUMMARY			
STOCK NUMBER	NOMENCLATURE-REF/PHRASE	SUB-DIV END ITEM	BASIS OF ISSUE SUMMARY		
6685-867-6187	CONTINUED	A	A -	B -	C - D 2
6685-881-0293	PYROMETER MOD 390014	E 0120 A 1	B -		
6685-897-4409	PYROMETER INDICATING	B	A -	B 1	C - D - E - F -
6685-964-1148	GUAGE - PRESSURE P/N 7717	A	A -	B 1	C - D -
6685-977-6477	HUMIDITY, INDICATOR, P/N W611A1013	C	A -	B -	C 1
6695-349-6040	VIBROMETER ELEC 0004 IN INCREMENTS	C	A -	B -	C 1
6695-520-1930	METER-AIR FLOW P/N 60	C	A -	B 1	C 1
6695-622-6913	TESTER, PYROMETER AND THERMOCOUPLE	C	A -	B -	C 1
6695-670-1072	LOCATOR UNDERGROUND PIPE & PIPE LEAK	A D	A 1<B> A -	B 1 B -	C - C 2 D <Z> D -
6720-849-8965	CAMERA - OSCILLOSCOPE MODEL MARK 2	D	A 2	B 10	C - D 1
7440-076-0915	EXTRACTOR-CARD P/N 71440-502	C	A -	B -	C 1
7490-164-0537	STENCIL CUTTING MACHINE 1 IN ALPHA K	C	A 1	B 1	C 1
7490-164-0541	STENCIL CUTTING MACHINE 1/2 IN	C	A -	B 1	C -
7510-610-3027	B	A B	***DELETE*** ***DELETE***		
7910-205-3400	CLEANER VACUUM HAND W/EXPOSED AB AH	C	A -	B 1	C -
7910-550-9111	CLEANER-VACUUM ELEC VERT TANK TYPE Z AB	C	A -	B 1	C -
7910-550-9123	CLEANER VACUUM 1/4 H	C	A -	B -	C 1
8340-262-5760	TENT AERIAL CABLE SPLICERS M	A	A 1<B>	B 1	C - D 1
8340-292-2338	UMBRELLA, SURVEYOR S, COTTON DUCK	A B	A - A -	B 1 B 1	C - C - D - D - E - F -
8340-841-6450	PAULIN COTTON DUCK 17 BY 12	A	A -	B -	C - D 1 2<J>
8340-901-1189	TENT GR CAVAS COLLAPSIBLE P/N 6282	A	A -	B 1	C - D 1
8340-945-2238	DELT NO RQMT	C			

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CHIEF OF STAFF  
UNITED STATES AIR FORCE

OFFICIAL

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#14

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15 March 1968

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HEADQUARTERS  
GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AFLC)  
Griffiss Air Force Base, New York 13440

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FOREWORD

This manual contains basic policy and procedural guidance for GEEIA Team Chiefs.

My objective is to provide you with guidance essential in executing your responsibilities in an effective and efficient manner. I am convinced that through standardization and by close adherence to this manual you will attain the high degree of proficiency our organization requires.

Your attitude, initiative and conduct is of great importance. In many instances, as the Team Chief, you may be the only contact the Base Commander ever has with GEEIA.

I invite your suggestions toward increasing the usefulness of this manual.

*Franklin A. Nichols*

FRANKLIN A. NICHOLS  
Brigadier General, USAF  
Commander

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GEEIA MANUAL  
No. 100-8

HEADQUARTERS, GROUND ELECTRONICS  
ENGINEERING-INSTALLATION AGENCY  
Griffiss Air Force Base, New York 13440  
15 March 1968

Communications-Electronics Activities

HANDBOOK FOR TEAM CHIEF'S

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This Manual supersedes GEEIAM 100-3, 1 September 1966.

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- 1 GEEIA Form 71, "Pre-DLM/DLM Checklist"
- 2 GEEIA Form 76, "MDM/Scheme Implementation Checklist"
- 3 GEEIA Form 79, "MDM Bill of Material"
- 4 GEEIA Form 95, "Weekly GEEIA Team Chief Report"
- 5 AFLC Form 192F, "General Purpose Data Sheet", used for Accomplishing Equipment Inventory
- 6 AFTO Form 22, "Technical Order System Publication Deficiency Report"
- 7 AFTO Form 88, 88A and 88B, "Installation Inspection Certificates"
- 8 AFTO 88C, "Exception Removal Certificate"
- 9 AF Form 103, "Civil Engineer Construction Permit"
- 10 AFTO Form 216, "Pre-IRAN Survey Record & Certification"
- 11 AFTO Form 217, "Certificate of IRAN Accomplished"
- 12 AF Form 672, "Report of Discrepancy"
- 13 AF Form 1146, "Engineering Change Request/Authorization"
- 14 DD Form 6, "Report of Packaging & Handling Deficiencies"
- 15 Sample Letter, "Certificate of Work/Job Order Completion"
- 16 AFTO Form 29 "Unsatisfactory Report"

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CHAPTER 1

INTRODUCTION

1. OBJECTIVE. To establish a uniform Team Chief's Handbook that provides guidance and instructions to GEEIA C & E Installation/Maintenance Team Chiefs in preparation for and in performance of temporary duty away from their home organization.
2. APPLICABILITY. The Team Chief's Handbook is directive in nature. It is based on Technical Orders, Air Force Regulations and Manuals, AFLC Regulations and Manuals, and various other official publications. It is not intended to preclude the exercise of or usurp the rights and prerogatives of commanders or their competent views and convictions toward the effective accomplishment of GEEIA's mission. They may supplement portions of the handbook commensurate with their respective requirements.
3. GEEIA Form 95. The Weekly GEEIA Team Chief Report will be used as outlined in this handbook. GEEIA Squadrons which have need for information not recorded on the form may overprint block 11 (only) to obtain the additional information. Overprinting will not delete any portion of the form nor change the content of the original form. RCS: GE-K8 applies. GEEIA Form 95 will be locally reproduced on 8 x 10 1/2" paper. Reproduce from head-to-foot.
4. SUPPLEMENTAL PUBLICATIONS. The issuance of supplements or other publications, which change any basic policy, procedure, or criteria in this manual is prohibited. Forward (5) published copies of each supplement or other publications that implement this manual, with related forms, to GEEIA (GEOAS). (See AFR 5-5). Implementing supplements or other publications implementing this manual will be reviewed at this headquarters and a copy returned to submitter. Returned copy, plus the Hq GEEIA correspondence indicating review, will be retained on file by submitter as long as the implementing supplement/publication remains in effect.
5. RECOMMENDING CHANGES. Recommended changes to the Team Chief's Handbook are encouraged and will be submitted through channels to Hq GEEIA (GEOAS). CARE Form procedure will not be used for revisions or changes to this manual, thereby usurping or pre-empting existing procedures for administrative and technical publications. However, CARE Form procedure is authorized when existing procedures have proven unresponsive to the need. Past experience has proven the CARE Form to be very useful in improving this manual.

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## CHAPTER 2

## GENERAL INFORMATION

## SECTION A - CENTRALIZED MANAGEMENT

6. "CREW CHIEF" MANAGEMENT. The new "Crew Chief" concept of centralized management in GEEIA is in effect. The new "Crew Chiefs" are with the GEEIA Directorate of Operations, and the term is used to explain what is essentially a strengthened System Manager position. AFLC established the concept, and it can be largely defined in one phase: "One manager responsible for all aspects of one system". Under the "Crew Chief" concept, the Hq GEEIA system manager is responsible for:

- a. All aspects of the system he manages, being called on to answer all questions concerning the system.
- b. Scheme aspects, production status, and installation characteristics.
- c. Recommendations on improvements, and financial aspects of the system.
- d. Fixing reporting milestones, seeing that they are met, and tying together all actions required.
- e. The new System Managers are located at Hq GEEIA and may be contacted as indicated below:

<u>PROGRAM</u>	<u>OFFICE PHONE</u>	<u>SYMBOL</u>
System 433L	2613	GEOS-47
Commando Escort	7764	GEOS-41
Overseas Autovon	7745	GEOS-27
Autodin	4220	GEOS-02
Tempest	7764	GEOS-49
TRACALS	7762	GEOS-01
Peace Ruby	2613	GEOS-44

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<u>PROGRAM</u>	<u>OFFICE PHONE</u>	<u>SYMBOL</u>
DSSCS	5361	GEOS-25
System 486L	4361	GEOS-26
Priscilla Ellen	4361	GEOS-23
System 469L	7778	GEOS-13
System 416M-AN/FYQ-40	7722	GEOS-31
System 487L	7232	GEOS-15
Southeast Asia Telephone	4525	GEOS-20
Autosevocom	4361	GEOS-21

f. As a result of this centralized management concept, Team Chiefs may periodically receive direct communications from the System Manager. Team Chiefs will cooperate and comply with their questions and instructions and summarize resulting actions accordingly in the Weekly GEEIA Team Chief Report. (GEEIA Form 95).

7. PROBLEM RESOLUTION ASSISTANCE:

a. If technical problems arise during the installation phase and they require an engineering point-of-view, the Team Chief will be instructed to communicate directly with the Project Engineer. Close coordination is encouraged between the Project Engineer and Team Chief. Supervisor will provide the Team Chief with the Project Engineer's full address and telephone number.

b. Problems involving schemes under Crew Chief jurisdiction will be transmitted immediately to the assigned Hq GEEIA Crew Chief, if the problems cannot be resolved locally. Supervisor will provide the Team Chief specific instructions to this effect.



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SECTION B - AUGMENTATION

8. REASON FOR AUGMENTATION. GEEIA is a worldwide organization and is required at various times to divert its manpower resources to effectively perform and/or implement directed USAF C-E-M programs. To this end, GEEIA activities must respond immediately to augment a "requiring" GEEIA region with personnel from other GEEIA Regions.

9. CHANGE OF SUPERVISOR. In general, all instructions, guidelines, information, etc., contained in the Team Chief's Handbook are applicable to teams performing augmentation. Augmented activities are responsible for operational control of augmenters. Therefore, a Team Chief, who is an augments, will be supervised by a designated representative of the augmented activity while under the operational control of that activity.

10. BRIEFING. A complete and detailed briefing will be conducted by the organization augmented to insure that the team is made aware of, and fully understands, the following:

- a. Nature of the scheme or work order to be accomplished.
- b. Hours of work expected per man per day.
- c. Points of contact for fire, safety, dispensary or treatment of injuries, security, vehicle/motor pool facilities, etc.
- d. Availability of messing, billeting and miscellaneous support facilities at the location where the installation or maintenance work is to be performed.
- e. Conditions and customs in the local area.
- f. Availability of on and off base transportation, and local vehicular/traffic laws.
- g. Procedures for obtaining regular, uninterrupted pay.
- h. Regular and special clothing requirements.
- i. Reporting requirements and procedures.

NOTE: It is imperative that the new supervisor advise the Team Chief, in detail, of all unusual conditions at the work location or its immediate vicinity. This is especially important to personnel who are augmenting another GEEIA region.

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SECTION C - CONTROL OF HANDBOOKS

11. RESPONSIBILITY. To control copies of and to insure recurring review and updating, organizational commanders will establish a Team Chief's Handbook control unit within their organization.

12. PROCEDURES:

a. The control unit is responsible for:

(1) Controlling the requisitioning of handbooks.

(2) Controlling their issue and turn-in; providing a numbering accounting system for them, and their review/updating.

(a) Handbooks will be issued to each individual assigned as a Team Chief. He will retain the handbook as long as he functions in such a capacity. AF Form 1098 assigns military personnel as Team Chiefs; SF 52 assigns civilian personnel as Team Chiefs.

(b) They will be issued on a temporary basis to an individual designated duty as a Team Chief for a specific job(s). Upon completion of the job(s), the handbook will be returned to the control unit.

(c) Handbooks will be issued to other sections within GEELA organizations and regions where "need to have" and "frequency of reference" value is clearly established.

(d) The control unit will also maintain a numbered folder corresponding to the number of the handbook. The folder will contain:

1 A hand receipt for the handbook, binder, and all other applicable publications issued to the Team Chief.

2 A record of supplements/changes to receipted publication.

3 Copies of supplements/changes which have been received but not issued to the Team Chief. (Supplements/changes may be held in the folder for 30 days. Team Chiefs on extended TDY will have supplements/changes forwarded to them and the record so annotated).

(3) Providing current copies of TO's 31-1-8 and 00-25-108 and other essential publications in each handbook binder.

NOTE: Team Chiefs are required to clear through the control unit monthly or upon their return from TDY so that the handbook may be reviewed and updated. Handbooks in staff offices, work centers, etc., will be updated as changes occur. A record will be kept of all reviews/updatings.

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SECTION D - GENERAL

13. WEEKLY GEEEA TEAM CHIEF REPORT (GEEEA FORM 95). Realizing that some type of reporting from the field is necessary and will always be required, this form was designed with you, the Team Chief, in mind.

a. Team Chief will prepare GEEEA Form 95 to show a weekly historical record of his team accomplishments, problems, their solutions, etc., and to document other factors directed in this manual. Such information will be used to eliminate problems on future jobs; provide better tools and materials; identify safety hazards, team accomplishments, etc. The GEEEA Form 95 becomes a permanent part of the individual job package, therefore, you should follow instructions for its preparation as closely as possible.

b. Three copies of the GEEEA Form 95 will be completed for each weekly reporting period by the senior NCO assigned to the job. Copy #1 will be sent to your supervisor; copy #2 to appropriate Region office, and copy #3 retained by the Team Chief. A separate GEEEA Form 95 will be filled out for each scheme or maintenance job if you are working on more than one.

c. Reporting period terminates at end of work day (2400 hours) Thursday. Mail report early Friday so that weekend may be used as transit time.

14. SAFEGUARDING GOVERNMENT PROPERTY. Insure that you, and your team members, take measures to protect tools, equipment, and material from loss, theft, or damage. Store tool boxes and equipment in a secure area when not attended. Do not release any item without obtaining and properly safeguarding a hand receipt. List all items shipped to and from TDY location and keep copies or a record of all shipping documents. Failure to adequately protect equipment from theft or loss may result in you and/or your team members paying for it. Report all losses or thefts to your squadron and, if applicable, appropriate military and civil police authorities without delay. Keep a copy of all reports you submit or receive regarding losses or thefts.

15. VEHICLE RESPONSIBILITY. Military vehicles will be used only to provide transportation in support of mission requirements. When you are billeted off base at your TDY location you are authorized to use military vehicles to your job site and base dining hall. At no time can you authorize use of military vehicles for off-duty transportation. Any use of military vehicles other than in direct support of the mission must be cleared and approved in accordance with your squadron directives. If a military vehicle is involved in an accident while being used for unofficial purposes, you face pecuniary liability for damages incurred and perhaps severe disciplinary action for misappropriation of government property. Don't take the chance.

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a. When government quarters are available, the government owned or leased vehicle will be parked in the TDY location motor pool or in an authorized Air Force parking lot.

b. Unless specifically authorized, government motor vehicles will not be operated by one driver for more than eight (8) hours actual driving time per day. Except for emergency or shift worker transportation, all TDY travel by government vehicles will begin and terminate during daylight hours.

16. SERIOUS INCIDENT REPORTING. Notify your squadron by telephone or message of any serious incident involving a member of your team and then take the action they direct.

17. GROUND SAFETY REPORTS. Refer to accident reporting kit for correct reporting procedures.

18. PERSONNEL HOSPITALIZED. If any of your team members are hospitalized notify your squadron immediately by the most expeditious manner, stating: date of admission; name and location of hospital; reason for admission, etc. Also notify your squadron of release from hospital.

19. LABOR RELATIONS. You will not participate in direct contact with labor representatives under any circumstances. Additionally, report immediately to your squadron any information concerning possible or threatened objection to the team's presence, no matter how slight or remote, or any other labor dispute affecting GEELA.

20. PARTIAL PER DIEM PAYMENTS. When you submit a voucher for partial payment to the Finance Office at job location, do not surrender your certificates of non-availability or impracticability unless you first have true copies made of them. Any commissioned officer can certify a true copy. When you return to your home station and submit your final travel voucher you must have copies of all certificates of non-availability and impracticability that were issued to you or you will have to refund the partial payment. In addition, it will speed up your final payment if you keep the yellow copy of the partial payment voucher and submit this along with your final voucher.

21. LEAVES AND PASSES DURING TDY.

a. Ordinary leave may be granted to military members of the team upon completion of the mission.

b. When a military member requests leave, the Team Chief will notify the Squadron First Sergeant, who will have the leave request prepared and processed (time permitting), or will contact the approving authority at the TDY base and verify the request. In the latter case, the requesting individual will complete the necessary forms and submit them to the responsible section at the TDY location.

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c. When a team member is officially notified that a personal emergency exists, the Team Chief will assist the individual in preparing all necessary leave documents and in contacting the TDY base or TDY Squadron Commander for transportation. In addition, the Team Chief will notify his squadron of the emergency, giving them all applicable information.

d. The respective squadron will coordinate all requests for annual civilian leave and will be notified as soon as possible regarding civilian sick leave.

22. AIRMAN PERFORMANCE REPORTS. Check before leaving squadron to see if reports will be due on team members during period of TDY. If so, take such forms with you and see that they are completed and mailed back to the squadron by required date. Occasionally, an airman on-loan to your team will require an evaluation report by you when he completes his assigned work. Forward it to his regular supervisor. AFM 39-62 covers APRs.

23. ON-THE-JOB-TRAINING (OJT). Check with OJT supervisor before leaving squadron and determine which of your team members are on OJT. Take OJT records with you and see that all entries are made as required. Bring up-to-date records back to the OJT supervisor at conclusion of TDY. Insure that team members on-loan to you from another GEEIA organization (who are in an OJT status) are supervised by a competent supervisor. Maintain records for these people in the same manner as those of your team members. Expend every effort to insure OJT continuity.

24. OVERTIME AUTHORIZATION FOR CIVILIAN PERSONNEL. Civilian personnel will not work overtime while on TDY unless prior approval is obtained from your squadron.

25. BASE EXCHANGE PRIVILEGES FOR CIVILIAN PERSONNEL:

a. Civilian employees of the Department of Defense in a temporary duty status and Contract Field Services personnel in a travel status are entitled to special types of Base Exchange privileges if the following stipulations of AFR 147-14 are met:

(1) They must be identified by means of official travel orders or by a letter of authorization issued by the responsible commander.

(2) They must show evidence that they are occupying government quarters on the installation.

b. Affected civilian personnel desiring to use a Base Exchange will contact the Base Exchange Officer or Manager and produce the documents listed above. The Exchange Officer or Manager will give the requestor written or verbal permission to purchase those items entitled to him as defined in AFR 147-14.

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c. If this procedure does not provide the requestor with the authorized services of the Base Exchange, the Team Chief will advise the responsible installation commander. If the responsible commander upholds the Exchange Officer or Manager's decision, the Team Chief will make a complete written report to the squadron of the circumstances surrounding the incident.

26. U.S. CUSTOMS AND THOSE OF FOREIGN NATIONS. Requirements and authorizations concerning them vary from country to country and they also change periodically. If you are traveling from one country to another you will make yourself and your team members aware of allowances, limits, prohibitions, etc. If in doubt, inquire. Serious embarrassment to the U.S. Government frequently occurs as a result of its citizens ignorance of and violation of a sovereign nations' customs laws. Your team can be detained for days by foreign customs officials if you violate their laws.

27. ORGANIZATION/PERSONNEL ACTIONS NECESSARY IN PREPARATION FOR TDY DEPLOYMENT.

- a. Obtain special orders for team. (Insure orders designate you as the Team Chief).
- b. Clothing (individual, mandatory, standard, military uniforms). Check serviceability to insure smart appearance during TDY.
  - (1) General items
  - (2) Special purpose clothing
  - (3) A minimum of one seasonal dress uniform
- c. Safety, for example radiation badges, hard-hats, ear plugs, etc.
- d. Immunizations, as necessary.
- e. Weapons, if necessary.
- f. Passport, visas, border permits, if applicable.
- g. Arrange for forwarding of mail, pay, etc.
- h. Insure that travel-coordinator has reserved government quarters (if available) for you and your team at destination.
- i. Mode of travel. To be determined by Squadron TCO/Section supervisor.

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j. Team Chief's supervisor will render maximum assistance in accomplishment of tasks under paragraphs 27a through 27i.

k. Travel/Arrival Procedures:

(1) If you are working at a base where there is located a GEEIA Sq/Det other than your parent unit, report to that Sq/Det Commander and brief him on the nature and status of your mission. Contact him prior to departure and inform him of your departure date.

(2) If you are working at a site located within geographical boundaries of a Sq/Det other than parent unit, contact that Commander and brief him of the nature and status of your mission. Contact him prior to departure and inform him of departure date.

(3) Explain procedures for disposition of excess material.

(4) Explain work-site cleanup requirements.

(5) Explain use of AFLC Form 44 "Manhour Accounting" (GEEIAL 25-1).

28. PRE-DEPLOYMENT ACTION. After you have been briefed by your supervisor, you should begin preparations for deployment as follows:

a. Conduct a team orientation.

(1) Job briefing to include location and length of TDY, type of work to be done, and specific individual responsibilities.

(2) Explain how, when and where pay may be received.

(3) Specify special purpose clothing to be carried.

(4) Inspect tool boxes to insure that each member has adequate serviceable tools and equipment to do the work.

(5) Outline mode of travel, time enroute, departure, time, date and place.

(6) Discuss classified aspects of equipment and system.

b. Make administrative arrangements:

(1) Arrange for advance per diem, as required.

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(2) Determine vehicle requirements and submit accordingly.

(a) Government vehicle:

1. Drivers (2 per special purpose vehicle; 1 per general purpose vehicle).  
Exception: In the latter, 2 persons are required during inclement weather.

2. Detailed itinerary (give copy to supervisor).

3. Emergency/Safety equipment

4. Maps

(b) Commercial transportation:

1. Have extra weight allowance authorized, as necessary, for tools and equipment.

2. Obtain transportation requests.

3. Make reservations, as necessary.

4. Schedule transportation to depot or airport.

(c) Military air:

1. Have extra weight allowance authorized, as necessary, for tools and equipment.

2. Obtain MAC transportation authorizations (DD Form 1482).

3. Determine where and when equipment may be loaded aboard aircraft, and by whom.

4. Prescribed uniform.

5. Arrange for inflight lunches, if applicable.

6. Schedule reporting time and place.

(d) Travel by private auto (TPA):

1. If privately owned vehicle (POV) is used, prior to departure it will be



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inspected for safety by checking tires, windshield wipers, horn, lights, turn signals, brakes, seat belts, etc.

2. Advise team members they are responsible for having adequate funds to cover minor emergencies as well as normal expenses.

3. Explain allowable travel time by "common carrier" and latest permissible reporting time at destination, commensurate with good safety practices.

4. Detailed itinerary (give copy to supervisor).

(3) Submit special equipment requirements to supply.

(4) Pick up ground safety kit.

(5) Process squadron clearance.

c. Draw vehicles and equipment from Motor Pool, if applicable. Road test vehicles before departing.

d. Obtain required special tools and test equipment. Insure, by checking with the tool crib, that your test equipment will not require calibration before your return from TDY.

e. Obtain or prepare an administrative kit. Your supervisor will assist you, in selecting from (as well as adding to) the following, those items which apply to the job assigned you.

(1) GEEIA Form 71 "Pre-DLM/DLM Check List".

(2) GEEIA Form 76 "MDM/Scheme Implementation Check List".

(3) GEEIA Form 79 "MDM Bill of Material".

(4) GEEIA Form 95 "Weekly GEEIA Team Chief Report".

(5) AFLC Form 444 "Manhour Accounting".

(6) AFLC Form 192F "General Purpose Data Sheet".

(7) AFTO Form 22 "Technical Order System Publication Deficiency Report".

(8) AFTO Form 29 and 29A "Unsatisfactory Report".

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(9) AFTO Forms 88, 88A, 88B "Communications-Electronics-Meteorological Installation Inspection Certificate" (multilith and hard copies).

(10) AFTO Form 88C "Communications-Electronics-Meteorological Exception Removal Certificate" (multilith and hard copies).

(11) AFTO Form 109 "Quality Control Deficiency Report".

(12) AFTO Form 118 "Pre-Operation Test Summary".

(13) AFTO Form 118A "Test Trouble Record".

(14) AFTO Form 118B "Operation Test Summary".

(15) AFTO Form 216 "Pre-IRAN Survey Record and Certification".

(16) AFTO Form 217 "Certificate of IRAN Accomplishment".

(17) AF Form 672 "Report of Discrepancy".

(18) AF Form 1146 "Engineering Change/Request Authorization". (ECR/A).

(19) DD Form 6 "Report of Packaging and Handling Deficiencies".

(20) DD Form 1348-1 "DOD Single Line Item Release/Receipt Document".

(21) Certificate of Work/Job Order Completion.

(22) Accident Reporting Kit consisting of forms and instructions for their use.

(23) Pre-addressed airmail envelopes with appropriate squadron and region addresses and routing symbols.

f. Ascertain what reports you will be required to make and determine correct routing of all correspondence.

g. Turn in DD Form 714 "Meal Card" for each team member who is not on separate rations to either the First Sergeant or Charge of Quarters.

h. You are reminded to maintain, in sufficient detail, information necessary for submission of pay vouchers once you return to your home station.

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SECTION E - ENROUTE PROCEDURES

29. VEHICLE OPERATION. Instructions for operation and maintenance is provided as a kit for each vehicle according to type. Refer to this vehicle kit for all procedures pertaining to use of Credit Cards, Maintenance, Travel Restrictions and Vehicle Reports. Kit is indexed for ready reference.

30. EMERGENCY PROCEDURES:

a. Medical Treatment:

(1) Military. Emergency medical care is defined as "Treatment Required to save life, limb, sight, or prevent undue suffering". Such care may be obtained from civilian facilities, if military facilities are not available. When civilian facilities are used, notify the treating agency of your military status, then contact the nearest Air Force Commander and your squadron at the earliest possible time. Your first responsibility is for the safety and well being of your personnel. (AFR 160-53 "Medical, Dental, and Veterinary Care from Civilian Sources" governs reimbursement and procedures for civilian treatment of military personnel).

(2) Civilian. In the event injury or sickness of civilian (Civil Service) personnel, he should be taken to the nearest military medical facility, be identified, and treatment requested. In the event there is no military facility available, seek medical care from any doctor of medicine in the vicinity. Obtain a signed statement from the doctor as to the nature and cause of injury or illness. (AFR 40-801/AFLC Supplement 1 "Injury Compensation" is the governing directive).

b. General:

(1) In the event of a family emergency while enroute, you will be contacted by the Military Police, State Police, or Local Police. The team member may use Red Cross facilities to obtain or send information regarding the emergency. The Red Cross will also loan or grant funds for transportation in a bona fide emergency.

(2) Disasters. Avoid known disaster areas whenever possible. Your entry only adds to the problems which already exist. In the event your team is traveling through an area which is struck by disaster such as fire, flood, hurricane, etc., while you are enroute to or from a routing assignment, you may find it expedient to notify your squadron, advising them of the circumstances encountered and suggesting you offer your services to local authorities should your squadron agree. In any other circumstance, notify your squadron of your actions at the earliest possible opportunity.

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(3) Enemy Action or Civil Disorder. In the event of enemy action, proceed directly to the nearest U. S. Military installation and place yourselves under the control of its commander. Notify your squadron of your location and the attendant circumstances by the most expeditious means available. Avoid involvement in civil disorders of any nature.

(4) Fatality. In the event of a fatality, report to your squadron/region headquarters immediately by the most expeditious method possible. Have all available information ready to pass on to the squadron/region.

(5) Extensive Property Damage. In the event of property damage in excess of \$50.00, report the circumstances to your squadron immediately.

31. ACCIDENT REPORTING. Refer to your Accident Reporting Kit for additional instructions relative to the foregoing. All information and forms pertaining to accident reporting are contained in the kit provided by your squadron.

32. SAFEGUARDING EQUIPMENT. While enroute it is necessary that extra safeguards be employed for protection of vehicles and equipment. Some recommended procedures are:

- a. Use of padlocks on vehicle outside compartments.
- b. Use of prefabricated locking doors on special purpose vehicles, such as the V-17.
- c. Locking bars on camper type vehicles.
- d. Chaining locked tool chests to open vehicles.
- e. Locking vehicle doors.
- f. Moving items to places of safety.
- g. Parking vehicles in safe locations, i. e. , lighted areas, near the quarters you occupy, or at Base Motor Pool, if available.

33. VARIATIONS IN PLANNED ROUTE:

- a. Notify your home station when a variation would prevent your squadron from readily contacting you in an emergency.
- b. Remain overnight or divert, as required, to avoid extremely hazardous conditions - always keeping safety, mission accomplishment, economy, and good judgment foremost in your decision. Contact your home station when in doubt, or to confirm your actions, when possible.

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CHAPTER 3

INSTALLATION

SECTION A - PRE-INSTALLATION PHASE

34. TEAM CHIEF BRIEFING. Upon notification of scheme assignment, report to your supervisor for a preliminary scheme briefing which will include all aspects of your assigned project. A thorough understanding of what is expected of you, and how it is to be done, will enable you to do your job better. The following checklist will be used as a guide for pre-deployment briefing and preparation for departure.

- a. Designate overall Team Chief and subordinate Team Chiefs, if required.
- b. Type of work to be performed.
- c. Location and duration of TDY.
- d. Facility or system to be installed, removed, etc.
- e. If Contract Surveillance, possession and thorough knowledge of GEEIAM 70-6, "Participation in On-Site Surveillance of Contractor's Activities", is necessary.
  - (1) Specific equipment types involved.
  - (2) Specific supporting data, as applicable.
    - (a) General Information
    - (b) Review scheme folder
    - (c) Bill of Material (BOM)
    - (d) Indorsed Site Concurrence Letter
    - (e) Adequate number of drawings
    - (f) Amendments
    - (g) Approved engineering change orders
    - (h) Manufacturer's manuals, MILSTRIPs, TOs, etc.

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(i) Results of Pre-Installation Survey (PSI) if previously conducted. Under normal circumstances, this is to be done prior to departure of entire team.

(j) Classified aspects of equipment and system.

NOTE: If, after your review of the drawings and the BOM, it is determined that minor items (which are available from bench stock) are required, arrangements will be made to obtain them.

35. PRE-INSTALLATION SURVEY. Pre-installation survey is needed to determine if project can begin.

a. Contact Base Supply and verify that all scheme shipments have been received. If shipments have been received, make a box count only, and verify that installation specifications are compatible with existing conditions. Check allied support using requirements set forth in indorsed Site Concurrence Letter (SCL) and other scheme data.

NOTE 1: If allied support is not complete or scheduled for completion in sufficient time to meet start and/or completion dates, notify your squadron.

NOTE 2: If pre-installation survey indicates that all scheme requirements have been satisfied, a complete pre-installation inventory will be accomplished in accordance with GEEIAR 67-12 prior to beginning the actual installation process. Specifically, scheme material will be 100% inventoried using the Bill of Materials (BOM) as a checklist against shortages/discrepancies, and those found will be reported as outlined in GEEIAR 67-12.

b. On many installations equipment to be installed has been furnished by the operating command (indicated on the BOM as "available locally"). When these "command assets" are provided, carefully inventory and inspect them before beginning installation and determine:

- (1) Are depot level modifications required?
- (2) Are there any shortages?
- (3) What is condition of equipment?

If MDM certification has not been accomplished, if depot level modifications are required, or if depot level or field maintenance is required, request guidance from your squadron. Be sure to identify the equipment; list shortages, and describe its condition. Command assets remain property of operating command and at no time does GEEIA accept accountability for them. If operating agency desires, you may sign a statement of responsibility for protecting equipment during installation.

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c. If there is evidence of damage to shipping containers, inventory all damages by checking contents against shipping documents and engineering BOM. If no discrepancies are found, you will re-seal containers.

d. If discrepancies are found, take the following action:

(1) Forward a formal resume of findings to arrive at your Region within ten working days of completion of survey. Resume to include the following, as applicable:

(a) If the shipping container and materials are damaged (not just the container), fill out DD Form 6, "Report of Packaging and Handling Deficiencies" (Atch 14). Forward five copies and the original with six copies of a photograph or sketch, showing the damage. Check to see if this damage has been previously reported by Base Supply. Extra blank forms and help in filling them out can be obtained at any Base Transportation Office. Reseal the boxes.

(b) Future AMA shipments received without labels and scheme number will be reported as a marking discrepancy on DD Form 6.

(2) If one or more of the following conditions exist, you must accomplish an AF Form 672 "Report of Discrepancy". (Atch 12).

(a) Shortage or overage noted in shipment regardless of item cost. Cause of this overage or shortage will be explained in "remarks" section.

(b) When item identification is found to be other than that shown on the shipping document, contract, BOM, identification tags or other markings. The BOM referenced here is the engineered BOM provided with the scheme.

(c) When documents accompanying shipment are incorrect, incomplete, excessive, insufficient or missing, this includes Responsible Property Officer folder. If RPO folder is missing, send a message to Headquarters GEEIA (Directorate of Materiel), information copy to your Region and Squadron. Office symbols for commodity code are GESMN-NavAid and Metro; GESMW-Wire; GESMC-Base Communications, and GESMR-Radio and Radar. This manual is authority for you to contact Headquarters GEEIA direct for this purpose.

(d) When shipment or any part thereof has been misdirected or is in violation of a specific control (age control, i.e., re-inspection was required by a certain date and inspection was not accomplished), or material had been subjected to improper storage (regardless of current condition).

(e) When there is a discrepancy related to a shipment that is not categorized above, and is not caused by improper packaging, handling or transporting.

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Describe as fully as you can: how was the item packaged (base, depot, manufacturer, etc.); who condition tagged/labeled the item (where, i.e., base, depot, manufacturer, etc.); by whom stamped (indicate name/number); was item new or used; for what reason (out of calibration, failure, etc.) was item made material condition "F" (unserviceable)? Answers to above will enable and expedite investigation of the discrepancy and assist the material quality section to prevent recurrence.

NOTE: If you find facilities and methods used for storage of C&E equipment inadequate, document all your findings and report them to your squadron immediately. For clarity and proof, include sketches and/or photographs. Particularly note outside storage of sensitive electronic equipment; storage in open or non-secure areas, and scattering of scheme materials in many different locations.

36. INTERVIEW WITH BASE COMMANDER. Upon arrival at your work location, arrange an interview with the Base Commander (or his designated representative) to explain purpose of your TDY and request necessary base support. Take your copy of T.O. 31-1-8 and 00-25-108 with you to point out authority for required base support, if the need should arise. Take your scheme folder and all work specifications with you in case you are asked to provide technical information pertaining to your project. Use the following as a guide:

- a. Identify equipment or facility that you are to work on and explain effect of this work on Communications-Electronic system. Be prepared to answer any questions you may be asked about equipment or facility.
- b. Inform the Base Commander (or his designated representative) of your minimum-essential, base-furnished transportation and special equipment requirements. If you have squadron vehicles, ask for priority repair service at the Motor Pool in case of a breakdown. Make arrangements for expedited periodic maintenance (on long installations), and for Petroleum, Oil and Lubricants (POL) service at other than normal duty hours if required.
- c. Request support of Base Maintenance Shops and Base Civil Engineering to accomplish minor items of support such as repairing structural components damaged in shipment, etc. Explain that you will need access to these facilities. When necessary, obtain an "open" work order (AF Form 332) indorsed for immediate action by the Commander or his designated representative.
- d. In case of a removal, bring to his attention base responsibilities for packing, crating and transportation.
- e. State number of personnel in your team; your anticipated work schedule (hours per day and days per week), and length of your expected stay. Then verbally request your team



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be provided quarters with following qualifications:

(1) As near work area as possible.

(2) That all team members are quartered together, where practicable.

(3) With adequate facilities for securing individual tools, test equipment and personal items.

(4) Permanent rather than transit quarters so that members may get undisturbed rest and thereby insure job effectiveness and minimize possibility of ground accidents. Common adequacy standards for quarters are listed in AFR 30-16.

f. If the location, priority or work schedule will not allow adherence to regular messing schedules, explain what messing arrangements you believe to be necessary, such as night mess, flight line mess, off-base mess, etc. If messing facilities cannot be used in some instances, request Commander or his designated representative authorize issuance of DD Forms 1351-5 (Government Quarters and Mess) by Base Housing Officer.

g. Arrange for administrative services, e.g., typing, mail delivery, photographic services, telephone service, message service and assistance in obtaining access to restricted areas, if applicable.

NOTE 1: It is the GEEIA Commander's emphatic policy that the interview will be with the Base Commander and this should be tactfully explained to the personnel you encounter in arranging for the interview. However, if after relating the foregoing the Base Commander considers it appropriate to designate an individual to conduct the interview for him, you will comply with his wishes. Your first GEEIA Form 95 will be annotated to reflect this deviation from the GEEIA Commander's policy.

NOTE 2: It is also the GEEIA Commander's policy that an officer will visit the Team Chief of every project (where the Team Chief is not an officer) to help the Team Chief resolve any problems he may have by coordinating these problems with the Base Commander or the appropriate officials.

37. GENERAL:

a. Purchasing and Contracting Office. Explain that certain minor items may be required for various unforeseen reasons during the installation, and arrange to establish an account with Base Supply to enable you to requisition these items. Verify amount of Obligation Authority (OA) forwarded from your squadron to Base Comptroller to provide funds for reimbursement.

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b. Base Ground Safety Director. Request a safety briefing by Base Ground Safety Office and operating agency representative, to include at least the areas listed in (1) through (7) below. A statement verifying receipt of this safety briefing will be entered on the first GEEIA Form 95 submitted. An additional statement verifying receipt of a safety briefing prior to departure and that all necessary safety equipment, clothing and special tools are on hand and in satisfactory condition is also required on the first GEEIA Form 95 submitted. Your following weekly reports will also include a remark indicating that you have accomplished your daily safety and duty briefings. Any unusual safety problems encountered during the week should be mentioned if you feel that other teams would benefit from your experience.

- (1) Local emergency procedures and telephone numbers.
- (2) Name and telephone number of a Base Safety Official to resolve safety problems.
- (3) Location of emergency medical facilities.
- (4) Sick call location and hours.
- (5) Local hazards (reptiles, animals, radiation, noises from aircraft, weather, etc.).
- (6) Traffic regulations (base and civil) and alert procedures applicable to TDY personnel.
- (7) Local accident reporting procedures.

NOTE: Work in vicinity of flight line or runways will be cleared with Base Flying Safety Office.

38. ARRIVAL PROCEDURES. After your interview with the Base Commander (or his designated representative), use the following checklist as a guide. Then begin pre-installation survey if this has not been done.

a. Sign in only at Base Headquarters, using their daily sign in/out register. However, if you and your team arrive after normal duty hours, and it cannot be immediately determined if government quarters are available or not, non-government quarters may be used providing you and your team do not sign in at Base Headquarters (thereby remaining in travel status) until the following morning.

b. Move in to quarters.

c. Contact operating agency. Arrange for weekly briefing on scheme/work order progress if desired by agency. Briefing will be concise and limited to items pertinent to

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operating agency; i. e. , estimated percentage of completion, brief summary of work accomplished, lag time chargeable to Base. Do not discuss internal GEEIA problems.

d. Communicate, by message with your squadron (sending an information copy to GEEIA Sq/Det having geographical area of responsibility; your Region, and to Hq GEEIA (GEOAW) reporting your arrival, and job-start-date. A message will be sent for each job-start. Message will include at least the following information:

- (1) Name and telephone number of operating agency's contact point.
- (2) Room and building number or name of hotel where you are quartered.
- (3) Telephone number where you can be contacted on and off duty.
- (4) Scheme or job number.
- (5) Start-date and estimated completion date.
- (6) Team Chief's name, rank and organization.
- (7) Number of team members by quantity and AFSC; e. g. , six 261X0, two each 361X4.

e. Check local base regulations and procedures that pertain to your TDY.

f. Determine location of scheme material.

g. Arrange for facility access (warehouse, sites, etc.) during other than normal duty hours if necessary.

NOTE: If quarters and/or rations cannot be provided and TDY orders have not been funded to reflect this, the Team Chief must contact his squadron and inform them of the non-availability. If quarters and/or rations cannot be provided to either the entire team or to a portion of the team, the Team Chief will insure that certificates of non-availability will be issued by the Base Housing Officer prior to residing or dining in off-base facilities. Under no circumstances will you, as Team Chief, take it upon yourself to have your military personnel use non-government quarters or rations without prior approval from your squadron.

39. STORAGE AND TRANSPORTATION OF MATERIAL. If space and working conditions permit, all scheme materials will be transported to the site and positioned for convenience of use. If sufficient space and storage is not available at site, advise Base Supply you will withdraw only portions of materials as required, unless the Base Commander or his

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designated representative can assist you in obtaining a secure temporary material processing area. Request special assistance, as required, for moving heavy and bulky equipment (fork-lifts, handtrucks, flatbeds, etc.).

40. TEAM AUGMENTATION. If you determine that your team requires augmentation for short periods of time you should request assistance from the using agency. Contact your unit, via message, info Region, for further team augmentation if your team is unable to complete the installation within the estimated number of days allotted. Two shifts should be utilized rather than assigning team members to more than ten hours a day, six days a week, except in emergencies.

41. TEAM CHIEF CHANGEOUT. If a team chief changeout is required, the new Team Chief will, on arrival at the work site, inform the Base Commander or his designated representative of this change of responsibility.

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SECTION B - INSTALLATION PHASE

42. DAILY SAFETY AND DUTY BRIEFING. Before beginning work each day, inspect all safety equipment to be used and discuss ground safety aspects of work to be done with entire team. Identify potential safety hazards and establish procedures for avoiding unsafe conditions/situations.

a. When hazardous work is being done you are to refrain from participating in the work and devote full attention to supervising your team. If you cannot be physically present to supervise the entire operation, appoint someone to take over in your absence or request Base Safety Office to give assistance in preventing unsafe actions.

b. Other considerations of the duty briefing are quality of work expected; amount of work to be done; work stoppage instructions; and securing of work area. Emphasize safety precautions at all times.

43. WORK STOPPAGES:

a. Material Work Stoppage. As soon as you determine that the normal progress of an installation cannot proceed due to lack of material which you cannot obtain, notify your supervisor by telephone or priority message that a work stoppage exists or is anticipated. Then take action as follows:

(1) Request GEEIA BOM Catalog Items by priority message to Hq GEEIA (GESM) (with information copies to your squadron and region) citing the BOM number.

(2) Request Stock Listed Items (other than BOM catalog) from the site host base using the following format: Enter Project Code 299 in card columns 57-59; enter priority in card columns 60-61; enter "AK" in card columns 65-66 (Urgency justification code). Overseas requisitioners will insert code 999, required delivery date, in columns 62-64. CONUS regions will insert a factual required delivery date. Complete all other entries as prescribed by the Support Base.

(3) For non-stock listed items request the support Base to requisition, by message, direct to the appropriate IM prefacing the message with the statement, "This is a GEEIA Team Chief Work Stoppage Requisition." The requisition should carry a serial number in the 0500-0999 series and a priority 2. If for SEA support, a transportation priority 0999 should be used. Request information copies of the message be forwarded to your squadron, region and Hq GEEIA (GESM).

b. Emergency Repair of Equipment. If a work stoppage occurs because equipment being installed is in need of repairs which are beyond capability of your team, send a priority message to your squadron with the following information: CE Scheme number;

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date and cause of work stoppage; stock number, noun, serial number and quantity of equipment for which repair service is required (remember security).

c. Other work stoppages. For example, base support, equipment breakdown, etc. Follow the same basic notification procedures previously outlined in paragraph b above.

44. CHANGES TO INSTALLATION SPECIFICATIONS:

a. When it is impracticable or impossible to adhere to installation specifications, your supervisor may authorize minor changes if these changes do not:

- (1) Affect the electrical, mechanical or operational function of facility or system.
- (2) Require supply action by Hq GEEIA Directorate of Materiel.
- (3) Re-position the equipment to a degree which would change the engineered floor layout.
- (4) Interfere with other planned facilities, construction, appearance of the finished job, etc. (This can be determined by coordination with BCE, the operating agency's Plans and Programs section, etc).

b. If you think the necessary changes are within the above limitations, contact your supervisor and explain the situation. If your section authorizes the changes, this must be done in writing. Then record them accurately in the annotated documents.

c. Changes made in the field by Region representatives must be authorized in writing.

NOTE: No work is to proceed involving changes prior to receiving written authorization.

45. ENGINEERING CHANGE REQUEST: If changes to specifications are required which are not within the scope of paragraph 44, fill out an AF Form 1146, Engineering Change Request/Authorization, (one copy) and send it to your supervisor. Do this as soon as you are aware that a change will be necessary. Attach a marked drawing, if necessary, to explain proposed change. A sample AF Form 1146 is included as Attachment 13. In filling it out be sure to include a statement in block 6 to show any "change in material required". If a work stoppage is impending, send required information to your squadron by message. Do not proceed with change until you receive written authorization from your squadron to do so. Approval will take time since the request must go to Region headquarters. Meanwhile, proceed with some other part of the installation. (In an emergency, Team Chief may communicate direct with Region Engineering Control Office to obtain ECR/A approval/disapproval. Be sure to obtain and log the ECR/A control number and the project engineer's name. Confirmation will be forwarded by message).

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46. USE OF BENCH STOCK/LOCAL PURCHASES/CONTRACT SERVICES:

a. Bench Stock. If requirements arise in the field for minor items not on the BOM, contact the operating agency or the host Base Supply to determine if the item is available locally. If required material is not available locally, contact your squadron and request items be sent from bench stock or otherwise procured by the squadron.

b. Local Purchases/Contract Services. If size of an installation/removal/relocation scheme justifies it, you may be required to establish a supply account or to arrange for Contract Services at the TDY base. Whenever this is required, an AF Form 405, Obligation Authority (OA), will be sent by your squadron to the TDY Base Comptroller to provide funds for this account. In some instances, it may be necessary for you to handcarry the OA to TDY Base. Regardless of method used, upon your arrival at TDY Base you must report to Base Comptroller's office to verify the amount sent/handcarried and to establish your account. Once your account has been established it will allow you to requisition minor items through supply channels or request Contract Services, when required. These services will be handled as outlined below:

(1) Local Purchase on Base. You will be given a letter by your squadron to the TDY Base Supply Officer authorizing you to establish an account. Present this letter and one copy of your orders to the Base Supply Officer to establish the account. (T.O. 31-1-8 gives this authority). You are then able to requisition minor items through Base Supply using AF Form 1517 "Base Issue/Turn-In Card". Fill out two copies of AF Form 1517 for each requisition. Submit one copy to appropriate Base Supply activity, and keep the other copy for your files. To use this method you will be required to have the Federal Stock Number (FSN) of each item you requisition. (Base Supply research section will assist you in finding these numbers). Record the amounts spent on the back of your copy of the OA so that you do not exceed your authorized amount. Many Bases do not use AF Form 1517 in their supply system. Check with TDY Base Supply as to the form they use and abide by their instructions regarding its preparation.

(2) Local purchases off-base. If a work stoppage or anticipated work stoppage occurs during installation or shakedown tests due to lack of material or faulty parts which cannot be replenished through GEEIA channels, or the established supply account at the work location, AF Form 15 "USAF Invoice" may be used and prepared in accordance with AFR 67-24 and your squadron directives to obtain necessary services and materials. In overseas areas, for items which cannot be provided by Base Supply but can be purchased on the local economy, the use of reimbursable personal funds may be authorized by your squadron commander, providing there are no OA funds available at your TDY station.



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(This method will also be used to eliminate work stoppages on an emergency job). To reimburse you, Accounting and Finance requires two copies of each sales slip. Bring sales slips to your squadron and Standard Form 1034 will be prepared and presented to Finance for payment.

(a) Authorization. The following are authorized when teams are operating beyond base support and for requirements that could not be determined prior to team departure.

1. Emergency materiel purchases.
2. Rental of equipment without operators.
3. Rental of mission tools.
4. Contract services.

(b) Restrictions:

1. Use of AF Form 15 is restricted to unavoidable emergency purchase of items or services required by installation/maintenance teams.
2. AF Form 15 will not be used at squadron locations. Requirements at these locations will be processed through host Base Purchasing and Contracting Office.
3. An AF Form 15 will not exceed \$500 for procurement of material or \$2500 for services.

(c) Preparation and Processing:

1. AF Form 15 will be completed in six legible copies (original and five carbons) using indelible pencil, ink or typewriter.
2. AF Form 15 will be handled expeditiously through all stages of processing.
3. Initiator will give vendor one copy and forward the original and four copies as outlined below:
  - a. Materiel Purchases. To squadron monitor for subsequent submission to host base Accounting and Finance Office, or to activity designated by local base policy.



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b. Rental and/or Contractual Services. To squadron monitor for subsequent submission to Region Financial Management Division.

4. Add the scheme/job number in "Organization" block.

5. The purchaser will inform vendor at time of purchase that original AF Form 15 is the seller's invoice. Another invoice is not required or desired.

6. The purchaser will check to insure purchased material is described by nomenclature, part and/or type number. Extension price totals must equal the number of each unit times the unit price.

7. Sales tax will not be paid or listed on AF Form 15. By law, the U. S. Government is exempt from payment of all state and local laws when a sales has been made directly to them (this includes you - as a representative of the U. S. Government).

(c) Contract Services. Requirements for contractor services such as crane rental, trenching, backfilling, compacting, etc., will be processed through the nearest activity having authority to write contracts for the U. S. Government. Contracting Officer within this activity is the only individual authorized to negotiate with a contractor. Team Chief will:

1. Verify that adequate funds for contract services have been provided the Base Comptroller.

2. Provide Contracting Officer with complete and accurate information on work to be performed; required specifications and drawings; type of equipment required; date equipment is required and for how long a period of time.

3. Obtain a copy of contract from Contracting Officer and insure that contractor is performing required services in accordance with terms of the contract.

4. Report any discrepancy or contract delays to the Contracting Officer who will take necessary action. At no time will the Team Chief direct contractor to start work or to perform any task not specified in the contract.

5. Before departing the base, check with Base Supply Office to verify amount spent on your requisitions. If you have used contract services, verify amount spent by firm(s) with Base Comptroller's Office. Bring your copies of requisitions used back to your squadron to make a final report of your expenditures.

NOTE 1: You must not exceed amount authorized on your OA. Request your squadron to

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increase the OA if you foresee a need for more money. There is also a time limit on all OAs which is not to be exceeded. Request an extension of original time limit from your squadron prior to expiration date, if required. Ask Base Supply Office or Base Comptroller Office to explain procedures you do not understand.

NOTE 2: Regarding trenching and backfilling (contractual and organic): On outside plant installations where trenching and/or backfilling is done by contract, a squadron representative is responsible for starting and monitoring contracts. When such contracts are awarded, a provision will be included specifying that contractor shall not proceed with trenching until squadron representative has told him to. Check all aspects of installation to insure that contract portion of job can proceed to completion before allowing a trenching and/or backfilling contract to start. You will follow your squadron directives when awarding a contract using an OA or an AF Form 15. Prior to any excavation, you must insure that Civil Engineer Construction Permit, AF Form 103, has been processed.

47. ANNOTATED DOCUMENTS. You are required to annotate two sets of specifications to show actual "as-installed" condition of each facility installed. These annotated documents are used to prepare final "as-installed" drawings and update plant-in-place records. Both the station drawings and the work statement itself must be annotated, dated and signed by Team Chief. If drawings do not reflect abbreviated scheme number, enter it. Use standard color markings when annotating station drawings in accordance with GEEIAM 100-2. Red: as-installed or additional data; Yellow: items deleted; Blue: notes to engineer and draftsman which are not to appear on final drawing. Keep your notations up-to-date, on a day-to-day basis, as you install equipment. Add any information required on station drawings which was not included on drawings provided.

NOTE: You will be required to submit two copies of these drawings to Base C&E Officer at time of AFTO 88 completion.

a. Insure the base C-E Officer signs and dates both copies of the annotated E-I drawing documents concurrent with signing the AFTO Forms 88 and that the GEEIA Forms 76 reflect this date. One copy of the drawings are left with the C-E Officer, the other copy will be forwarded to Region Hq. If the C-E Officer elects to forward the redline drawings to Region Hq., advise him of the three-day delivery requirement in accordance with AFM 100-19, paragraph 1909. Inform him that you will forward the annotated drawings with all other completed documents, if he prefers. Add to paragraph 10 of the AFTO Forms 88 that statement which applies: "Base C-E Officer to forward drawings. Team Chief to forward drawing with other completion documents".

(1) If no changes were made, indicate "Installed as shown", or "No changes made".

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(2) If only a portion of the drawing as shown is installed, the installed portion shall be redlined.

(3) Annotate redlined drawings as "Installed as shown" or "as installed".

(4) If the number of corrections are so numerous that they are not easily identified if placed on one drawing, then the corrections will be posted to two or more copies of the same drawing. Indicate the drawings accordingly, i. e., "Sheet 1 of 2 sheets, Sheet 2 of 2 sheets," etc.

(5) When the drawing involves a building floor plan layout, the name and number assigned to the building by the base or site will be clearly indicated on the drawing.

(6) If changes to the drawings contained in the scheme are required, procedures in CED 1910.3c Engineering Change/Request Authorization, will be followed.

b. When your installation is being accomplished within a system that is already operational, you must keep the C-E officer advised of your progress and your plans to proceed. You will test each phase of your work and clear any difficulties encountered before proceeding to the next phase. A representative from the using activity, preferably their Quality Control Inspector, should accompany you on each test. If troubles should develop within the system that are of doubtful origin, you will work with representatives of the operating agency to isolate and identify the malfunctions. You will take immediate action to clear any malfunctions that are "installer caused." You may assist the operating agency, as needed, in clearing the other troubles, not to exceed four man-hours.

48. SHAKEDOWN TEST. Conduct a shakedown test in accordance with scheme package to insure that equipment is ready for an operational test. If length of shakedown test is not specified in scheme package or T. O. for equipment being installed, use tables in T. O. 31-1-8 to determine length of test.

49. PERFORMANCE RECORD. During an "all equipment check" keep a formal record of all performance tests and an operational test log accounting for time that equipment is under operational test. You are to leave one copy of operational test log with operating agency.

50. EQUIPMENT PROBLEM/REPORTS. An Unsatisfactory Report (UR) or Quality Control Deficiency Report (QCDR) will be submitted upon determination that operating equipment is unsafe or not functioning satisfactorily, due to manufacturing difficulties and/or design. In either case, verify with Base Chief of Maintenance, where possible, statistical and technical data relative to problem material or equipment. Determine type of report required and submit as outlined below:

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(Do not duplicate a report being submitted by operating unit or local base. Obtain a copy of the report and retain it in scheme package to which it applies).

a. The Unsatisfactory Report (UR) is submitted whenever material deficiency is attributed to:

(1) A design deficiency that has or is capable of causing a nuclear explosion, safety hazard or mission failure (for example, filament voltage is separate from Klystron interlock switch and removal of RF shield will result in dangerous radiation unless all voltages are removed. . . . recommend re-design of circuitry).

(2) Suspected acts of sabotage or malicious practice. (In this case Office of Special Investigations (OSI) will also be contacted through established local channels).

b. The Quality Control Deficiency Report (QCDR) is submitted when equipment or material does not conform to a specified standard. Standards are defined as drawings, specifications, T. O. s or other technical requirements. (An example would be wherein the manufacturer did not assemble item in accordance with illustrated parts breakdown).

c. Submission of Reports:

(1) Emergency reports will be submitted to your supervisor by telephone or message. Confirm verbal reports, in detail, ASAP.

(2) Routine reports will be made to your supervisor on form specified: AFTO 29 and 29A for UR, or AFTO 109 for QCDR. Forward form in a 2 copy draft along with six copies of any drawings and/or photographs which will substantiate report.

d. Detailed reporting instructions are available in T. O. 00-35D-54 and GEEIAM 74-3.

NOTE: Corrosion deficiencies discovered in equipment during an installation will also be reported by UR or QCDR in accordance with T. O. 00-35D-54. All reports will be forwarded to your Squadron, attention: Corrosion Control Monitor.

51. LEAVING INSTALLATION BEFORE COMPLETION. At times it may be necessary for you to leave an installation before it is complete. This could be due to higher priority workload, or the result of a prolonged work stoppage. In any case, you must take adequate precautions for security of equipment before you leave work site(s). If possible, have equipment locked up pending your return. It is advisable, in some cases, to take photographs of partially installed equipment before you leave to verify the condition in which you left it. All drawings, work statements, etc. are to be annotated to reflect all work completed at time of work stoppage. All work completed to-date should be inspected by operating

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agency prior to your departure. Prepare a statement that completed work was/was not inspected, and was/was not acceptable. (List exceptions). This statement is to be signed by a representative of operating agency and you. Leave one copy with operating agency. Package and return to the Base Scheme Monitor with a current inventory. Insure the RPO folder is included in one of the boxes of remaining scheme material. Shortages noted on return to work will be reported to your squadron. Major discrepancies may require Report of Survey. Place your name and date you are leaving work site on working drawings as information for next assigned Team Chief. These drawings and all scheme correspondence will be returned to your squadron.

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SECTION C - INSTALLATION COMPLETION

52. QUALITY INSPECTION. Before final inspection is scheduled with operating agency, coordinate with your squadron to determine if a quality inspection will be accomplished. Purpose of this inspection is to insure that quality work has been performed in accordance with specifications in scheme folder and approved practices.

- a. Correct all discrepancies noted, if possible, and economically feasible, before final inspection is arranged with operating agency.
- b. Have the following documents available for quality inspection and final inspection.
  - (1) Annotated documents (that is, scheme specifications and drawings corrected to reflect the as-installed condition).
  - (2) Cable distribution work sheets.
  - (3) RPO folder (if applicable) and a list of major BOM items installed/removed.
  - (4) List of BOM items excess to installation, if applicable.
  - (5) Record of parts replaced and adjustments made during shakedown tests.
  - (6) Performance records of shakedown tests. (AFTO Form 22s and AFTO Form 29 and 29A, if applicable).
  - (7) List of all TOs and publications required.
  - (8) List of equipment modifications required.
  - (9) A copy of each applicable GEELA standard.

53. INSTALLATION INSPECTION. After quality inspection and correction of all discrepancies, contact operating agency and arrange for final Installation/Removal Inspection. For installations, this consists of a Technical Inspection and an Operational Test to satisfy both GEELA and the operating agency that facility is capable of performing as specified by applicable TO (without regard to limitations due to siting, etc.).

54. OPERATIONAL TESTS. Conduct operational tests in accordance with scheme package, if specified. If not, make length of operational test 8 hours if equipment contains less than 2500 parts and 48 hours if equipment contains more than 2500 parts. Conduct test by

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continuous operation of equipment. Keep a record of meter readings and parts failures (for a satisfactory test, parts failures are not to exceed amounts given in T.O. 31-1-8). More information on operational tests is contained in cited T.O.

55. FLIGHT CHECK. Perform a flight check, if necessary, to assist in demonstrating to operating agency that equipment is operating according to specifications. A flight check is not used to test site selection or tactical deficiencies. (See T.O. 31-1-8). Submit requests for flight check aircraft through operating agency a minimum of 5 days prior to date you desire it.

56. INSTALLATION INSPECTION CERTIFICATES (IICs), AFTO FORMS 88 (PART I) 88A (PART II), 88B (PART III):

a. It is your responsibility to insure that two sets of hard copies and one set of multilith masters, of the IICs are properly accomplished in accordance with T.O. 31-1-8. A multilith typewriter ribbon will be used to prepare the masters and a multilith pen/pencil will be used for signatures.

b. The two sets of hard copy and the multilith master IICs, along with two sets of annotated Engineering-Installation (E-I) drawings, will be signed by the GEEIA representative, operating agency representative, and the Base Commander or his authorized representative. (Include the appropriate duty title and organization of each agency signing the IICs, that is, Team Chief, 2861st GEEIA Squadron; Maintenance Officer, 2187 Comm Squadron, etc). Attachment 8 will be used for guidance in accomplishing these forms.

c. The multilith masters and one hard copy set of IICs will be returned (handcarried or mailed) to the host GEEIA squadron. One hard copy set of IICs will be left with the operating agency pending distribution of the reproduced IICs by the applicable GEEIA region.

d. If the installation is completed with an exception, the Team Chief (GEEIA representative for contractor installed facilities) will contact his supervisor, or if augmented to another region/squadron, he will contact the GEEIA host supervisor prior to listing any exception on the AFTO Form 88B.

(1) Only those defects in engineering, installation and/or maintenance, and based solely on the E-I work statement, will be listed as exceptions on the AFTO Form 88B. These exceptions will require GEEIA/contractor action to correct.

(2) Shortage of spare parts, test equipment, tools or other GEEIA/contractor furnished assets that do not require GEEIA/contractor assistance in engineering, installation and/or maintenance, will not be listed as an exception on the AFTO Form 88B. These shortages and the agency responsible to correct them will be listed on the AFTO Form 88 in



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the certification block as a continuation of item 9, other actions.

(3) Command furnished asset deficiencies that do not require GEEIA/contractor action to correct will not be listed on the AFTO Forms 88/88B. This includes but is not necessarily limited to the following:

- (a) Incomplete allied support.
- (b) Malfunctioning command asset equipment.
- (c) Lack of crystals, components, tools, test equipment AGE.
- (d) Unsuitability of facilities as designed.
- (e) Requirements for additional programming.

(f) Tempest deficiencies that were not programmed or included in the SCL for correction. These types of deficiencies will be the responsibility of the operating agency to document on the AFTO Form 89A and initiate corrective action.

e. The operating agency will initiate an AFTO Form 89A in accordance with paragraphs 1-111 and 1-112 T. O. 31-1-8 and list the deficiencies indicated in paragraph d (2) and (3) above, under item 3, "Logistic Support Deficiencies" and indicate agency responsible for correction.

f. Deficiencies noted in paragraph 3 (2) and (3) will not preclude the signing of the IICs.

g. The Team Chief will contact his squadron if any problem arises regarding "responsible agency for correction". The squadron will assist and guide you in resolving it.

h. Send a message to your squadron, info your unit and the Sq/Det having geographical area of responsibility, indicating scheme is completed. Message to include scheme number, base, commodity, date IICs signed and a statement exceptions do or do not exist. If exceptions do exist, list.

NOTE: AFTO Forms 88 and 88A will be prepared in every instance. AFTO Form 88B will only be prepared when exceptions are to be listed and/or the facility is an interim installation. When an AFTO Form 88B is not used, the following statement will be typed on AFTO 88 below the preprinted paragraphs: "AFTO Form 88B has not been prepared; this is a permanent facility and there are not exceptions".



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57. CLEARING EXCEPTIONS/SHORTAGES LISTED ON AFTO FORMS 88/88B:

a. Exceptions listed on AFTO Forms 88/88B for which GEEIA is the responsible agency will be corrected as soon as possible. If contractor installed facilities, GEEIA will monitor the corrective action. When the exception(s) listed on the AFTO Form 88B has been corrected, an AFTO Form 88C (attachment 8) will be initiated, signed in accordance with paragraph 56b, and distributed to recipients of the AFTO Forms 88/88A/88B.

b. Shortages listed on the AFTO Form 88, item 9, will be considered cleared when signed receipt copies of shipping documents have been received from the operating agency.

c. GEEIA will not be responsible for correcting deficiencies on the AFTO Form 89A that fall under the provisions of paragraph 1-29d(3) (a) through (f).

58. CLASSIFIED SCHEME/JOB ORDERS:

a. When tasked to implement a scheme/job order in which any portion of package is classified, that is specifications, equipment, location, work statement, blueprints, GPD, etc., you must exercise caution in entries made on AFTO 88s (Installation Inspection Certificates), AF Form 1146 (Engineering Change Request/Authorization), supporting photos, drawings, pertinent narrative telephone or message requests for assistance, to avoid a security violation. Some of the basic rules to protect you are listed below, however, if any doubt exists in your mind, check with your squadron security officer or the operating agency security officer. (In short, if doubtful, consider it classified).

b. You can normally enter anything from Tab "A" or Tab "B" if the TABs are not classified, however, in the descriptive portion of AFTO 88A, enter only SFEL code if you are in doubt and cannot resolve the problem.

c. If you must make changes to a classified blueprint in order to submit an AF Form 1146, Engineering Change Request/Authorization, or submit photos and drawings to substantiate the request, ask for assistance from operating agency security officer in classifying them and what method you should use to send correspondence to your squadron.

d. Do not discuss subjects on the telephone or send them by unclassified message if there is any doubt whatsoever in your mind as to their security classification.

e. Always be sure of whatever steps you intend to take in accomplishing paperwork or transmitting data. If you are not sure, cannot locally resolve the problem, classify your work until you receive competent guidance to do otherwise.

f. If an exception reveals a security weakness, for example the lack of an isolation transformer, AFTO Form 88s must be classified.

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g. Any specific guidance/instructions given you are to be in writing and classified, if necessary.

59. JOB ORDER COMPLETION. Job order completion letters will be accomplished for each job in accordance with attachment 15. (Distribution and number of copies will be determined by each region). Any changes affecting plant-in-place records will be made by Team Chief on operating agency's records. It is the responsibility of the operating agency to forward all changes in plant-in-place records to appropriate GEEIA region. (Reference AFM 100-19).

60. TRANSFER OF ACCOUNTABILITY:

a. When the installation is accepted, all installed non-expendable property furnished by the Directorate of Materiel, Hq GEEIA (AFB Account 2222), is to be transferred to Operating Agency. You are required to document transfer of command supplied equipment (command assets) or equipment supplied from Industrial (AFH Accounts) (Contractor Furnished Material). The DD Form 1348-1 will be completed listing all major equipments involved (see RPO Instructions contained in each scheme shipment). Supply account and document number(s) for Command asset major item(s) must be entered in Block 8 of AFTO Form 88.

b. Transfer-of-accountability for GEEIA (FB2222) non-expendable items to operating agency is to be accomplished on DD Form 1348-1 (contained in RPO folder) as follows:

(1) All copies of transfer-of-accountability document must be signed by operating agency supply officer. If he is not available, one of his designated representatives may sign for him.

(2) Supply officer or his representative must enter a document number (voucher number) from his account on transfer-of-accountability document. This is to insure property accountability is established in his supply account for installed, non-expendable items.

(3) Signed copies 1, 2 and 3 of transfer-of-accountability document will be retained in RPO folder and turned in to your supervisor upon returning to your squadron. Copies 4 and 5 will be given to the operating agency supply officer. (Copy 5 is to be forwarded to appropriate Financial Inventory Accounting (FLA) Office by operating agency supply officer).

(4) Exceptions on AFTO Form 88s will not preclude transfer-of-accountability. (T. O. 31-1-8).

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61. EXCESS MATERIAL:

a. The Responsible Property Officer (RPO) or contractor representative will identify, make a listing and tag by Federal Stock Number (FSN), part number, BOM number, and condition, any excess or residue material from initial installation of C-E schemes. The material will be turned in to the Base Supply Officer (if installation was performed on that base) or to the Base Supply Officer of the Support Base in the case of a scheme at an off-base site or station. Contact the Base Supply Officer of the Host/Support Base to effect transportation in conjunction with your turn-in action. (Authority: Paragraph III, Section I, Chapter 10, Part One, Vol I, AFM 67-1). One copy of the above mentioned listing will be included in the completed scheme folder.

b. A multilith master certifying that excess/residue scheme material has been turned in will be accomplished, signed, and attached to the AFTO Form 88 multilith master. Certificates will read as follows:

(1) Excess scheme material in the amount of (DOLLAR VALUE) has been disposed of in accordance with paragraph IIIA, Section I, Chapter 10, Part I, Vol I, AFM 67-1.

Signature of RPO

JOHN J DOE, 1st Lt., USAF  
28 GEEIA Squadron  
Responsible Property Officer

(2) Excess scheme material in the amount of (DOLLAR VALUE) has been disposed of or action will be taken in accordance with paragraph IIIB, Section I, Chapter 10, Part I, Vol I, AFM 67-1.

Signature of Base Supply Officer

JOHN J SMITH, Major, USAF  
28 ABGp RPO 96497  
Base Accountable Supply Officer

c. If no excess or residue is generated during installation it will be so indicated between certifications 8 and 9 on AFTO Form 88 duplimat.

NOTE: CEM equipment removed under a scheme or which is excess command assets from an installation scheme remains the property of the operating command. Disposition of such material will be made by them.

62. IMPLEMENTATION CHECKLIST. After completion of installation, fill out a GEEIA Form 76 "MDM/Scheme Implementation Checklist". Be sure scheme number and date on it

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agree with those on AFTO Form 88 - to permit accurate correlation of implementing data. If you feel specifications and technical instructions included in scheme folder were inadequate in any way, this form is your opportunity to offer constructive criticism. You must make detailed comments when filling out this form. Include the form in completed scheme folder when you return it to your squadron. Five copies will then be submitted to your supervisor for his review and comments. Use checklist guide in attachment 2.

63. COMPLETED SCHEME FOLDER. Before leaving work site, insure that you have in your possession all documents listed below (they constitute a completed scheme folder).

- a. Completed, signed AFTO Forms 88, 88A and 88B. Multilith mats and one hard copy.
- b. RPO folder with transfer-of-accountability documents. DOD Single Line Item Release/Receipt Document (DD-1348-1) will not be in the RPO folder if there are no major items coded M on the BOM, i.e., CESAC non-expendable items.
- c. List of items excess to installation.
- d. GEEIA Form 76.
- e. Excess/residue disposition certificate.
- f. All other scheme correspondence.
- g. All other scheme correspondence, to include URs and QCDRs.

64. ACTIONS TO BE TAKEN BEFORE LEAVING WORK SITE:

- a. Notify your squadron of your expected time of departure and itinerary.
- b. Brief operating agency CO before leaving.
- c. Re-check scheme folder for completeness.
- d. Pick-up DD Form 1351-5 (Government Quarters and Mess) or AF Form 220 (Request, Authorization and Pay Order BAS - Separate Rations) if you were authorized to draw separate rations. You must have these forms to be reimbursed.
- e. Clear supply account; bring back all used copies of all AF Form 1517s.
- f. Turn in to host Base Supply (BEMO) only those items which were drawn from them or tool crib.

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g. Sign out at Base Headquarters.

65. ACTIONS TO BE TAKEN UPON ARRIVAL AT HOME STATION:

a. Sign in at squadron.

b. Report to your supervisor.

c. Clear in to squadron for debriefing by the Commander. Be prepared to answer all questions regarding every aspect of your job.

d. Turn in completed scheme folder.

e. Fill out travel voucher and submit to Finance.

f. Turn in special tools and equipment.

g. Accomplish vehicle inspection and turn-in (fill out DD 1358 for vehicle discrepancies).

h. Return T. O. s, AFMs, etc.

i. Return unused bench stock items.

j. Turn in Team Chief Handbook to issuing agency for updating and re-issue.

NOTE: When a trip report is deemed necessary, GEEIA Form 67 "Travel Duty Report", will be used. However, this should not be required in most instances as GEEIA Form 95 usually suffices.

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CHAPTER 4

MOBILE DEPOT MAINTENANCE (MDM)

SECTION A - MOBILE DEPOT MAINTENANCE (MDM)

66. INTRODUCTION. Mobile Depot Maintenance (MDM) is a functional responsibility assigned to GEEIA for the accomplishment of on-site depot level maintenance required for category I and II ground CEM equipment performed on scheduled or emergency basis. Normally there are two distinct steps in the accomplishment of MDM. They are described in the following paragraphs.

67. PRE-IRAN. When required, the Pre-IRAN is that portion of MDM which identifies the amount of on site depot level maintenance to be performed and materials required to perform this maintenance. The Pre-IRAN is conducted by performing operational tests, visual observations and inspections. The results of these tests and inspections will be recorded on AFTO Form 216, Pre-IRAN Survey Record and Certification, GEEIA Form 71, Pre-DLM/DLM Check List and GEEIA Form 79, MDM Bill of Material.

68. IRAN. (Inspect and Repair as necessary). The IRAN is that portion of maintenance identified during the Pre-IRAN as MDM. This maintenance consists of depot level modifications/maintenance of ground CEM equipment/facilities scheduled on a calendar time cyclic basis. All MDM will be recorded on AFTO Form 217, Certificate of IRAN Accomplished, and GEEIA Form 71, Pre-DLM/DLM Checklist. Sections A and B of this chapter will outline in detail your responsibilities during each phase of the MDM effort.

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SECTION B - Pre-IRAN/IRAN

69. TEAM CHIEF BRIEFING. Upon notification of a Pre-IRAN/IRAN assignment, report to your supervisor for a preliminary job briefing which will include all aspects of your assigned project. A thorough understanding of what is expected of you, and how it is to be done, will enable you to do your job better. The following checklist will be used as a guide for pre-deployment briefing and preparation for departure:

- a. Type of work to be performed.
- b. Location and duration of TDY.
- c. Equipment scheduled for Pre-IRAN/IRAN.
  - (1) Specific equipment types involved.
  - (2) Specific supporting data.
    - (a) General Information.
    - (b) Review job order, AF Form 48, Work Order.
    - (c) Appropriate and adequate technical publications/data.
    - (d) Manufacturer's manuals.
    - (e) Confirm equipment down time (if necessary).
    - (f) Classified aspects of the equipment and system.
    - (g) Designate overall Team Chief and subordinate, if required.
    - (h) Travel/Arrival Procedures.
    - (i) GEEIA Form 76 (required with each AFTO 217).
    - (j) Completion Document.
    - (k) Work site clean-up.
- d. Brief the Team Chief on the fact that he may have to respond to an emergency while on TDY.

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- e. Explain use of AFLC Form 444 "Manhour Accounting" (GEEIAL 25-1).

70. SERVICEABILITY CERTIFICATION. The team chief tasked to perform a serviceability inspection will conduct a Pre-IRAN survey as outlined in paragraph 75 of this manual whenever power is available. When power has been discontinued to the equipment, an inventory and visual inspection will be made excluding electrical and mechanical checks requiring power to the equipment.

- a. A checklist, GEEIA Form 71, and an equipment inventory will be prepared for each major item of the equipment as specified on the work order.

- b. Upon completion of the inspection, the team chief will provide a serviceability report by accomplishing AFTO Form 216, (Pre-IRAN Survey Record and Certification) signed by both the GEEIA team chief and the operating agency commander ( or his duly designated representative) presenting in detail the actual condition/serviceability of the facility inspected. Attach copies of GEEIA Form 71 and Inventory List to the AFTO Form 216.

- c. Sufficient copies of this report will be furnished your supervisor in order to allow distribution to be made to the applicable GEEIA region, Hq GEEIA, and the SSM/IM/MMA.

- d. You will not commit GEEIA to any follow-on workload as a result of your findings. This will be determined by the IM/SSM/MMA.



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SECTION C - PRE-IMPLEMENTATION PHASE

71. INTERVIEW WITH BASE COMMANDER. Upon arrival at your work location, arrange an interview with the Base Commander (or his designated representative) to explain purpose of your TDY and request necessary base support. Take your copy of T.O. 31-1-8 and 00-25-108 with you to point out authority for required base support, if the need should arise. Take your work folder with you in case you are asked to provide information pertaining to your project. Use the following as a guide:

a. Identify equipment or facility that you are to work on and explain effect of this work on Communications-Electronic system. Be prepared to answer any questions you may be asked about equipment or facility.

b. If you have squadron vehicles, ask for priority repair service at the Motor Pool in case of a breakdown. Make arrangements for expedited periodic maintenance (on long maintenance jobs, and for Petroleum, Oil and Lubricants (POL)) service at other than normal duty hours if required.

c. State number of personnel in your team; your anticipated work schedule (hours per day and days per week), and length of your expected stay. Then verbally request your team be provided quarters, if applicable, with following qualifications:

(1) As near work area as possible.

(2) That all members are quartered together, where practicable.

(3) With adequate facilities for securing individual tools, test equipment and personal items.

(4) Permanent rather than transit quarters so that members may get undisturbed rest and thereby insure job effectiveness and minimize possibility of ground accidents. Common adequacy standards for quarters are listed in AFR 30-16.

d. If the location, priority or work schedule will not allow adherence to regular messing schedules, explain what messing arrangements you believe to be necessary, such as night mess, flight line mess, off-base mess, etc. If messing facilities cannot be used in some instances, request the Commander or his designated representative authorize issuance of DD Forms 1351-5 (Government Quarters and Mess) by Base Housing Officer.

e. Inform the Base Commander or the project officer appointed by the operating agency (if known). Explain to him that if he desires any additional information concerning the job

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that he can be contacted through the operating agency project officer.

NOTE 1: It is the GEEIA Commander's emphatic policy that the interview will be with the Base Commander and this should be tactfully explained to the personnel you encounter in arranging for the interview. However, if after relating the foregoing, the Base Commander considers it appropriate to designate an individual to conduct the interview for him, you will comply with his wishes. Your first GEEIA Form 95 will be annotated to reflect this deviation from the GEEIA Commander's policy.

NOTE 2: It is also the GEEIA Commander's policy that an officer will visit the Team Chief of every project where the Team Chief is not an officer, to help the Team Chief resolve any problems he may have by coordinating these problems with the Base Commander or the appropriate officials.

f. Purchasing and Contracting Office. Explain that certain minor items may be required for various unforeseen reasons during the maintenance job, and arrange to establish an account with Base Supply to enable you to requisition these items. Verify amount of Obligation Authority (OA) forwarded from your squadron to Base Comptroller to provide funds for reimbursement.

g. Base Ground Safety Director. Request a safety briefing by Base Ground Safety Office and operating agency representative, to include at least the areas listed in (1) through (7) below. A statement verifying receipt of this safety briefing will be entered on the first GEEIA Form 95 submitted. An additional statement verifying receipt of a safety briefing prior to departure and that all necessary safety equipment, clothing and special tools are on hand and in satisfactory condition is also required on the first GEEIA Form 95 submitted. Your following weekly reports will also include a remark indicating that you have accomplished your daily safety and duty briefings. Any unusual safety problems encountered during the week should be mentioned if you feel that other teams would benefit from your experience.

- (1) Local emergency procedures and telephone numbers.
- (2) Name and telephone number of a Base Safety official to resolve safety problems.
- (3) Location of emergency medical facilities.
- (4) Sick call location and hours.
- (5) Local hazards (reptiles, animals, radiation, noises from aircraft, weather etc.).

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(6) Traffic regulations (base and civil) and alert procedures applicable to TDY personnel.

(7) Local accident reporting procedures.

NOTE: Work in vicinity of flight line or runways will be cleared with Base Flying Safety Office.

72. ARRIVAL PROCEDURES. After your interview with the Base Commander (or his designated representative), use the following checklist as a guide.

a. Sign in only at Base Headquarters, using their daily sign in/out register. However, if you and your team arrive after normal duty hours, and it cannot be immediately determined if government quarters are available or not, non-government quarters may be used providing you and your team do not sign in at Base Headquarters (thereby remaining in travel status) until the following morning.

b. Move in to quarters.

c. Contact the operating agency and arrange for a time to brief the operating agency commander or designated representative.

d. Communicate, by message with your squadron (sending an information copy to GEEIA Sq/Det having geographical area of responsibility; your Region, and to Hq GEEIA (GEOM) reporting your arrival, and job start date. On ADC workload, Hq ADC (ADMME-CA) and GEEIA Field Office (GEOFB) will be info addressee. A message will be sent for each job-start. Message will include at least the following information:

(1) Name and telephone number of operating agency's contact point.

(2) Room and building number or name of hotel where you are quartered.

(3) Telephone number where you can be contacted on and off duty.

(4) Work order number/equipment type and/or facility.

(5) Start-date and estimated completion date.

(6) Team Chief's name, rank and organization.

(7) Number of team members by quantity and AFSC; e.g., six 204X4, two 204X1.

e. Check local base regulations and procedures that pertain to your TDY.

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f. Arrange for facility access (warehouse, sites, etc.) during other than normal-duty-hours if necessary.

NOTE: If quarters and/or rations cannot be provided and TDY orders have not been funded to reflect this, the Team Chief must contact his squadron and inform them of the non-availability. If quarters and/or rations cannot be provided to either the entire team or to a portion of the team, the Team Chief will insure that certificates of non-availability, if applicable, will be issued by the Base Housing Officer prior to residing or dining in off-base facilities. Under no circumstances will you, as Team Chief, take it upon yourself to have your military personnel use non-government quarters or rations without prior approval from your squadron.

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## SECTION D - PRE-IRAN SURVEYS

73. PRE-IRAN SURVEYS. They are performed on C-E-M systems and equipments in order to determine the extent, if any, of Mobile Depot Maintenance (MDM) required. You will identify both MDM and Organizational and Field (O&F) maintenance requirements, clearly identifying equipment defects within these areas. The following paragraphs elaborate, as necessary, upon the Pre-IRAN/IRAN GEEIA Team Chief checklist contained in Section B of this Chapter.

74. INTERVIEW WITH OPERATING AGENCY'S COMMANDER. Prior to your interview with the Operating Agency Commander (or his representative), prepare carefully for it. The Team Chief represents GEEIA and his uniform should reflect credit upon himself and GEEIA. Have your material for the interview arranged for quick reference. Devise your own checklist to insure that each item is covered. The secret of any interview is to be yourself, and show self-confidence in your knowledge of the job you are to perform. Your interview will include, but not necessarily be limited to, the following areas:

- a. State the number of personnel on your team and provide an estimated job completion date. Make formal request for historical records of the facility including site survey records, flight check reports, local maintenance records, etc. If for any reason the historical records of navigational aids are not available to you, advise him that a preliminary flight check will be requested prior to start of IRAN or modification. A preliminary flight check may be requested if the local flight inspection records do not reflect official flight check notification during the time limits established by AFM 55-8. Advise him that condition of equipment after IRAN will be operationally comparable to T. O. specifications and/or SAGE specification and/or previous official flight check records, as applicable.
- b. Identify equipment to be surveyed. Your work order, AF Form 48, should list the basic equipment/facility and ancillary equipment to be surveyed. AF Form 48 reflects equipment scheduled for inspection (as outlined in GWS) and only that equipment should be inspected.
- c. Negotiate for any down time requirements needed during your equipment survey.
- d. Request appointment of a qualified representative to accompany you during the survey. Explain use of GEEIA Form 71, Pre-DLM/DLM Checklist, emphasizing that O&F maintenance requirements will be identified for subsequent completion by operating agency. The only way that GEEIA can perform this O&F maintenance is upon proper certification by operating agency headquarters (T. O. 00-25-108). Explain that O&F maintenance will be completed (when possible) prior to scheduled on-site IRAN.
- e. Request use of any special tools and/or test equipment you may need during your inspection.

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f. Establish a tentative date and time to brief Operating Agency's Commander of equipment survey results.

g. GEELA maintains an in-shop maintenance facility only for repair of "theater peculiar" and any item authorized by the Inventory Manager (SSM/IM). All other components not repairable on-site will be returned to the appropriate repair agency through normal supply channels.

75. CONDUCTING PRE-IRAN. You and the operating agency representatives will jointly inspect equipment scheduled for IRAN.

a. Two copies of pre-printed GEELA Form 71 for applicable C-E-M equipment will be prepared during Pre-IRAN survey. The operating activity will participate in the inspection with you, and complete their copy of GEELA Form 71 concurrently with GEELA team completion of theirs. Care will be taken to preclude classified entries on this form.

(1) Meter readings on equipment to be serviced will be made with minimum down time. Dummy loads or loops will be used, where possible, to check "like equipment".

(2) No equipment checks will be made that will hinder equipment operation unless you obtain authorization from the maintenance chief. Situations precluding the performance of electronics equipment checks will be entered in the remarks column of the checklist. If any equipment is not checked (by request of the operating agency), be sure to advise the C-E officer that it will be the operating agency's responsibility to furnish parts for "not checked" equipment during IRAN.

(3) Modification status will be checked against DD Form 829-1 (Historical Record - Technical Instruction Compliance Record) maintained by operating agency. All required modifications will be noted in remarks column and will be identified at MDM or O&F responsibility.

NOTE: If any unauthorized modifications are encountered during Pre-IRAN/IRAN, determine validity of modification; who authorized it; what parts will be required to return equipment to original configuration; manhours required to correct, etc. Bring this to attention of operating agency for possible corrections. Record all pertinent information on your GEELA Form 71 and GEELA Form 95.

(4) All maintenance discrepancies will be recorded. You and the organization's representative will jointly determine the agency responsible for correcting the discrepancy (MDM or operating activity). In addition, you will note any discrepancies determined to be MDM responsibility that developed due to lack of proper O & F maintenance (e.g. a rotary coupler requiring rework/replacement because it had not been properly lubricated).

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Projected manhours required to correct these discrepancies will be shown. During Pre-DLM Surveys, all corrosion noted will be annotated on GEEIA Form 71 as organizational responsibility. During DLM, all corrosion work not correctable by the host base will be referred, in writing (giving all details), to your work center, Attention: Corrosion Control Monitor. In cases where it is obvious that corrosion prevention was improperly applied during manufacture of equipment, reporting will be made in accordance with T. O. 00-35D-54 (UR) and all copies mailed to your work center, Attention: Corrosion Control Monitor.

(5) GEEIA Form 79, MDM Bill of Material (Attachment 3), will be prepared concurrently with GEEIA Form 71. This form can be prepared initially in one penciled copy (insure legibility to allow for typing when you return to your squadron) and will record all parts necessary to perform subsequent on-site IRAN. Every effort will be made by you to obtain all information required to complete the document. Information not available at the operating agency will be entered when you return to your squadron. The operating organization is responsible for requisitioning and obtaining all material required for O/F Maintenance requirements designated on GEEIA Form 71. Indicate all essential items on GEEIA Form 79 by placing an "E" in the margin immediately to the left of the line item number appearing in Column A. You will determine if an item is essential or non-essential based on the following guidelines:

(a) Essential Items. Items which must be replaced before the equipment will perform its assigned mission or is designated by the IM/SSM as time change item.

(b) Non-Essential Items. Items which could be replaced (either by GEEIA Team, site personnel or during the next IRAN cycle). Agreement should be made with the operating agency on what action will be taken to replace/repair these items prior to departure of the IRAN team.

b. Reference T. O. 00-25-108. Final completion of AFTO 216 is your responsibility. (See Attachment 10). It becomes a contract of work agreement between GEEIA and the operating agency. Your signature attests to the validity of your remarks. It is your responsibility to be fully aware of, and understand, all instructions as they appear in T. O. 00-25-108. In addition to them, the following applies:

(1) Reference block 6, AFTO Form 216. Enter serial numbers of all major C-E-M end items and/or major components scheduled for IRAN. For large radar systems list only the serial number of the end item (FPS-35, etc.); for communications and related equipment, each serial numbered item will be listed. Components that can be easily removed or interchanged from one system to another are to have the serial number recorded. This will insure that on return for IRAN, correct (specified) component will be serviced.



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(2) Block 8 and 9, AFTO Form 216, are to correspond with Block (g) of GEELA Form 71.

(3) Reference block 10, AFTO Form 216. This will be complied with at all times when GEELA is required to perform O & F in conjunction with IRAN.

(4) Reference blocks 11 and 12, AFTO Form 216. Include the following information when IRAN is required:

(a) Identify the operating agency's test equipment and technical data that will be available for use during subsequent IRAN (list test equipment by type and quantity). Insure that test equipment has been recently calibrated. If not, inform operating agency personnel that equipment must be calibrated prior to IRAN.

(b) The number and AFSC's of any of the operating agency's personnel that will be made available to you during the IRAN (MDM phase). For ADC requirements use of ADC personnel is in accordance with ADCR 66-17. The ADC activity will furnish a sufficient number of maintenance personnel assigned to that particular facility to assist in the accomplishment of the outstanding maintenance requirements. Normally ADC personnel will be assigned on a minimum one-to-one ratio with GEELA team members.

(c) For ADC requirements, in conjunction with the Maintenance Officer, estimate the total number of days required for IRAN and total number of days required for down time based upon multi-shift support. Establish the multi-shift team complement and proposed shift hours.

(d) Additional work space or area required to supplement your normal MDM van space. (Be sure to indicate what type(s) of power are available and what outlets exist).

(e) When special services or equipments (i. e., machine shop work plating, mobile crane hoist, etc.) are required, indicate source. If they can be furnished by customer, note in Block 11. If not, note in Block 12 that GEELA will be responsible for fulfilling the requirement.

(f) State what base services will be provided, i. e., billeting, messing, etc.

(5) Reference Block 13, AFTO Form 216. Confirm schedule with operating agency's commander or his designated representative and annotate the block.

NOTE: An incomplete or inadequate Pre-IRAN survey means a direct loss of manhours and can frustrate the subsequent IRAN. To avoid such or similar situations, comply with the



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following extract from T. O. 00-25-108: "If additional space is required to provide sufficient information, enter the words, 'See Continuation Sheet' in the last available space of the applicable blocks and continue on plain 8 x 10 1/2 sheets of paper, identifying by number the block being continued. Staple continuation sheets to the form."

(6) Reference block 14, AFTO Form 216. Enter key participants in Pre-IRAN survey (include operating command/agency personnel).

(7) Number of copies of completed AFTO Form 216 (and continuation sheets) will be determined at Region level.

c. Sign off your work order, AF Form 48.

d. Update, or complete GEEIA Form 95 "Weekly GEEIA Team Chief Report". Remember, this form reflects your weekly progress and will be annotated accordingly. It is possible to perform several Pre-IRAN surveys concurrently; therefore, all entries must be accurate to advise your supervisor of your progress. (A separate GEEIA Form 95 will be prepared for each job order number).

e. Discuss results of your survey with the commander, C-E Officer and NCOIC of Maintenance. Any questions concerning your survey and/or subsequent IRAN, should be resolved at this time. Both you and the operating agency's representative will sign the completed AFTO Form 216 "Pre-IRAN Survey Record and Certification". Determine if the proposed IRAN schedule will interfere with scheduled mission operations or support to other command missions.

f. Provide operating agency with a copy of completed AFTO Form 216 "Pre-IRAN Survey Record and Certification", to be filed with their copy of GEEIA Form 71, "Pre-DLM/DLM Checklist". Review results of your maintenance task with the operating agency's commander or designated representative.

g. Complete the following documents and return them (in quantities listed) to your squadron. (Care should be taken to insure against classified entries. If classified entries must be made, all the directed necessary safeguards will be taken IAW AFR 205-1).

(1) AF Form 48 - 1 each.

(2) AFTO Form 216 - determined by your Region.

(3) GEEIA Form 71 - 1 each.

(4) GEEIA Form 79 - 2 each for each GEEIA Form 71.

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(5) GEEIA Form 95 - 1 each.

(6) AFLC Form 192F - 4 each.

h. You will make all entries, as appropriate, on AFTO Forms 210, 211 and 212 as required, and turn these completed documents into the operating agency.

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SECTION E - ON-SITE IRAN

76. GENERAL. When performing an on-site IRAN, GEEIA is concerned with safe and dependable operating condition of equipment and is not responsible for returning equipment to a "like new" appearance. Normally equipment cabinets, etc, will not be repainted unless it is essential for corrosion control. Equipment receiving an IRAN will remain in the custody of the operating agency. The operating agency will determine when equipment can be removed from service (for MDM). The following paragraphs elaborate upon the Pre-IRAN/IRAN. Prior to departing for any on-site IRAN job, review the following documents:

a. Completed Pre-DLM/DLM Checklist (GEEIA Form 71). Insure that all equipment checks listed on the Pre-DLM/DLM checklist can be performed by your team.

b. Completed Pre-IRAN Survey Record and Certification (AFTO Form 216). When block 12 of AFTO Form 216 indicates GEEIA action required, the Team Chief's squadron will determine if an obligation authority (OA) will be required to provide this special service/equipment.

c. Completed MDM Bill of Material (GEEIA Form 79).

77. USE OF OBLIGATION AUTHORITY, AF FORM 405 and AF FORM 15.

a. Obligation Authority (OA) AF Form 405. An OA will be initiated if length and urgency of IRAN and need for special equipment/services and/or allowance for material so dictate. This will be accomplished by your squadron's providing the OA (on AF Form 405) to the TDY Base Comptroller to establish funds for your account. In some cases, it may be necessary for you to handcarry the OA to the TDY base, but if time permits, the OA will be mailed. In either case, retain a copy of the OA and upon arrival at your TDY station, confirm with Base Comptroller/Purchasing and Contracting Officer that your OA is valid and active. Once established, you will be allowed to request local purchase of material and contractor services, when required. These services will be handled as outlined below:

(1) Contract Services. Normally, this support will cover such services as machine shop, sheet metal, plating, electrical shop, mobile cranes and hoists, when not otherwise available at the location receiving the GEEIA assistance. Cost of contract services is not to exceed \$2500 in any one instance. If the requirement is determined during a Pre-IRAN, there will be sufficient lead time to allow preparation of the OA and coordination with the applicable support base to assure support upon arrival of your team at the TDY location (for example, if block 12 of the AFTO 216 indicates mobile crane will be required for your team on the first day on-location, the squadron will prepare an OA to

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the support base and coordinate with them the type of crane needed; the time needed; and all other pertinent data required to assure the crane will be there on date desired). If the requirement develops during the scheduled IRAN, you will, with your counterpart of the operating agency, immediately contact the Base Purchasing and Contracting Officer who will assist you in obtaining these services. When a request for emergency maintenance assistance generates a requirement for contract services and the nature of the emergency permits coordination with the support base prior to team departure, then the squadron action would parallel the action of a Pre-IRAN requirement (see above). If the emergency maintenance assistance does not allow for coordination prior to team departure, you will immediately upon your arrival contact the Base Comptroller/Purchasing and Contracting Officer who will assist you in obtaining these services. The contracting Officer within that activity is the only individual authorized to negotiate with a contractor. The Team Chief will:

- (a) Verify that adequate funds for contract services have been provided the local base comptroller.
  - (b) By use of AF Form 419, Contract Maintenance Processing Document, Team Chief will provide the Contracting Officer with complete and accurate information on work to be performed; required specifications and drawings; type of equipment required; date equipment is required; and for how long.
  - (c) Obtain a copy of the contract for the contracting officer and insure that contractor is performing required services in accordance with terms of the contract.
  - (d) Report any discrepancy or contractor delays to the Contracting Officer who will take necessary action. At no time will the Team Chief direct the contractor to start work or to perform any task not contracted.
  - (e) When contractor has met terms of the contract, Team Chief will sign the required company invoices, and then sign Section II of AF Form 419. This completes all Team Chief requirements.
- (2) Local Purchase. When an on-site requirement develops for bits and pieces not available through normal supply channels and not creating a work stoppage, you will request local purchase against your OA for these items. Fill out two AF Forms 1517, Base Issue/Turn-In Card, for each item required. One copy will be given to the operating activity supply officer and the other will be retained for your files. Record the amount spent on the back of your copy of the OA to insure you do not exceed your authorized amount. Many bases do not use AF Form 1517 in their supply system. Check with TDY Base Supply as to the form they use and abide by their instructions regarding its preparation.

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b. AF Form 15. The use of this is limited to the removal of work stoppages. Limitations on the use of AF Form 15 are: Services \$2500; Supplies \$500. When the needed services/material cannot be obtained through use of the OA in the proper time element, then, after securing the approval of your squadron you may use the Form 15.

78. PARTS. Insure all parts are available for use.

79. MDM VANS. Insure MDM vans are properly equipped to perform the maintenance tasks and that test equipment is safely secured to prevent damage (while enroute, make a periodic check on the equipment).

80. INTERVIEW WITH THE OPERATING AGENCY COMMANDER. Your review will include, but not be limited to the following areas.

a. Review AFTO Form 216 for compliance with previous agreements.

b. Coordinate for flight checks, as required.

c. Confirm previously scheduled down time. Advise operating agency that it is not possible to foresee all MDM requirements and it may become necessary to obtain additional down time during course of the IRAN. Notify your squadron immediately when you cannot come to an agreement for scheduled and/or unscheduled down time.

d. Advise Commander that use of his personnel in assisting in the IRAN is encouraged. During on-site IRAN, operating agency personnel will not supervise the IRAN effort. This will be the responsibility of the GEEIA Team Chief.

e. Coordinate for administrative assistance.

f. Coordinate placement of MDM vans.

g. For ADC requirements the IRAN will be accomplished on a multi-shift work schedule with a minimum of two eight-hour shifts. GEEIA team chief will work the first shift and assign a member of his team to act in his capacity for the second shift. Multi-shift operation is the rule rather than the exception. All deviations from this policy must be justified to and approved by Hq GEEIA (GEOM).

h. Find out what quality control inspection procedures the operating agency will use.

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81. PRECAUTIONARY MEASURES. Prior to IRAN, GEEIA Team Chief will:
- a. Inspect equipment using same checklist (GEEIA Form 71) as used for Pre-IRAN if possible, making entries in appropriate columns. Operating activity will be encouraged to participate in this inspection and complete their copy of the form.
  - b. Have operating agency's maintenance personnel initial MDM copy of GEEIA Form 71. Initials will be entered in the O&F block over the check mark.
  - c. Record all meter readings and equipment condition in appropriate ARR DLM blocks. Readings will be entered on both MDM and operating agency's copy of GEEIA Form 71.
82. DAILY SAFETY AND DUTY BRIEFING. Prior to beginning work each day, inspect all safety equipment to be used and discuss ground safety aspects of work to be done with entire team. Identify potential safety hazards and establish procedures for avoiding unsafe situations.
- a. When hazardous work is being done, you will refrain from participating in the work and devote full attention to supervising your team. If you cannot be physically present to supervise the entire operation, appoint someone to take over in your absence or request Base Safety Office to give assistance in preventing unsafe actions.
  - b. Other considerations of the duty briefing are quality of work expected; amount of work to be done; work stoppage instructions; and securing of work area. Emphasize safety precautions at all times.
83. EQUIPMENT PROBLEM/REPORTS. An Unsatisfactory Report (UR) or Quality Control Deficiency Report (QCDR) will be submitted upon determination that items received as serviceable are not functioning satisfactorily or if items received fail to meet design requirements. Determine type of report required and submit as outlined below: (Do not duplicate a report being submitted by operating unit or local base. Obtain a copy of the report and retain it in scheme package to which it applies).
- a. The Unsatisfactory Report (UR) is submitted whenever material deficiency is attributed to:
    - (1) A design deficiency that has or is capable of causing a nuclear explosion, safety hazard or mission failure (for example, filament voltage is separate from Klystron interlock switch and removal of RF shield will result in dangerous radiation unless all voltages are removed . . . . recommend re-design of circuitry).

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(2) Suspected acts of sabotage or malicious practice. (In this case Office of Special Investigations (OSI) will also be contacted through established local channels).

b. The Quality Control Deficiency Report (QCDR) is submitted when equipment or material does not conform to a specified standard. Standards are defined as drawings, specifications, T.O.s or other technical requirements. (An example would be wherein the Special Repair Activity did not assemble an item in accordance with the illustrated parts breakdown).

c. Submission of Reports:

(1) Emergency reports will be submitted to your supervisor by telephone or message. Confirm verbal reports, in detail, ASAP.

(2) Routine reports will be made to your supervisor on form specified: AFTO Form 29 and 29A for UR or AFTO Form 109 for QCDR. Forward form in a 2 copy draft along with six copies of any drawings and/or photographs which will substantiate report.

d. Detailed reporting instructions are available in T. O. 00-35D-54 and GEEIAM 74-3.

84. PERFORMING ON-SITE IRAN. An on-site IRAN is completed when all maintenance and associated documents are accomplished. You must satisfy both the customer and GEEIA. GEEIA is evaluated by the type of maintenance you perform. Your performance includes how well you supervise your team and accomplish document action. The following information will assist you in overall professional job accomplishment.

a. All material shortages will be listed on GEEIA Form 95 until eliminated. In addition, any material received in other than a usable condition will be listed on the Form 95. Upon completion of the IRAN summarize in section 7 (or on a continuation sheet) of the AFTO Form 217 all unserviceable material received.

b. Keep the operating agency commander or his designated representative informed of daily progress. (Maintain close coordination at all times). Notify him of the estimated completion date as early as possible. He will need adequate time to schedule his quality control agency in conjunction with final inspection.

c. GEEIA Team Chief will advise CEM/Supervisor a minimum of 5 days prior to completion of all jobs (so the using agency higher headquarters can be so advised. This notification will be documented on GEEIA Form 95).

d. If the GEEIA Team Chief is unable to return equipment to an operational status within 10 days or immediately after failure of the first and subsequent official flight checks,



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he will advise his region and squadron by a detailed, priority message of actions taken to restore equipment to an operational status. Message will include: job order assigned; actual job start date; and detailed account of actions taken to restore equipment to operation. Indicate date each action was started: length of time involved, and any assistance required. (See GEEIAR 66-3).

NOTE: During the IRAN when additional material is required and is determined by the GTC (GEEIA Team Chief) and MO (Maintenance Officer) to be O & F maintenance responsibility and is not critical to completion of the IRAN, the operating agency will obtain the needed parts. If these parts are not received by the completion of the IRAN, the using organization will take follow-up action and upon availability of the parts, complete the repairs needed. This will not be listed as a GEEIA exception on the AFTO 217. If the GTC and the MO determine the material is critical to the completion of the IRAN, or the repair is GEEIA responsibility, the MO will order on a fill-or-kill basis. If the material is not available, GEEIA will assume responsibility. Contact your Sq/Det for assistance for GEEIA items. If the material is GEEIA responsibility and is not available at completion of IRAN and requires GEEIA team to install, list it as an exception on the AFTO Form 217. If the using organization has the capability to install the material, the following will be noted on the AFTO Form 217 in block 22, "Material to be furnished by GEEIA and installed by the using organization. This does not constitute an exception to the IRAN."

e. Prepare AFTO Forms 210, 211 and 212 (as required) in accordance with region/squadron directives.

f. Clear and sign off all discrepancies checked in the Depot Column (GEEIA Form 71). All deficiencies identified MDM and not cleared during the IRAN will be listed as exceptions on the AFTO Form 217 in block 22. GEEIA is responsible for acquiring the material to clear these exceptions. Major Commands have encouraged their activities to assist GEEIA in clearing exceptions within their capability. Exceptions which Major Command activities agree to clear upon receipt of material from GEEIA will be annotated on AFTO Form 217.

g. Clear, as far as possible, any O & F maintenance items which have been certified as being beyond the repair capabilities of the operating agency's entire command resources. You will receive this authorization from your supervisor prior to departure.

h. All certified O & F maintenance (appearing on GEEIA Forms 71) cleared by MDM team will be circled. Those not cleared will be entered and identified on your AFTO Form 217 as an exception in block 22. Non-certified O & F maintenance will never constitute an AFTO Form 217 exception.

i. At conclusion of IRAN, all IRAN equipment meter readings will be taken and entered in appropriate post DLM block. Both copies (GEEIA's and the operating agency's) will be annotated. Operating agency will retain one copy. This inspection and acceptance will be a



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joint responsibility of the GEEIA Team Chief and operating organization representative.

85. **IRAN EXCEPTIONS.** Completion of an on-site MDM effort may not be possible due to lack of parts or test equipment. Should this occur, fully identify all parts, equipment or situations preventing you from completing the assigned job. Block 22 (AFTO Form 217) will be used to record following minimum information.

- a. Federal stock number.
- b. Manufacturer's part number.
- c. Noun and serial number.
- d. C-E-M end item affected (that is, T-217, UPA-35, etc.).
- e. Quantity.
- f. T. O. number, figure and index number.
- g. Remarks (as applicable).

86. **MATERIAL WORK STOPPAGE.** As soon as you determine that the normal progress of a maintenance job cannot proceed due to lack of material which you cannot obtain, notify your supervisor by telephone or priority message that a work stoppage is anticipated or exists. Then take action as follows:

- a. Request Stock Listed Items from the site support base using the following format: Enter Project Code 299 in card columns 57-59; enter priority in card columns 60-61; enter "AK" in card columns 65-66 (Urgency justification code). Overseas requisitioners will insert 999, required delivery date, in card columns 62-64. CONUS regions will insert a factual required delivery date. Complete all other entries as prescribed by the Support Base.

- b. For non-stock listed items, request the Support Base to requisition by message direct to the appropriate IM prefacing the message with the statement, "This is a GEEIA Team Chief Work Stoppage Requisition". The requisition should carry a serial number in the 0500-0999 series and a Priority 2. If for SEA support a transportation priority of 999 should be used. Request information copies of the message be forwarded to your squadron, region and Hq GEEIA (GESM).

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87. IRAN OF ADC DUAL CHANNEL EQUIPMENT. GEEIA/ADC agreement on dual channel equipment is upon completion of one channel and a joint determination that the channel meets specifications. ADC will accept operation and maintenance responsibility for the channel and permit GEEIA to proceed on IRAN of second channel. Following procedures apply when a failure occurs on a channel where MDM completed and accepted by operating agency and MDM is in progress on the second channel.

- a. Operating agency must declare an emergency in accordance with T. O. 00-25-108.
- b. Removal of parts from the channel undergoing IRAN may be accomplished by the operating agency to prevent an inoperative facility. To maintain continuity the GEEIA Team Chief will be present when parts are removed. You will then inform your supervisor and request guidance.
- c. Responsibility for replenishing/requisitioning of these parts remains with the operating agency.
- d. Fully document this situation on your GEEIA Form 95. (Be sure to identify manhours lost). When the ADC Chief of Maintenance and appropriate GEEIA Region mutually agree that it is advantageous for ADC to accept responsibility for one channel on which exceptions exist, such exceptions will be annotated and responsibility defined on an interim AFTO Form 217. This AFTO Form 217 will not be processed, but will serve as protection for both parties of the channel deficiencies at time of turn-over. These exceptions will be cleared in the normal process.

88. RETURN TO SERVICE OF EQUIPMENT UNDERGOING AN IRAN. During an emergency, the operating agency can request return-to-service of equipment undergoing MDM. When equipment has been in a non-operational status during IRAN, decision to return this equipment to operational status, and responsibility for application of power, will be mutually determined by you and operating agency. When an emergency is declared the GEEIA Team will expend maximum effort, in coordination with the customer, to return equipment to operational status. A statement will be entered on AFTO Form 217, in block 7, stating cause/reason for this action.

89. EMERGENCY MAINTENANCE, UNPROGRAMMED WORKLOAD.

- a. Emergency Maintenance. This is defined to cover all forms of emergency maintenance and assistance, including technical assistance. Handle all such requests as rapidly as possible. Requirements will be determined as outlined in T. O. 00-25-108 and GEEIAR 66-3. With the exception of ADC, parts required will be obtained from the GEEIA Squadron's host Base Supply. MDM maintenance teams will use on-site bench stock or supply point items when required items are not available or cannot be obtained from established GEEIA MDM

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supply sources in time to meet repair completion dates (reference Section T, Part One, Vol 1, AFM 67-1). ADC will furnish all required material for their emergencies. AFTO Form 217 will be completed and forwarded to appropriate GEEIA squadron and region. (Region will forward copies to the SSM/IM and Hq GEEIA in accordance with T. O. 00-25-108). Be sure to provide copies to operating organization for their command distribution.

b. Unprogrammed Workload. All unprogrammed workload (except emergencies as defined in T. O. 00-25-108) will be submitted through normal channels (from operating command) to the SSM/IM for inclusion in the program. Under no circumstances is unprogrammed workload to be accomplished prior to approval by SSM/IM and Hq GEEIA.

90. PROBLEM AREAS ENCOUNTERED DURING AN IRAN. Prior to making any derogatory remarks or controversial statements on AFTO Form 217, you are to contact your supervisor for guidance.

91. IMPLEMENTATION CHECKLIST. After completion of work order, fill out a GEEIA Form 76 "MDM/Scheme Implementation Checklist". Be sure work order number and date on it agree with those on AFTO Form 217 - to permit accurate correlation of implementing data. If you feel the instructions included on the work order were inadequate in any way, this form is your opportunity to offer constructive criticism. You must make detailed comments when filling out this form. Include the form in completed work folder when you return it to your squadron. Five copies will then be submitted to your supervisor for his review and comments. Use checklist guide in attachment 2.

92. COMPLETION DOCUMENTS. You will insure that the following documents are completed and do not contain classified material prior to your departure from the work site (the number of copies will be determined by your region/squadron). If these documents must contain classified information, take all necessary precautions and safeguard in accordance with AFR 205-1.

a. AF Form 48.

\* b. AFTO Form 217.

c. AFTO Forms 210, 211 and 212 (as required).

\*d. GEEIA Form 76.

e. GEEIA Form 71.

f. GEEIA Form 95.

\* These forms must be typed.

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93. ACTIONS TO BE TAKEN BEFORE LEAVING WORK SITE:

a. Dispatch a "job completion" message to your Region (info Hq GEEIA (GEOM) and the Sq/Det having geographical area of responsibility, effective the date the job is inspected/ approved by the operating agency. The message will include the following:

(1) IM/SSM line item number (classified workload); job designator (unclassified workload).

(2) Date annotated on the signed AFTO Form 217.

(3) Job completed with/without exceptions, as applicable.

(4) Your expected time of departure and itinerary.

b. Brief the operating agency Commander that you are departing.

c. Pick up DD Form 1351-5, as applicable, (Government Quarters and Mess) or AF Form 220 (Request, Authorization and Pay Order - BAS, Separate Rations) if you were authorized to draw separate rations. You must have these forms to be reimbursed.

d. Clear supply account. Bring back all used copies of all AF Form 1517's.

e. Turn in to host Base Supply (BEMO) only those items which were drawn from them or tool crib.

f. Sign out at Base Headquarters.

94. ACTIONS TO BE TAKEN UPON ARRIVAL AT HOME STATION.

a. Sign in at squadron.

b. Report to your supervisor.

c. Clear in to squadron for debriefing by the Commander. Be prepared to answer all questions regarding every aspect of your job.

d. Turn in completed work folder.

e. Fill out travel voucher and submit to Finance.

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- f. Turn in special tools and equipment.
- g. Accomplish vehicle inspection and turn-in (fill out DD 1358 for vehicle discrepancies).
- h. Return T. O. s, AFMs, etc.

NOTE: When a trip report is deemed necessary, GEEIA Form 67 will be used. However, this should not be required in most instances as GEEIA Form 95 usually suffices.



FRANKLIN A. NICHOLS, Brig. Gen. USAF  
Commander

IVAN T. YOST  
Director of Administrative Services

1. EQUIPMENT END ITEM		2. SERIAL NUMBER		PRE-DLM/DLM CHECK LIST				
AM-43		Of End Item		5. PRE-DLM SURVEY BY			6. DATE OF DLM	7. DLM ACCOMPLISHED BY
3. LOCATION ORGANIZATION & Operating Organization		4. DATE OR PRE-DLM		Name of Team Chief conducting Pre-DLM			Completion	Name of Team Chief
IDENTITY	SER NR	CHECK DATA	PRE-DLM READING	ARR DLM READING	POST DLM READING	WORK TO BE ACCOMP BY		REMARKS
A	B	C	D	E	F	G	D & F DLM	H
1. Visual Check		a. Check physical condition of equipment.						
2. Electrical Check (both channels) NOTE: Test procedures will be in accordance with T. O. 31R2-2FRC-151 Fig. 24 as specification listed.		a. <u>Gain and Power Output</u> (1) Set headset #1 level control to CW.  (2) Input at 1000 cycles at 48 mv. (3) Output 38.8v(3 watts) Min.						
		b. <u>Frequency Response</u> (1) Set headset #1 level control for 0 db.  (2) Vary oscillator output in 1000 cycles steps from 100 to 10,000 cycles at 0 db. Should be +5 db overall.						
		c. <u>Distortion</u> (1) At 100, 400, 500 and 10,000 cycles, less than 7% distortion.						
		d. <u>Noise Level</u> (1) 52 db below 3 watts.						
		LIST OUTSTANDING MODIFICATIONS						

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Attachment 1

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INSTRUCTIONS FOR GEEIA MAINTENANCE TEAM COMPLETION OF CHECKLISTS

1. SECURITY:

- a. No classified information will be entered on maintenance checklists.
- b. In a very few instances some operating commands (particularly TAC and USAFSS) consider the association of certain equipment with a specific location is classified. It is essential that, if any doubt exists, the GEEIA team should determine this information is unclassified before it is entered on the top of the maintenance checklists. The concerned operating activity should be able to provide guidance in this determination.
- c. In some instances an item or component or a few performance characteristics of an equipment is classified. GEEIA teams must exercise extreme care to prevent entry of classified information or data on maintenance checklists. Instances where doubt exists or where observed values are known to be classified, this information will not be entered on the form, but the notations "OK" or "NG" (No Good) will be entered in columns D, E & F of the checklists as applicable.

2. GENERAL INSTRUCTIONS FOR COMPLETING GEEIA FORM 71 BLOCKS AND COLUMNS:

- a. Block 2 - Enter serial number of individual end item being inspected.
- b. Block 3 - Enter base name, location and identification of operating activity.
- c. Block 4 - Enter date Pre-DLM is performed.
- d. Block 5 - Enter name of GEEIA team chief conducting Pre-DLM.
- e. Block 6 - Enter date DLM is completed.
- f. Block 7 - Enter name of team chief performing DLM.
- g. Column B - Enter serial number of component, assembly, sub-assembly, etc. identified in Column A.
- h. Column D - Enter results of inspections or tests specified in Column C, as observed at time of Pre-DLM. This may be a meter reading, voltage or current value, an OK or NG (No Good) as applicable.
- i. Column E - Enter results of tests or inspections observed at start of DLM.

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- j. Column F - Enter results of tests or inspections as observed at end of DLM.
- k. Column G - When a specific repair task is indicated by a test result, place a check mark under the appropriate column ("O & F" or "DLM") to indicate the level of maintenance required.
- l. Column H - Enter unusual circumstances, info, data, unlisted modifications, etc, as required to explain or augment other entries and present a completed picture of equipment condition.
- m. If an inspection is not accomplished, Column D, E & F will be left blank or annotated to explain reason.
- n. If an inspection is not applicable, enter N/A in the associated Column D, E & F.

3. INSTRUCTIONS FOR COMPLETION OF CHECKLISTS DURING PRE-DLM:

- a. Only two copies of applicable checklists will be completed by the GEELA team during Pre-DLM in accordance with instructions contained in this directive. The operating activity will provide a representative to participate in and observe the Pre-DLM inspection in accordance with T. O. 00-25-108, and complete their copy of the checklist.
- b. Observations and recordings will be made with a minimum of equipment down-time and disassembly. Dummy loads will be used to check one channel of equipment at a time when possible.
- c. If the condition of the equipment prevents one or more inspection or observation, or if the inspection may interfere with subsequent equipment operation, it will not be made. This fact will be noted on the checklist.
- d. Each maintenance requirement indicated in Column G (of the GEEIA Form 71) should be discussed with the operating activity to establish the level of maintenance and to determine if O & F level tasks can and will be performed by the operating activity prior to or during the scheduled DLM.
- e. One copy of each Pre-DLM completed checklist will be returned to the applicable GEELA Squadron or Detachment by the GEELA Team Chief for further use and file.
- f. The second copy of the checklist will be provided to and left with the operating activity. It should be explained to them, that their copy should be retained by them and will be completed at the time the required DLM is performed.



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4. INSTRUCTIONS FOR COMPLETION OF CHECKLISTS DURING DLM:

a. These two copies of the checklists completed during the Pre-DLM should be obtained. These should be reviewed jointly with an operating activity representative who should initial those O & F maintenance requirements, in Column G, which they have performed since the Pre-DLM was performed. Initials should be entered in the same block over the O & F check mark.

b. Prior to the start of the DLM, the GEELA team will inspect the equipment, using the checklists, and will record observations and values in Column E of both copies of the checklists. The operating activity will provide a representative to participate in and observe this inspection in accordance with provisions of T. O. 00-25-108 and complete their copy of the checklist.

c. During the DLM, the GEELA Maintenance Team will clear and sign off all discrepancies checked for DLM in Column G. To the extent of their ability they will clear and sign off O & F requirements not accomplished by the operating activity. O & F maintenance accomplished by the DLM team will be clearly indicated by circling the check mark and initials.

d. Any discrepancies (Certified O & F or IRAN) not cleared at the end of DLM will be listed on the AFTO Form 217.

e. A final inspection will be accomplished at the conclusion of the DLM using the same two checklists. Observations and readings will be recorded in Column F. Again the operating activity should be encouraged to have a representative participate in and/or observe the inspection and complete their copy of the checklist.

f. The completed operating activities copy of the checklist should be provided to them. The GEELA copy will be returned to the applicable GEELA Squadron/Detachment and filed for future reference. The reproduction of additional quantities of completed checklists is the responsibility of the respective activities.

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MDM/SCHEME IMPLEMENTATION CHECKLIST					
MDM WORK ORDER/SCHEME/CONTRACT NUMBER		WORK LOCATION	OPERATING AGENCY		
0947A5D-D4-KW31-1B4A07Q0 M-2279-34		Kelly AFB, Texas	2301 Comm Sq		
INSTRUCTIONS: Answer all items by checking the appropriate column or inserting N/A for those not applicable. Answers that indicate deficiencies will be identified on the reverse side by the item number followed by a description of the deficiency.					
ITEM	YES	NO	ITEM	YES	NO
FOR C.E.M. SCHEMES ONLY			FOR ON-SITE MDM AND C.E.M. SCHEMES (Continued)		
1			B. VEHICLES		
2			C. TOOLS		
3			D. TEST EQUIPMENT		
4			22. WAS THE BASE SITE LOGISTICAL AND ADMINISTRATIVE SUPPORT OF THE MDM INSTALLATION TEAM ADEQUATE AND PROMPT?		
5			23. WAS THERE A REQUIREMENT INDICATED FOR ADDITIONAL TRAINING FOR ANY SPECIFIC JOB OPERATION DURING THIS JOB?		
6			24. WAS THIS JOB COMPLETED WITHOUT:		
7			A. PERSONNEL INJURY?		
8			B. PROPERTY DAMAGE?		
9			25. WAS THIS JOB INSPECTED BY:		
10			A. REGION QA INSPECTOR?		
11			B. SQUADRON/DETACHMENT MAINT. INSTL. SURVY.		
12			FOR ON-SITE MDM ONLY		
13			26. WERE ALL REQUIRED MAINTENANCE PARTS/COMPONENTS AVAILABLE TO THE MAINTENANCE TEAM?		
14			27. DID THE PRE-IRAN SURVEY ADEQUATELY IDENTIFY:		
15			A. ALL MDM ACTION REQUIRED?		
16			B. ALL ORGANIZATIONAL MAINTENANCE ACTION REQUIRED?		
17			C. ALL MAINTENANCE PARTS/COMPONENTS?		
18			D. SPECIAL TOOLS & TEST EQUIPMENT REQUIRED?		
19			E. BASE SITE LOGISTICAL AND ADMINISTRATIVE SUPPORT REQUIRED FOR THE MAINTENANCE TEAM?		
20			F. EQUIPMENT DOWN-TIME REQUIRED FOR THE MDM?		
21			28. WAS THE MDM ACCOMPLISHED WITHOUT EXCESSIVE DOWN-TIME?		
FOR ON-SITE MDM AND C.E.M. SCHEMES			29. WAS THE "CERTIFICATE OF IRAN ACCOMPLISHED" (AFTO FORM 217) COMPLETED WITHOUT EXCEPTION?		
17.			30. IF THE AFTO FORM 217 WAS SIGNED WITH EXCEPTIONS, DOES BLOCK 32 IDENTIFY THE MAINTENANCE TASKS NOT ACCOMPLISHED, REASONS FOR NON-ACCOMPLISHMENT, AND FOLLOW-UP PARTS REQ'D?		
18.					
19.					
20.					
21.					
A. TECHNICAL ORDERS					
SIGNATURE OF MDM INSTALLATION TEAM CHIEF		PARENT ORGANIZATION	DATE OF PREPARATION		
		2866 GEEIA SQ	Date as indicated on AFTO Form 88		

GEEIA FORM 76  
MAY 66

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

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Attachment 2

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INSTRUCTIONS FOR ACCOMPLISHING THE GEEIA FORM 76

(NOTE: All entries will be typed)

1. MDM Work Order/Scheme/Contract Number Block: Enter the complete number as shown on the MDM Work Order/Scheme/Contract Package.
2. Work Location Block:
  - a. Enter the name of the Base, Site, Site Number or nearest community; state or country.
  - b. If location is classified, enter the word "CLASSIFIED" in the block.
3. Operating Agency Block: Enter the name of the organization that will operate the facility. (It will usually be the same organization that will sign the "Operating Agency" blocks on the AFTO Forms 88 ( ) or Block 23 on the AFTO Form 217).
4. Signature of MDM/Installation Team Chief Block:
  - a. Enter the full name, rank or grade of the Team Chief on all copies of the form.
  - b. All copies will also be signed by the Team Chief.
5. Parent Organization Block. Enter the organization to which the Team Chief is assigned.
6. Date of Preparation Block. Calendar date must be the same as the completed dates on the AFTO Forms 88 ( ) or 217.
7. Items 1 through 30 will be completed as illustrated on the following pages.

Attachment 2

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Item	Guidance	Answer	Info Req'd on Reverse Side of Form
1	Refers to Engineered Scheme BOM. Answer <u>NO</u> only if needed item(s) was <u>not</u> listed on the BOM. If item was listed but was missing from the shipment, answer <u>YES</u> . Shortages and wrong type items will be reported in item 18.	<u>YES</u>	<u>NONE</u>
		<u>NO</u>	What additional item(s), needed for the job, should have been listed on the BOM?
2	A major item or an excessive amount of minor items, is considered significant.	<u>NO</u>	<u>NONE</u>
		<u>YES</u>	List BOM number(s), quantity and type of item(s).
3	Answer <u>N/A</u> when item 2 is answered <u>NO</u> . If item 2 is answered <u>YES</u> , then this item must be answered <u>YES</u> or <u>NO</u> .	<u>YES</u>	<u>NONE</u>
		<u>NO</u>	Give reason for Non-Reporting.
4	Answer <u>N/A</u> when item 2 is answered <u>NO</u> . If item 2 is answered <u>YES</u> , then this item must be answered <u>YES</u> or <u>NO</u> .	<u>YES</u>	<u>NONE</u>
		<u>NO</u>	Give reason for non-receipt of disposition instructions if known. If not known state "Reason Unknown".
5		<u>YES</u>	<u>NONE</u>
		<u>NO</u>	1. How many days was it before or after, ISD that the Team Chief received the complete package? 2. What was the reason that the Team Chief did not receive the complete package earlier?
6	1. There was a SCL and all requirements were listed.	<u>YES</u>	<u>NONE</u>
	2. There was no SCL and no SCL was required.	<u>N/A</u>	<u>NONE</u>
	3. There was no SCL but there were supporting structure requirements.	<u>NO</u>	Enter "NO SCL" and identify what supporting structures were required.
	4. There was a SCL but it did not list all required supporting structures.	<u>NO</u>	Identify missing support requirements not listed in the SCL.

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Item	Guidance	Answer	Info Req'd on Reverse Side of Form
7	1. Supporting structures were not required.	YES	NONE
	2. BCE stated they did not receive the specifications or support items varied from an acceptable standard	N/A NO	NONE 1. Which specifications were reportedly not received by the BCE? 2. Were the specifications listed on the SCL, or in Tab "B"? 3. How was the problem resolved? 4. Did the BCE corrective action meet acceptable standards? If not, Why?
8	Answer N/A if these services were not required of the team	YES NO	NONE Identify the supporting structure(s), required of the team, that was not identified in the scheme.
9	When on-site Engineering is to be provided in lieu of Tab "B", answer N/A and answer item 12 YES.	N/A YES NO	NONE NONE 1. What specific paragraph, page, ECN, etc., was at fault? 2. What was the difficulty? 3. How was the problem resolved?
10		YES NO	NONE 1. What specific Map, chart and/or drawing was deficient? 2. Give a brief description of the deficiency. 3. How was the problem resolved?
11		YES NO	NONE 1. What specific part of the scheme was in conflict with current installation standards? Cite the specific paragraph, page, section, standard title, number and date of the standard being referenced. 2. How was the problem resolved?

Attachment 2

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GEELAM 100-8

Item	Guidance	Answer	Info Req'd on Reverse Side of Form
12	When item 9 is answered <u>N/A</u> this item must be answered <u>YES</u> .	NO	NONE
		YES	1. State whether these services were called out in the scheme or were they required for reengineering purposes or were they required for engineering assistance to the team? 2. Was insufficient detail in the scheme Tab "B" the reason for this 3. Were the required services maintenance connected? e. g. Peaking equipment, trouble shooting etc.
13	Answer <u>N/A</u> when item 12 is answered <u>NO</u> .	N/A	NONE
		YES	NONE
		NO	1. State specific inadequacies of the on-site engineering services provided. 2. When these services were not provided in a timely manner, what was the time delay, from date of request to date the services were provided?
14		YES	NONE
		NO	List exception(s).
15	Answer <u>N/A</u> when item 14 is answered <u>YES</u> .	N/A	NONE
		YES	NONE
		NO	1. List the exception(s) and give the reason for not listing on the AFTO Form 88. 2. Give reason why correcting agency and/or correction dates were not listed on the AFTO Form 88.
16	Answer <u>N/A</u> when a DD Form 1348-1 is not required.	N/A	NONE
		YES	NONE
		NO	Give reason why the Form was not accomplished.

GEEIAM 100-8

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Item	Guidance	Answer	Info Req'd on Reverse Side of Form
17		NO	NONE
		YES	1. Briefly summarize the damage or improper shipment. 2. Give date Form was prepared and submitted. 3. If Form was not prepared and/or submitted, give reason for non-compliance.
18		NO	NONE
		YES	1. Briefly summarize the discrepancy. 2. Give date Form was prepared and submitted. 3. If Form was not prepared and/or submitted, give reason for non-compliance.
19		YES	NONE
		NO	Why wasn't the survey accomplished?
20	Answer <u>N/A</u> when item 19 is answered <u>NO</u> .	YES	NONE
		NO	State if any problems encountered could have been prevented had the Team Chief, who performed MDM/Installation, been a member of the survey team.
21	Subparagraphs A through D	YES	NONE
		NO	1. List the specific item(s) why it was: a. not available? b. inadequate? c. insufficient? 2. How were these items to be provided? 3. How was the problem resolved?

Attachment 2

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GEEIAM 100-8

Item	Guidance	Answer	Info Req'd on Reverse Side of Form
22	Answer N/A when Base/Site Logistical and/or Administrative support were not required.	N/A	NONE
		YES	NONE
		NO	1. What specific support was inadequate or not provided promptly? 2. How was the problem resolved?
23		NO	NONE
		YES	1. What specific task required additional training? 2. Was this due to a new type of equipment or the knowledge/skill level of the installer/repairman?
24	a. Personal injury, on or off duty.	YES	NONE
		NO	1. List name(s) of individual injured. 2. Date(s) of injury. 3. Brief summary of injury. 4. What safety reports (oral or written) were submitted? 5. If oral report was made, to whom was it made?
	b. Property Damage, Military or civilian.	YES	NONE
		NO	List what property was damaged and how. (this includes motor vehicles). 1. Date(s) of accident(s) 2. What safety reports (oral or written) were submitted? 3. If oral report was made, to whom was it made? 4. Brief summary of incident.
25	a. This refers to GEEIA personnel assigned, or augmenting the Region Quality Assurance Office	NO	NONE
		YES	Give Inspector's name(s) and date(s) of inspection(s).
	b. This refers to GEEIA Squadron/ Detachment/Maintenance Installation Supervisor.	NO	NONE
		YES	Give Inspector's name(s) and date(s) of inspection(s).



GEELAM 100-8

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Item	Guidance	Answer	Info Req'd on Reverse Side of Form
26		YES	NONE
		NO	List each specific item, and quantity that was not available to the MDM Team.
27	Answer subparagraphs A thru F N/A when item 19 is answered NO.	N/A	NONE
	Subparagraphs A & B	YES	NONE
		NO	1. List specific organizational and/or MDM action that was required but not adequately identified. 2. What was your action as a result of this problem?
	Subparagraphs C & D	YES	NONE
		NO	1. List specific item(s) not adequately identified. 2. What was your action as a result of this problem?
	Subparagraph E	YES	NONE
		NO	1. List specific support not adequately identified. 2. How did you resolve this problem?
28	This is downtime in excess to that identified in item 27F	YES	NONE
		NO	What was the amount of excessive downtime and why was it required?
29		YES	NONE
		NO	List exceptions

Attachment 2

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GEELAM 100-8

Item	Guidance	Answer	Info Req'd on Reverse Side of Form
30	Answer <u>N/A</u> when item 29 is answered <u>YES</u> .	<u>N/A</u>	<u>NONE</u>
		<u>YES</u>	<u>NONE</u>
		<u>NO</u>	1. List exception(s) and give reason for not listing on AFTO Form 217. 2. If block 22, AFTO Form 217 does list specific maintenance tasks not accomplished, state reason for non-accomplishment. 3. State why follow-on parts are required.

NOTE: Items 1 through 16 will be crossed out when the Form 76 is prepared for "On-Site MDM". Items 26 through 30 will be crossed out when the Form 76 is prepared for "C-E-M Schemes".

GEEIAM 100-8

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GEEIAM 100-8

15 March 1968

INSTRUCTIONS FOR PREPARATION OF GEEIA FORM 79

<u>BLOCK NUMBER</u>	<u>INSTRUCTIONS</u>
Date Prepared Block	Enter the same date as that appearing on the associated AFTG Form 216.
Page of Pages Block	On original BOM, begin with page 1 of _____. In this case, each amendment will be treated as a new document and will also begin with page 1 of _____.
1 - Project Number	For scheduled jobs, enter the Project Directive Number assigned by the SSM. For emergency jobs, enter "Emergency." Project number will be assigned in all cases in the future.
2 - End Item	Enter the type equipment, i. e. (AN/FPS-6).
3 - Maintenance Priority	Enter Force Activity Designator from the Form "A".
4 - Supply Priority	On original Form 79, enter normal priority for ordering material (9-20). Resubmitted essential items with no EDD, enter ANORs.
5 - Serial Number	Enter serial number of the end item.
6 - Technical Order	Enter the technical order used to identify the material. (31P6-2FPS6-4).
7 - Shop Code	Enter the work center number and squadron where the work is assigned.
8 - Original Report Number	Enter the next successive alpha each time an additional Form 79 is submitted against that respective work order, i. e., (the original BOM submitted was an "A", for each succeeding amendment use "B", "C", "D", etc).
9 - Work Order Number	Enter the complete number assigned to the workload being reported against (5050 L7G-C1-MJLV-725840C8-X-1177-RR).
Attachment 3	16

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GEEIAM 100-8

BLOCK NUMBER

INSTRUCTIONS

10 - Date Material Required

Enter date the material is to be available for MDM.

11 - Requested By

Enter name of person and squadron requesting the material.

12 - Control Number

To be used by support division, if desired.

GEEIAM 100-8

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GEEIAM 100-8

WEEKLY GEEIA TEAM CHIEF REPORT			REPORTS CONTROL SYMBOL GE-K8
1. YOUR ORGANIZATION	2. JOB IDENTIFIER (abbreviated C-R Scheme No., Maintenance Job No., Contract No., etc.)	3. TYPE OF JOB (TACAN Installation, Control Tower REHAB, MPN-14 IRAN, Emergency GCA Repairs)	
4. IMMEDIATE SUPERVISOR'S NAME	5. REPORTING PERIOD (Friday thru Thursday) FROM: TO:		6. REPORT NO. (e.g. '1', '7 - Final?')
7. TDY (MAILING) ADDRESS AND DUTY PHONE	8. OFF DUTY ADDRESS AND PHONE	9. ESTIMATED COMPLETION DATE (as of report date; include tests & inspections)	
		10. ESTIMATED MANHOURS TO COMPLETE (as of report date)	
11. LOCAL REGION/SQUADRON REQUIRED DATA			
12. PRINTED NAME OF TEAM CHIEF		13. SIGNATURE	

GEEIA FORM  
PER 4 95

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PREVIOUS EDITION OF THIS FORM IS OBSOLETE  
Attachment 4







GEEIAM 100-8

15 March 1968

INSTRUCTIONS FOR ACCOMPLISHING EQUIPMENT INVENTORY

1. EQUIPMENT INVENTORY. Enter nomenclature of equipment, i.e., FPS-26, UPA-25.
2. S/N - Enter serial number of prime equipment being inventoried.
3. DATE - Enter date equipment inventoried.
4. L/I - Each line item will be numbered in sequence beginning with number one.
5. NOMENCLATURE - Enter nomenclature of all the groups and components which make up the prime equipment (see -1 or -2 T.O.'s), i.e., power supplies, receivers, groups, antennas, pedestals, waveguides, cables cabinets, rotary couplers, heat exchangers, compressors, etc.
6. NOUN - Enter noun name of nomenclatured item.
7. TOTAL REQ - Enter the total required for each line entry. This information can be obtained from -1 or -2 T.O.'s.
8. TOTAL O/H - Self explanatory.
9. TOTAL SHORT - Self explanatory.
10. REMARKS - Enter any information relative to visual inspection, damage; cable deteriorated beyond re-use or improper length; hardware broken, lost or unserviceable, etc., for each line item.

NOTE: Column headings must be inserted by hand or typewriter on each copy of AFLC Form 192F. These forms are not available with pre-printed column headings.

15 March 1968

GEEIAM 100-8

1 TO (ORG HAVING MOST RESPONSIBILITY FOR THE T.O.) OCAMA (OCNST) Tinker AFB, Okla 73145		2 FROM (ORG REPORTING DEFICIENCY) 2865th GEEIA Sq. Central GEEIA Region (AFLC) Chanute AFB, Ill		BUREAU OF BUDGET 21-R207	
3 DATE REPORT PREPARED 10 Jan 1966		4 CONTROL NO 2865-66-1		5 T.O. NO. 31W3-10-12	
6 BASIC DATE OF T.O. 1 April 1965	7 DATE OF T.O. CHANGE 1 Nov 65	8 PAGE NO 2-33	9 PARAGRAPH NO 2-174	10 FIGURE NO 2-72	
11 BRIEF SUMMARY OF DEFICIENCY AND RECOMMENDED CHANGE (CONTINUE ON REVERSE SIDE IF NECESSARY)					
<p>EXAMPLE:</p> <p>There is no warning or caution to the effect that the installer should not attempt to lash over a strandlink splice. Recommend the following caution notice be placed at the end of paragraph 2-174.</p> <p style="text-align: center;">CAUTION Do not attempt to lash directly over a strandlink splice. Transfer the lasher over the splice by hand.</p>					
12 REPORTED BY (INITIATOR'S SIGNATURE) SSGT CHARLES P. JOHNS		13 APPROVED BY (SUPERVISOR'S SIGNATURE) THOMAS L. LITTLE, SMSGT NCOIC WIRE BRANCH		14 QUALITY CONTROL (INITIALS) WILLIAM F. FISHER, 1st Lt. Q CONTROL OFFICER	

AFTO FORM 22 JUL 64 SUPERSEDES AFTO FORM 22 APR 60. TECHNICAL ORDER SYSTEM PUBLICATION DEFICIENCY REPORT WHICH WILL BE USED

Fill out 1 copy completing only the circled blocks as appropriate. Return the completed copy, along with 4 signed blank copies, to your section for final processing.

Be specific. Explain what you would like to have changed and give your recommended change. (Refer to T.O. 00-5-1 Section VIII. This T.O. is usually available at the Base Chief of Maintenance Office).

GEEIAM 100-8

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GEEIAM 100-8

Sample: See Instructions on Reverse		COMMUNICATIONS - ELECTRONICS - METEOROLOGICAL INSTALLATION INSPECTION CERTIFICATE PART I	
BASE	Toul-Rosieres AB	DATE	18 May 1965
FACILITY	R-6603, HF, SSB Voice Radio	GEOGRAPHICAL LOCATION	Rosieres, France
CERTIFICATIONS			
<p>1. THE UNDERSIGNED REPRESENTATIVES HAVE CONDUCTED A TECHNICAL INSPECTION AND OPERATIONAL TEST OF THE FIXED COMMUNICATIONS-ELECTRONICS FACILITY DESCRIBED IN PART II OF THIS CERTIFICATE WITH APPLICABLE TECHNICAL ORDERS AND INSTALLATION STANDARDS. THE OPERATIONAL TEST INCLUDED AN OFFICIAL FLIGHT CHECK WHERE APPLICABLE.</p> <p>2. THE SCOPE OF THIS INSPECTION AND TEST WAS LIMITED TO THE PHYSICAL INSTALLATION AND DID NOT INCLUDE A REVIEW OF THE AVAILABILITY OF OPERATING AND MAINTENANCE PERSONNEL, SPARE PARTS, TEST EQUIPMENT, TOOLS AND EXPENDABLE SUPPLIES. THE AVAILABILITY OF THESE AND OTHER SUPPORTING FACTORS MUST BE DETERMINED BY THE OPERATING AGENCY AND DOCUMENTED ON EITHER AN AFTO FORM 88 OR AFTO FORM 89A PRIOR TO PLACING THE FACILITY IN OPERATION. THIS IS NOT A COMMISSIONING CERTIFICATE.</p> <p>3. THE INSTALLATION HAS BEEN PERFORMED IN ACCORDANCE WITH APPLICABLE TECHNICAL ORDERS, APPROVED C-E SCHEME CONTRACT AND ENGINEERING STANDARDS. MINOR DEFECTS IN THE INSTALLATION WORK ARE LISTED IN PART III OF THIS CERTIFICATE FOR FUTURE CORRECTION BY THE INSTALLATION AGENCY AT THE EARLIEST DATE PRACTICABLE.</p> <p>4. THE DIRECT MAINTENANCE RESPONSIBILITY FOR THE FACILITY RESTS WITH THE OPERATING AGENCY.</p> <p>5. APPLICABLE PORTIONS OF T.O. 31-1-8 RELATIVE TO INSTALLATION INSPECTION AND INSTALLATION INSPECTION CERTIFICATES HAVE BEEN COMPLIED WITH.</p> <p>6. THE FOLLOWING STATEMENT <input type="checkbox"/> IS <input type="checkbox"/> IS NOT APPLICABLE: (Check the one that applies) A SUMMARY REPORT OR SITE SURVEY REPORT INDICATING X-RADIATION LEVELS FOR CE EQUIPMENT HAS BEEN PROVIDED.</p> <p>7. THE FOLLOWING STATEMENT <input type="checkbox"/> IS <input type="checkbox"/> IS NOT APPLICABLE: (Check the one that applies) AN RF INTENSITY PLOT IN PLAN AND ELEVATION, INDICATING WHERE RF ENERGY EXCEEDS 0.01 WATTS PER SQUARE CENTIMETER, HAS BEEN PROVIDED.</p> <p>8. PROPERTY HAS BEEN TRANSFERRED IN ACCORDANCE WITH VOLUME I, CHAPTER 10, AFM 67-1 ON ORGANIZATION DOCUMENT NUMBER _____.</p> <p>9. THE COMPLETION OF THIS CERTIFICATE TERMINATES THE RESPONSIBILITY OF THE INSTALLATION AGENCY FOR THE FACILITY, EXCEPT FOR THE CORRECTION OF MINOR INSTALLATION DEFECTS LISTED IN PART III OF THIS CERTIFICATE AND OTHER ACTION AS FOLLOWS: None (if applicable)</p> <p>10. Two sets of annotated drawings/specifications have been turned over to the Base C-E Officer.</p> <p>NOTE: Use multilith or pink pearl eraser to make corrections. Don't erase thru the blue face of the master. Sign only with a reproducible black pen or pencil.</p>			
GEEIA REPRESENTATIVE (Signature) I certify that the item(s)/facility(ies) listed herein have been inspected by me or under my supervision. They conform to the scheme(contract) referenced herein. ALFREDO E. NEWMAN, SSgt, AF16387421 Team Chief, 2874th GEEIA Squadron		BASE COMMANDER (Name, Rank or Title and Signature) DONALD B. GUTHRIES, Lt Col, USAF Deputy Comdr/Operations, 7544 CSG	
C-E SCHEME DESIGNATOR/CONTRACT NUMBER 2516A4L, B4-D4-WA63-2F1F0170-R-6603-24		OPERATING AGENCY PROGRAM MANAGER (Name, Rank or Title and Signature) JOHN B. SMITH, 1st Lt, USAF Maintenance Officer, 1952 Comm Squadron	

AFTO FORM 88  
OCT 63

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

AFLC-WPAFB-SEP 67 27M

GEEIAM 100-8

15 March 1968

INSTRUCTIONS FOR PREPARATION OF AFTO FORM 88

1. BASE - Enter the name of the base or site where the work was done (Toul-Rosieres AB, Birkenfeld AS, etc). DO NOT ENTER THE COUNTRY.
2. DATE - Enter the date the acceptance inspection was performed.
3. FACILITY - Enter the commodity, the number of the facility (i. e. , R-6603; C-6652; B-0011) and a general name for the facility (i. e. HF, SSB Voice Radio; TTY Duplex Terminal Removal; Outside Telephone Cable Expansion) etc.
4. GEOGRAPHICAL LOCATION - Enter the name of the nearest municipality and the country where the base/site is located (Rosieres, France), (Birkenfeld, Germany), unless it is a classified location. (This will be reflected in the scheme number i. e. 2516A4L-D4-0000-2F1F0170-R-6603-24).
5. PARAGRAPH 6 - If the statement is applicable, check the "is" block. If the statement is not applicable, check the "is not applicable" block.
6. PARAGRAPH 7 - Same as paragraph 6 above.
7. PARAGRAPH 8 - Enter the operating agency's supply control document number whereby they assume responsibility for the major item. This number is required for all major items (M coded) furnished. (This includes command assets). This number must be entered in Block 15 of DD Form 1348-1 transferring accountability for CESAC furnished items. No entry will be made in this block when no major (M coded) items are furnished on the scheme BOM. No DD Form 1348-1 is required to transfer accountability of expendable items.
8. PARAGRAPH 9 - Enter, as applicable, None or list other required actions.
9. SIGNATURE BLOCKS - Be sure to place the signatures, names, ranks, titles and organizations, etc. , as indicated on the front side of this form. (Leave enough room to place the signature above the names).
10. CE SCHEME DESIGNATOR/CONTRACT NUMBER - Be sure to check with your Branch on the current scheme number. They do change. Enter the complete scheme number as illustrated on the front side of this form. If this form covers the basic scheme with amendments, enter all amendments using the sample as follows: 2516A4, B4, C4-D4-WA63-2F1F0170-R-6603-24.

Attachment 7

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15 March 1968

GEELAM 100-8

See instructions on reverse side.		COMMUNICATIONS - ELECTRONICS - METEOROLOGICAL INSTALLATION INSPECTION CERTIFICATE PART II		
EQUIPMENT INSTALLED/REMOVED				
HF, SSB Radio R-6603. SFEL FB-5B-26(2) and FB-1A-33(1) consisting of the following major items:				
<u>ITEM</u>	<u>STOCK NUMBER</u>	<u>NOMENCLATURE</u>	<u>UNIT</u>	<u>QUANTITY</u>
1	5820-786-6119	Transceiver, KWT-6 Type 5	ea	2
* 2	5835-552-0722	Recorder-repro RD-217/UNH	ea	1
* this item was provided from Command Assets.				
SAMPLE #2 Equipment Installed: Outside Telephone Cable Expansion Facility B-0011, SFEL. None listed. (As applicable). There were no major items provided on BOM.				
EQUIPMENT MODIFIED AND/OR OVERHAULED				
Not Applicable or All modifications have been accomplished or will be scheduled in accordance with applicable Time Compliance Technical Orders.				
RESULTS OF TECHNICAL INSPECTION				
Results of Technical Inspection and Operational Test were satisfactory, Also Enter the results of Flight Check, if applicable. NOTE: The term "Operational Test" will be used in this block in all cases except those instances in which the testing of Air Navigational Facilities, AC&W Defense and SAGE Long Range Radar Installations are accomplished with the use of FAA aircraft. Then the term "Flight Check" will be used.				
DESCRIPTION OF COMPLETED FACILITY				
Enter a brief description of what the scheme provides, as taken normally from par 2 of the General Information Sheet of the scheme, except when classified. When this information is not provided, the Team Chief must supply his own description of the completed facility.  Must be signed with a black reproducible pen or pencil.				
GEELIA REPRESENTATIVE (Signature)		BASE COMMANDER (Name, Rank or Title and Signature)		
ALFREDO E. NEWMAN, SSgt, AF16387421 Team Chief, 2874th GEELIA Squadron		DONALD B. GUTHRIES, Lt Col, USAF Dep Comdr/Operations, 7544 CSG		
C/E SCHEME DESIGNATOR/CONTRACT NUMBER		OPERATING AGENCY/PROGRAM MANAGER (Name, Rank or Title and Signature)		
2516A4L, B4-D4-WA63-2F1F0170-R-6603-24		JOHN B. SMITH, 1st Lt, USAF Maintenance Officer, 1952 Comm Sq		

AFTO FORM 88A  
MAY 63

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE



GEEIAM 100-8

15 March 1968

INSTRUCTIONS FOR PREPARATION OF AFTO FORM 88A

1. EQUIPMENT INSTALLED/REMOVED BLOCK.

a. If the equipment was installed, cross out the word removed. If it was removed, cross out the word installed. If it was relocated, cross out the words installed/removed and add the word "relocated".

b. Enter in this block the commodity code, the number of the facility, and the general name as taken from the information page of the scheme. Enter the SFEL package numbers and quantities involved. FB-5B-26(2): The FB-5B-26 is the SFEL package number and the (2) is the quantity of packages. The SFEL package involved is also listed in the general information sheet. All CESAC or Command Asset Major Items must be listed in this block using the format on the front side of this form. The Major Items are indicated by an "M" in front of the Line Item Number on the BOM. Enter only the Major Items. Be sure to place an asterisk (\*) before the item number of all Command Assets, plus the statement "\*\*This item was provided from Command Assets".  
USE SAMPLE #2 when there are no Major Items.

2. EQUIPMENT MODIFIED AND/OR OVERHAULED BLOCK.

Use the statement that applies. This applies to Equipment Modification. See front side of form.

3. RESULTS OF TECHNICAL INSPECTION BLOCK.

If the results of Technical Inspection and Operational Test were satisfactory, use the statement on the front side of this form. If a Flight Check was made, enter the results.

4. DESCRIPTION OF COMPLETED FACILITY BLOCK.

See remarks on the front side of this form.

NOTE 1: The signature blocks and scheme number will be the same as the ones used for the AFTO Form 88 (Part I).

NOTE 2: If the scheme was installed by the operating agency and you are merely obtaining the AFTO Form 88's, enter the following statement at the bottom of the Equipment Installed/Removed Block:

"This scheme was installed/removed by the operating agency".

Attachment 7A

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15 March 1968

GEEIAM 100-8

COMMUNICATIONS - ELECTRONICS - METEOROLOGICAL INSTALLATION INSPECTION CERTIFICATE PART III	
<small>DESCRIPTION OF EXCEPTIONS AND/OR CORRECTIONS TO BE MADE AND THE RESPONSIBLE AGENCY FOR EACH. (Include date corrections were made)</small> The following exception is the responsibility of GEELA and will be corrected prior to 30 December 1966: a. Resupply of BOM line item 3, S/N 6645-530-3567, wall clock, 1 each, damaged during shipment. Installation of the above item will be made by the 2874th GEEIA Squadron. (Be sure to list all of the information which precludes a satisfactory rating. Be sure to state who is responsible for clearing the exception and the date when it must be cleared. Try to make an agreement with the operating agency that they install the item(s) when received. If they agree to do this, point out that they are to accomplish an AFTO Form 88C when exceptions are cleared and forward it IAW T. O. 31-1-8). IF THERE WERE NO EXCEPTIONS, ENTER "NOT APPLICABLE". Do not list damages to landscaping of any type.	
<small>IF INSTALLATION OR REHABILITATION AS COMPLETED UNDER THIS SCHEME, CONTRACT NUMBER IS TO SERVE TEMPORARILY FOR AN INTERIM PERIOD, DESCRIBE BRIEFLY THE PROPOSED PERMANENT FACILITY TO BE COMPLETED.</small> Not applicable. NOTE: If your scheme package indicates that this facility is to serve only as an interim facility, give a description of the proposed permanent facility as directed by GEELA.	
<small>ESTIMATED DATE OF PERMANENT COMPLETED FACILITY</small> Not applicable if an interim facility. If applicable enter the appropriate date.	
<small>GEEIA REPRESENTATIVE (Signature)</small> ALFREDO E. NEWMAN, SSgt, AF16387421 Team Chief, 2874th GEEIA Squadron	<small>BASE COMMANDER (Name, Rank or Title and Signature)</small> DONALD B. GUTHRIES, Lt Col, USAF Dep Comdr/Operations, 7544 CSG
<small>C-E SCHEME DESIGNATOR/CONTRACT NUMBER</small> 2516A4L, B4-D4-WA63-2F1F0170-R-6603-24	<small>OPERATING AGENCY PROGRAM MANAGER (Name, Rank or Title and Signature)</small> JOHN B. SMITH, 1st Lt, USAF Maintenance Officer, 1952 Comm Squadron
<small>AFTO FORM 88B MAY 63 PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE</small>	

GEEIAM 100-8

15 March 1968

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GEEIAM 100-8

COMMUNICATIONS - ELECTRONICS - METEOROLOGICAL EXCEPTION REMOVAL CERTIFICATE		DATE
BASE Toul-Rosieres AB		DATE OF INITIAL INSTALLATION INSPECTION CERTIFICATE 18 May 1965
FACILITY R-6603, HF, SSB Voice Radio		GEOGRAPHICAL LOCATION Rosieres, France
<p>THE FOLLOWING EXCEPTIONS, AS LISTED ON AFTO FORM 88B, HAVE BEEN CORRECTED TO THE SATISFACTION OF THE OPERATING AGENCY AND MEET THE REQUIREMENTS AS SPECIFIED IN THE SCHEME TECHNICAL DIRECTIVES.</p> <p>Supplied and installed 1 each wall clock, S/N 6645-530-3567. This item was received in a damaged condition on initial scheme shipment.</p> <p>INSTRUCTIONS:</p> <ol style="list-style-type: none"> <li>1. Enter the date the exceptions were cleared.</li> <li>2. Briefly describe the clearing action.</li> <li>3. Be sure to list agency responsible for clearing remaining exception(s), if applicable.</li> </ol> <p>NOTE: Utilize information on back of AFTO Form 88 to complete the other blocks.</p>		
<p>THE FOLLOWING EXCEPTIONS REMAIN TO BE CORRECTED. IF NONE, SO STATE.</p> <p>NONE</p> <p>NOTE: Allow room above typed names for signature which must be signed with a black reproducible pen or pencil.</p>		
GEEIA REPRESENTATIVE (Signature)  GEORGE R. WALKER, SSgt, AF17942225 Team Chief, 2874th GEEIA Squadron		BASE COMMANDER (Name, Rank or Title and Signature) DONALD B. GUTHRIES, Lt Col. USAF Dep Comdr/Operations, 7544 CSG
SCHEME JOB ORDER NUMBER 2516A4L, B4-D4-WA63-2F1F0170-R-6603-24		OPERATING AGENCY PROGRAM MANAGER (Name, Rank or Title and Signature) JOHN B. SMITH, 1st Lt, USAF Maintenance Officer, 1952 Comm Squadron

AFTO FORM 88C  
JAN 66

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Attachment 8

GEEIAM 100-8

15 March 1968

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GEEIAM 100-8

CIVIL ENGINEER CONSTRUCTION PERMIT				DATE
Clearance is requested to proceed with the work at _____ on Work Order No. _____ Contract No. _____ involving excavation or disturbance of facilities as indicated. The requested clearance <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Has not been stated				
1. FACILITY/WORK INVOLVED				
A. EXCAVATION	B. PAVEMENTS	C. DRAINAGE DITCHES	D. RAILROAD TRACKS	E. OTHER
F. OVERHEAD LINES		G. SURFACE LINES		
UTILITY	COMMUNICATION	UTILITY	COMMUNICATION	
2. METHOD OF EXCAVATION				
A. HAND	B. POWER SHOVEL	C. DITCHER	D. OTHER (Specify)	
3. SCOPE OF WORK (Depth, width, length, location, and sketch as applicable, road closure, discontinuance of service, other disturbance) (This form is completed by the Base Civil Engineer. It is to be completed and approved prior to starting any excavation work (contract or organic). Be sure they include meteorological and communications facilities (Government and Civilian owned).)				
4. DATE CLEARANCE REQUIRED			5. TERMINATION DATE OF CLEARANCE	
6. REQUESTING ORGANIZATION		7. PHONE NO.	8. SIGNATURE (Requesting official)	
CLEARANCE REVIEW				
	ORGANIZATION	REMARKS	SIGNATURE (Commenter's)	
BASE CIVIL ENGINEER	A. ELECTRICAL DISTRIBUTION			
	B. STEAM DISTRIBUTION			
	C. WATER DISTRIBUTION			
	D. SEWER LINES			
	E. POLY DISTRIBUTION			
	F. PAVEMENTS, GROUNDS, RAILROADS			
	G. ENGINEERING AND CONSTRUCTION			
	H. FIRE DEPARTMENT			
	I. OTHER			
	10. BASE COMMUNICATIONS			
11. BASE PROVOST MARSHAL				
12. OTHER (Specify)				
13. OTHER (Specify)				

AF FORM 103 MAY 67 PREVIOUS EDITION WILL BE USED UNTIL STOCK IS EXHAUSTED.

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14. REMARKS	
APPROVAL	
15. COMMENTS	
16. RECOMMENDATIONS	
17. REQUESTED CLEARANCE <input type="checkbox"/> APPROVED <input type="checkbox"/> DISAPPROVED	
18. DATE	19. SIGNATURE OF CHIEF PROGRAMS

U.S. GOVERNMENT PRINTING OFFICE: 1964 O-7-790-248-100-522

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**PRE-IRAN SURVEY RECORD AND CERTIFICATION REF: T. O. 00-25-108**

1. INSTALLATION NAME AND LOCATION (City, State or Country) Ramstein AB, Germany ( See Note #1 on reverse side of form)		2. TELEPHONE NUMBER 432-7822	
3. OPERATING ORGANIZATION 2135th Comm Sq		4. NAME AND RANK OF C-E OFFICER James D. Coleman Jr., Major	
5. TELEPHONE EXTENSION 3939		6. ITEM (Name, Type Number, PSC, Mfr. Name and Part Number, Serial Number) TACAN, AN/TRN-6, 5825, Federal Electric Co., Serial No. 349	
7a. SYSTEM 412L (if applicable)		b. PROJECT Stair Step (if applicable)	
c. FACILITY NUMBER (Taken from PCSP Doc. or T. O. 31Z3-10-3)			
8. <input type="checkbox"/> IRAN NOT REQUIRED. <input type="checkbox"/> IRAN REQUIRED AND TO BE PERFORMED BY GEEIA TEAM. ATTACH A CHECK LIST TO DESCRIBE THE IRAN REQUIREMENT IN DETAIL, LISTING ALL OBSERVED DEFICIENCIES, FAULTS WHICH MUST BE CORRECTED, IRAN MODIFICATION REQUIREMENTS, ETC. (GEEIA Form 71's will describe required maintenance)			
9. <input type="checkbox"/> ORGANIZATIONAL AND FIELD MAINTENANCE REQUIRED AND TO BE PERFORMED BY OPERATING ORGANIZATION <input type="checkbox"/> PRIOR TO <input type="checkbox"/> DURING SCHEDULED IRAN PERIOD. ALL ORGANIZATIONAL AND FIELD LEVEL MAINTENANCE REQUIRED SHOULD BE IDENTIFIED IN DETAIL AND ATTACHED TO THIS FORM. IF NEGATIVE, ENTER "NONE REQUIRED".			
10. <input type="checkbox"/> ORGANIZATION AND FIELD MAINTENANCE REQUIRED AND TO BE ACCOMPLISHED BY GEEIA/IRAN TEAM. COMMAND CERTIFICATION (AFR 56-1A) WILL BE OBTAINED BY OPERATING ACTIVITY AND FURNISHED GEEIA NOT LATER THAN 2 WEEKS PRIOR TO IRAN SCHEDULED DATE. ATTACH DETAILED LIST OF O AND F MAINTENANCE TO BE ACCOMPLISHED BY IRAN TEAM. IF NEGATIVE, ENTER "NONE REQUIRED".			ESTIMATED M/H (To be taken from job document)
11. REQUIRED FACILITIES, SERVICES, CAPABILITIES AND SPECIAL EQUIPMENT TO BE PROVIDED BY THE OPERATING ORGANIZATION (BASE AND AVAILABLE TO IRAN TEAM). (Include requirements for cranes, test equipment, billeting, transportation, downtime, and personnel)			
12. SPECIAL FACILITIES, SERVICES, CAPABILITIES AND EQUIPMENT TO BE PROVIDED BY GEEIA. (I. E. Special lifting jacks for Antenna Removal, RFI services to resolve interference problems).			
13. <input type="checkbox"/> REAFFIRMATION THAT CURRENT IRAN SCHEDULED DATE IS SUITABLE. <input type="checkbox"/> RESCHEDULE OF IRAN REQUIRED.			
14. PERSONNEL PARTICIPATING IN PRE-IRAN SURVEY			
NAME	ACTIVITY	HOME BASE	TELEPHONE EXTENSION
SSgt N. A. Fisher	2874th GEEIA	Ramstein AB, Germany	(Section Telephone)
A1C R. L. Jones	2874th GEEIA	Ramstein AB, Germany	same
Mr. P. O. Bertram, Civilian	2874th GEEIA	Ramstein AB, Germany	same
15. PRE-IRAN SURVEY		16. GEEIA MANHOURS EXPENDED	
START DATE 15 Dec 65	COMPLETION DATE 25 Dec 65	MILITARY See Note #2 on reverse side of form	CIVILIAN CTS
17. PRE-IRAN DATA REVIEW AND CONCURRENCE			
GEEIA REPRESENTATIVE (Signature)		OPERATING ORGANIZATION (Signature)	
NAME Norman A. Fisher	TITLE SSGT, Team Chief	NAME James D. Coleman Jr.	TITLE Major, Maintenance Officer
ACTIVITY 2874th GEEIA Squadron	DATE 25 Dec 65	ACTIVITY 2135th Comm Squadron	DATE 25 Dec 65

AFTO FORM 216  
NOV 66

PREVIOUS EDITION WILL BE USED. 35

Attachment 10



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## INSTRUCTIONS

GEEIA Workload Control Offices will initiate AFTO Form 216 for each C-E-M end item scheduled for Pre-RAW survey. Completion of each form is the primary responsibility of the GEEIA Pre-RAW Team Chief, based upon technical test performed, visual observation of the equipment, and other information/arrangements provided by and developed in conjunction with operating organization representatives.

If additional space is required to provide sufficient information, enter the words "See Continuation Sheet" in the last available space of the applicable blocks and continue on plain 8 x 10½ sheets of paper, identifying by number the block being continued. Staple continuation sheets to this form.

Items 1, 2, 3, 4, 5 and 7, will be filled out as completely as possible by the GEEIA Workload Control personnel and the forms furnished to responsible GEEIA Team Chiefs prior to their departure to accomplish scheduled Pre-RAW Surveys. Data required to complete these blocks may be obtained from negotiated workload scheduled, Technical Order 31Z3-10-3 and information published in current PCSP documents. Weapon, support, command and control systems will be identified as listed in AFLCR 23-30. National priority, USAF and AFLC projects will be identified by name, nickname, numerical codes, etc.

Items 8, 9 and 10 are self-explanatory.

Item 11. Itemize the maintenance capabilities and facilities that the operating organization will provide to assist with the scheduled RAW. Include special equipment and services to be provided, such as cranes, riggers, welders, etc., and other support to be made available to the RAW Team, i.e., housing, messing and transportation.

Item 12. Do not include standard/common RAW capabilities, tools, test equipment, facilities, etc., that are normally required and taken to the operating site by the RAW Team to perform maintenance and necessary repairs on the subject end item.

Item 13. Check applicable block to re-affirm compatibility of current RAW schedule date with organizational operations/shut down periods, weather, special missions, availability of maintenance capabilities, resources, facilities, etc., or to designate if rescheduling of RAW date is required due to incompatibility and/or inability to meet present RAW scheduled date. (NOTE: New schedule date, if required, must be negotiated between GEEIA and the operating activity.)

Item 14. List as many key participants as possible within space provided.

Item 15 and 16 are self-explanatory.

Item 17. To be completed and signed by the GEEIA Pre-RAW Team Chief and the C & E Officer of the operating activity or his duly designated representative.

NOTE 1 -- Enter applicable maint. job to include WK, LD, ID, Program ID, FAC and Comm Codes.

NOTE 2 -- Record total GEEIA manhours to include direct labor, lag, travel, etc.

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<b>CERTIFICATE OF IRAN ACCOMPLISHED</b>		1. DATE
2. ORGANIZATION / LOCATION		
3. ACCEPTANCE OF WORK ACCOMPLISHED BY IRAN TEAMS IS CERTIFIED FOR THE FOLLOWING EQUIPMENTS (Identify equipment by type and serial number)		
4. ATTACHED INSPECTION CHECKLIST DATED _____ FOR AN _____ HAS BEEN COMPLETED (For work in Iran only). AND ALL DEPOT LEVEL MAINTENANCE WORK HAS BEEN SATISFACTORILY COMPLETED WITH THE FOLLOWING EXCEPTIONS: (For completion of the work package).		
<b>PART I - To be completed by IRAN Team Leader</b>		
5. STATEMENT OF GENERAL CONDITION OF EQUIPMENT BY THE IRAN TEAM LEADER PRIOR TO START OF WORK		
6. NUMBER AND GENERAL TECHNICAL ABILITY OF OPERATING AGENCY PERSONNEL FURNISHED TO ASSIST IRAN TEAM		
7. PROBLEM AREAS ENCOUNTERED DURING IRAN		
8. COOPERATION RECEIVED FROM OPERATING AGENCY		
9. WORK ACCOMPLISHED (Word Picture)		
10. LIST OF COMPONENTS (not parts) REPLACED		
11. TOTAL IRAN MANHOURS EXPENDED	12. SIGNATURE OF TEAM LEADER	
<b>PART II - To be completed by Operating Agency</b>		
13. STATEMENT OF GENERAL PREPAREDNESS OF IRAN TEAMS		
A. COMPOSITION: ELECTRO-MECHANICAL CAPABILITY		B. TOOLS
C. SPARES PARTS		D. SPECIFIC EQUIPMENT
E. TECHNICAL DATA		F. IRAN INSPECTION CHECKLIST

AFTO FORM 217  
JUL 65

4454

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

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Attachment 11

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A.F.O. 44-100M

GEEIAM 100-8		15 March 1968	
14. SCHEDULED START DATE OF IRAN		15. ACTUAL START DATE OF IRAN	
16. SCHEDULED COMPLETION DATE OF IRAN		17. ACTUAL COMPLETION DATE OF IRAN	
18. PROBLEMS ENCOUNTERED DURING IRAN			
19. OPERATING AGENCY MANHOURS - CAPS/MDC		20. TOTAL MANHOURS DOCUMENTED ON MDC FORMS	
		OPERATING AGENCY	IRAN TEAM
21. ACCEPTANCE OF IRAN PERFORMED (Quality Control Inspector Signature)			
22. EXCEPTIONS			
<p><u>AFTO FORM 217 INSTRUCTIONS</u></p> <p>GEEIA Team Chiefs will initiate an AFTO Form 217 for each scheduled and emergency IRAN. These forms will be completed and signed before departing the operating location. The following instructions apply:</p> <p>Block 1 - Enter date prepared.</p> <p>Block 2 - Enter organization, location, APO number and/or ZIP code, and job number. Job order number will include: workload justification number, program identification, facility code and commodity code.</p> <p>Block 3 - Enter end item and serial number (ancillary equipment will be listed as an end item i.e., UPA-35, OA-175, etc.).</p> <p>Block 4 - No entries unless approved GEEIA check lists are used.</p> <p>Block 5 - Enter a brief description of the condition of each end item listed in Block 3. Continue on reverse of form if necessary.</p> <p>Block 6 - Enter number, rank/rating, and AFSC's of operating agency personnel.</p> <p>Block 7 - List major problems experienced during the IRAN.</p> <p>Block 8 - Enter comments directly related to the job. (Excellent, Good, Fair or Poor).</p> <p>Block 9 - Enter a brief description of work accomplished on equipment listed in Block 3. Enter mils of displacement on TACAN antennas as read by using IRD - 600 vibration analyzer.</p> <p>Block 10 - List all major non-expendable components replaced by the GEEIA Team.</p> <p>Block 11 - Enter total GEEIA manhours (including lag and travel time).</p> <p>Block 12 - Type name, rank, and organization along with signature.</p> <p>Block 13 - thru - 23 are for the operating agency; however, GEEIA Team Chiefs will verify operating agency's entries in blocks 14 thru 22.</p> <p>Block 20 - Total manhours documented on MDC forms by IRAN team will include only those hours that a team actually works on the equipment.</p>			
23. SIGNATURE OF COMMANDER OR DESIGNATED REPRESENTATIVE			

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REPORT OF DISCREPANCY				DATE PREPARED		CLASS			
SHIPPER FD2030 Tinker AFB OK 73145				1 Nov 67		5820			
SHIPPER'S VOUCHER OR SHIPMENT NO. (ON CONTRACT) FB2222 7096 1902				RECEIVER AND REPORTING ACTIVITY 483 GEELA Sq (GEPZDS) APO San Francisco 96288					
OFFICE ADMINISTERING CONTRACT				RECEIVER'S VOUCHER NO.					
				CONTRACT OR REGISTRATION NO. FB2222 7096 1902					
				BILL OF LADING, MANIFEST OR WAYBILL NO. SUU-8C-05150					
SHIPPED AS <input checked="" type="checkbox"/> SERVICEABLE <input type="checkbox"/> REPARABLE				DISCREPANCY OCCURRED IN <input checked="" type="checkbox"/> DEPOT PACK <input type="checkbox"/> MANUFACTURER'S PACK					
ITEM NO.	STOCK NUMBER AND NOUN	UNIT OF ISSUE	QUANTITY				VALUE OF OVERAGE OR SHORTAGE	UNITS	
			SHIPPED	RECEIVED	OVER	SHORT		NUMBER INSPECTED	NUMBER DISCREPANT
M3	5820 636 1097 Receiver	ea	1	1	0	0	Unknown	1	1
CHECK TYPE OF DISCREPANCY									
<input type="checkbox"/> OVERAGE			<input type="checkbox"/> SHORTAGE			<input type="checkbox"/> IDENTITY			
<input checked="" type="checkbox"/> CONDITION			<input type="checkbox"/> STATUS			<input type="checkbox"/> REJECTED			
<input type="checkbox"/> DOCUMENTATION			<input type="checkbox"/> MISDIRECTED SHIPMENT			<input type="checkbox"/> OTHER (Specify in remarks)			
REMARKS Scheme 0730A6K0-WXWX-R1133 Receiver used from previous installation, XY circuit burned out. Receiver should have been tagged reparable.									
NAME AND TITLE (Print or Type) JOE DOKES, MSgt, USAF					SIGNATURE				
FOR USE BY SHIPPING ACTIVITY OR OFFICE ADMINISTERING THE CONTRACT									
SELECTED FOR SHIPMENT BY			INSPECTED BY			PACKED BY			
CHECK APPLICABLE BLOCK OR BLOCKS									
RETURN TO THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE									
APPLY OVERAGE ON CONTRACT NO.					SHIPMENT NO.				
CONTRACTOR WILL REPLACE SHORTAGES OR REJECTED MATERIALS AT NO COST TO THE GOVERNMENT									
DISPOSAL ACTION BY THE CONSIGNEE IS HEREBY AUTHORIZED									
OTHER (Specify in remarks)									
REMARKS									
NAME AND TITLE (Print or Type)					SIGNATURE				

AF FORM 672 MAY 53 PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

U. S. GOVERNMENT PRINTING OFFICE: 1960-882888

GEELAM 100-8

15 March 1968

INSTRUCTIONS FOR ACCOMPLISHMENT OF AF FORM 672

Fill out by hand, providing information as required, send it to your unit for final completion.

Date Prepared Block - Enter date report is prepared.

Class Block - Enter Federal Supply Class in this block. If more than one Federal Class is involved, enter various. If set or system is involved, enter number in this block. Examples: AN/FPS-77 or 433L.

Shippers Block - This block will contain the shipper's name and address when the shipment is from a contractor. When the shipper is a DOD Activity, the supply account number (i. e. FD 2030) and the complete shipper's mailing address will appear in this block.

Receiver and Reporting Activity Block - Enter complete squadron address in this block.

Shippers's Voucher or Shipment Number on Contract Block - This block will contain the shipment number (i. e. partial no. 3 ), if the shipment is from a contractor. If the shipment is from other than a contractor, this space will contain the requisition number.

Receiver's Voucher Number - Leave blank.

Office Administering the Contract - This block will have the complete address of the office administering the contract. This information can be obtained from contractual documents accompanying the shipment.

Contract or Requisition Number - This block will contain the contract number, if the shipment is from a contractor. If the shipment is from other than a contractor, this space will contain the requisition number or other authority for shipment.

Bill of Lading, Manifest or Waybill Number - The GBL, Manifest No. or Carrier's Waybill No. will appear in this block. Also, furnish TCN in this block.

Check Type of Discrepancy Blocks:

Overage - When the actual quantity received exceeds quantity listed on shipping document.

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Condition - When the condition is found to be other than that shown on the shipping document, contractual documents, tags or labels.

Documentation - When the documentation required to accompany the shipment is incorrect, incomplete, excessive or missing.

Shortage - When the actual quantity received is less than the quantity listed on the shipping document. (NOTE: AF Form 672 is not to be used for reporting missing containers).

Status - When status is found to be other than that shown on tags or labels.

Misdirected Shipment - When the shipment or any part thereof should have been shipped to another activity.

Identity - When the identity of any article is found to be other than that shown on the shipping document, contract, purchase order, tag, label or other marking.

Rejected - When the shipment or any part thereof is rejected. (NOTE: This is used for reporting contract shipments with inspection/acceptance at destination).

Others - Use this block when discrepancy is other than one of the above. Explain discrepancy in "Remarks".

Remarks Block - Include scheme serial number in this block. Also, use this block to describe any unusual circumstances related to above discrepancies.

Name and Title of Initiator - Initiator of report, name, grade/rank will appear in this block.

Signature - Person preparing report. Signature will appear in this block.

AF Form 672 will be prepared in triplicate. Forms may be prepared either manually or mechanically, provided care is exercised to insure legibility of all entries. Initial distribution will be as follows:

The original and one duplicate copy will be expedited to the shipping activity, or, in the case of contract shipments, the report will be directed to the office having contract administration responsibility. (NOTE: When an AFLC AMA is the shipper, the original and two duplicate copies will be submitted).

One duplicate copy will be retained by the preparing activity as a matter of record.

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One duplicate copy will be forwarded to Hq GEELA/GESMT.

No action will be taken by Airforce and Defense Supply Agency shippers to resupply items reported short. If such items are still required, they will be requested through normal channels.

Normally, the full responsibility for corrective action rests with the shipper, and the files of the receiver will be closed immediately upon distribution of AF Form 672. However, in the case of shipments from contractors involving discrepancies in quantity, the files of the receiver will be closed only upon receipt and processing of disposition instructions from the administrative contracting office.

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ENGINEERING CHANGE REQUEST/AUTHORIZATION			
TO: (Address of Engineering Control Office) Eastern GEEIA Region Engineering Control Branch Brookley AFB ALA 36115		FROM: (Address of Originating Activity) 3724 Navigational Tng Wg (VAD) Warner AFB GA 13534	
		1. ECR/A NO. 135-67	
		2. STATUS <input type="checkbox"/> EMERGENCY <input checked="" type="checkbox"/> ROUTINE	
3. ORIGINATOR			
TYPED NAME JAMES BURKE Captain, USAF		SIGNATURE	PHONE NO. 5512
DATE 25 Oct 67			
4. INSTALLATION CHANGE DESCRIPTION			
AFFECTED DOCUMENTS	NUMBER	STATUS	DATE
	None		
5. REASON FOR CHANGE (Attach Additional Sheet, If Necessary)			
CCTV Monitor cannot be clearly seen from all parts of rearranged classroom 7.			
6. NATURE OF CHANGE (Attach Additional Sheet, If Necessary)			
As shown on attached sketch, we propose to move the outlet for the CCTV monitor in room 7, building 1812, from its present location on the east wall to the north wall, 5 feet from the northeast corner. Extra material will not be required. Eleven feet of coax and power cable will be cut from the circuit. Work will be accomplished by our maintenance technicians.			
7. ENGINEERING CHANGE AUTHORIZATION			
DATE 27 Oct 67	ORGANIZATION	ACTION <input type="checkbox"/> APPROVED <input checked="" type="checkbox"/> PARTIALLY APPROVED <input type="checkbox"/> DISAPPROVED	
TYPED NAME LARRY HUNTER		SIGNATURE	PHONE NO. 3579
DATE 28 Oct 67			
8. COMMENTS			
Move of TV outlet to new location is approved. However, termination of the special purpose cable requires tools not in normal issue to operating organizations. Do not cut this cable --- coil the excess in the attic space above room 7.			

AF FORM 1146  
OCT 65

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Attachment 13



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DETAILED INSTRUCTIONS FOR ACCOMPLISHMENT OF AF FORM 1146

- Item 1 - Insert the GEELA assigned ECR/A identification number.
- Item 2 - Check to indicate the urgency of the proposed change.
- Item 3 - Self-explanatory -- identity of the originator.
- Item 4 - Identify any known documents, other than drawings, affected by the change (i.e., scheme, job order, etc.).
- Item 5 - Briefly, but adequately, in narrative form, justify the change.
- Item 6 - Narratively describe the change. Cite attached drawings as necessary. Include the following, as appropriate:
- a. Status of change at the time the request is initiated.
  - b. Sources of funds, manpower, and materials.
  - c. Major items of C-E equipment affected.
  - d. Disposition to be made of any C-E equipment removed.
  - e. A list of all known affected installation records.
  - f. A statement that programming actions are not required or have been initiated.
- Item 7 - Self-explanatory--the action taken and the identity of the GEELA authority.
- Item 8 - GEELA explanation of reasons for partial approval, or disapproval. Explain actions taken to change all affected drawings and schemes for partially approved or approved change request.

Attachment 13

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REPORT OF PACKAGING AND HANDLING DEFICIENCIES			1. DATE REPORT PREPARED	REPORT CONTROL SYMBOL
2. TO: (Include ZIP Code) Traffic Management Office (OCSPC) Tinker AFB OK 73145			2 Oct 67	
4. CONSIGNOR (Name, Address, including ZIP Code) FD2030 Tinker AFB OK 73145			3. FROM: (Reporting Activity) (Include ZIP Code) 483 GEEIA Sq (GEPZDS) APO San Francisco 96288	
5. CONTRACT, PURCHASE ORDER NUMBER OR TCN FB2222 7036 1901			6. REPORT NUMBER 483- 68-0001	
7. NOMENCLATURE Receiver				
8. FEDERAL STOCK NUMBER 5820 636 1097	9. DATE SHIPPED 29 Aug 67	10. DATE RECEIVED 30 Sep 67		
11. MODE OF TRANSPORTATION Mil Air (MAC)	12. BILL OF LADING NUMBER N/A	13. MONETARY VALUE \$1300.00		
14. FUND CITATION FOR REPAIRS N/A	15. TYPE OF DEFICIENCY <input type="checkbox"/> PACKING <input type="checkbox"/> MARKING <input checked="" type="checkbox"/> PRESERVATION OR PACKAGING <input type="checkbox"/> STORAGE OR HANDLING			
16. NUMBER OF CONTAINERS AND ITEMS				17. ESTIMATED COST OF CORRECTING DEFICIENCY
	a. RECEIVED	b. INSPECTED	c. UNSATISFACTORY	
CONTAINERS	1	1	1	\$300.00
ITEMS	1	1	1	
18. DESCRIPTION OF DEFICIENCY IN DETAIL  Scheme 0730A6K0-WXWX-R1133. Radio Receiver package was received with foil barrier punctured. An excessive amount of moisture was found inside the package. Photo's of damaged package and receiver are attached. Receiver has been repaired on site:  Condition for Use:  When a shipment is received in a damaged or otherwise unsatisfactory condition, due to one of the deficiencies listed on the reverse side of the DD Form 6.  NOTE: DD Form 6 dated 6 Feb 60 is obsolete and will not be used.				
19. COPIES OF THIS REPORT SENT TO: (Include ZIP Code) Hq GEEIA/GESMT Griffiss AFB NY 13440 Hq AFLC/MCTEP Wright-Patterson AFB OH 45433			20. ACTION BY REPORTING INSTALLATION <input type="checkbox"/> REPACKED <input type="checkbox"/> RE-MARKED <input type="checkbox"/> CONTAINER REPAIRED <input type="checkbox"/> PRESERVED OR REPACKAGED <input type="checkbox"/> REPORT OF SURVEY INITIATED <input type="checkbox"/> OTHER (Specify)	
21. TYPED NAME AND TITLE OF APPROVING OFFICIAL JOE DOKES, MSgt, USAF		22. SIGNATURE		23. DATE 3 Oct 67

DD FORM 6 EDITION OF 1 FEB 60 IS OBSOLETE.

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U.S. GOVERNMENT PRINTING OFFICE: 1967 O-283-871  
Attachment 14

GEEIAM 100-8

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## INSTRUCTIONS

1. This form is to be prepared as authorized by AR 700-58, NAVSANDA Publication 378, AFR 71-4 and MCO P-4030 and DSAR 4145.8.
2. This form is used to report packaging and handling deficiencies. It will be used in reporting unsatisfactory preservation, packing, packaging or marking and excessive preservation, packaging, or packing. Stowage and/or handling information will be included when it appears that these factors have contributed to the preservation, packaging, and/or marking deficiencies being reported.
3. Fill in all appropriate spaces. Use additional sheets as necessary.
4. Describe in detail the type of preservative used, method of packaging, type of shipping container, or method of loading as appropriate. Type of deficiency check on front of form will be described in detail using the corresponding list of typical deficiencies appearing below. Include information to indicate possible cause of deficiency and recommend corrective action.
5. When practicable, report the estimated cost of correcting deficiency. This cost should reflect repair of damaged item and necessary represervation, repackaging, repacking or re-marking.
6. For purpose of clarity, photographs or sketches will be included whenever appropriate. Photographs are preferred and should include a ruler or other suitable scale to indicate relative dimensions. Where photographs are not available, sketches with dimensions should be furnished. When utilized, a complete set of photographs or sketches will accompany each copy of the report.
7. This form when filled out will not be furnished to either the commercial contractor or carrier.
8. This form will not be used for reporting overages, shortages, losses while shipment is in the hands of the carrier, improper documentation, shipment of incorrect items, technical failures, defective items or for rejecting shipments. Reports for failure of carrier facilities will be submitted in accordance with applicable regulations.

## TYPICAL DEFICIENCIES TO BE CONSIDERED IN PREPARING REPORT

## A. PRESERVATION OR PACKAGING

No preservative  
 Improper preservative  
 Preservative improperly applied  
 Corrosion  
 Contamination  
 Package improperly sealed  
 Inadequate blocking or cushioning  
 Nonspecification materials used  
 Excessive preservation or packaging

## B. PACKING

Container overloaded  
 Container crushed  
 Container wracked  
 Container punctured  
 Wire or strap broken or loose  
 Straps inadequate or inadequately fastened  
 Frame members failed  
 Inadequate blocking, bracing or cushioning  
 Cleats broken  
 Ends knocked out  
 Sheathing broken  
 Boards split  
 Nails pulled  
 Fiberboard panels torn  
 Improper type container used  
 Container not waterproofed  
 Nonspecification materials used  
 Case liner damaged or unsealed  
 Container came open  
 Excessive packing or waste space

## C. MARKING

Old marking not obliterated  
 Marking not legible  
 Tags or labels not waterproofed  
 Inadequate packing list protector  
 Incorrect or incomplete marking  
 Markings improperly applied

## D. STOWAGE OR HANDLING

Load improperly trimmed  
 Center of gravity not considered  
 Sling damage  
 Improper stowing  
 Improperly arranged load  
 Improper dunnaging  
 Load not properly nested  
 Inadequate tie down or lashing  
 Steel strapping failure  
 Improper blocking or bracing  
 Inadequate bulkhead or gate  
 Inadequate doorway protection

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GEEIAM 100-8

INSTRUCTIONS FOR ACCOMPLISHMENT OF DD FORM 6

Fill out by hand, providing information as required and send it to your unit for final completion.

- Block 1 - Enter date report is made out by Team Chief.
- Block 2 - Send original and two (2) copies to the Traffic Management Office of the shipper. For AMA shipments, send reports to the SPC component, example: SAAMA/SASPC. For FB2222 shipments send to GEEIA/GESMT. For FY7407 shipments send to SMAMA/SMSPC. For contract shipments, send to DCASR Office. DCASR office can be determined from contractor documents accompanying shipment.
- Block 3 - Reporting activity full mailing address will appear in this block.
- Block 4 - Use the accountability number and shipper's address in the block. (i. e. FY7407, McClellan AFB, CA 95652).
- Block 5 - On shipments from DOD Activities, use requisition number or TCN in this block. On shipments from contractor's, use both contract number and TCN.
- Block 6 - Reports will be numbered by sequence of reports by calendar year. (i. e. 2874-68-0003 for the 3rd report prepared by the 2874th in Calendar Year 68) Numbers may be assigned by Squadrons or Regions.
- Block 7 - Use noun of item, if available.
- Block 8 - Use Federal Stock Number. If items has no FSN, use P/N or other identification.
- Block 9 - Enter date material was shipped from consignor in this block.
- Block 10 - Enter date material was received at Squadron, Base or Site.
- Block 11 - Enter mode of transportation in this block, (i. e. Mil Air (MAC)).
- Block 12 - Enter GBL number, if applicable. GBL number is not used for Logair - MAC Air Shipments, enter Cargo manifest number in this block.
- Block 13 - If available, enter monetary value of item/shipment.
- Block 14 - Normally not used when reporting discrepant GEEIA Scheme Shipments.
- Block 15 - Use reverse side of DD Form 6 to determine type of deficiency to report.
- Block 16 - Enter number of containers and number of items involved.
- Block 17 - Enter actual or estimated cost to correct deficiency, if applicable.
- Block 18 - Record description of deficiency in detail. Use instructions on reverse side of DD Form 6 for completing this block. Scheme Number will precede description.

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DD Form 6 Instructions continued:

Block 19 - Forward information copies of each report to Hq GEELAM/GESMT, Griffiss AFB NY 13440 and Hq AFLC/MCTEP, Wright-Patterson AFB, OH 45433.

Block 20 - If action has been taken, check applicable block.

Block 21 - Approving Official, Name, Rank/Title will appear in this block. Region will determine approving official.

Block 22 - Signature of approving official will appear in this block.

Block 23 - Date signed by approving official will appear in this block.

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SAMPLE LETTER

(OPERATING AGENCY LETTERHEAD)

REPLY TO

ATTN OF: (Operating Organization)

SUBJECT: Certificate of Work/Job Order Completion

TO: \_\_\_\_\_ GEEIA Squadron

Attn: (Office Symbol of Workload Control)

1. This is to certify that Work/Job Order 1010W5B-KU99-X-1170 was satisfactorily completed.
2. Our plant-in-place records have been corrected. (This statement is to be entered only when applicable).

FOR THE COMMANDER

JOHN JONES, Lt. Col., USAF  
Commander

WALTER J. CHAPMAN, Sgt  
Team Chief  
\_\_\_\_\_ GEEIA Squadron

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UNSATISFACTORY REPORT			
1. ACTION AGENCY		2. CATEGORY (1. EMERGENCY 2. URGENT 3. ROUTINE)	
SERIAL NO. PROJECT NO.		<input type="checkbox"/> REPORTING ACTIVITY	<input type="checkbox"/> MAJOR COMMAND <input type="checkbox"/> ACTION AGENCY
3. REPORTING ACTIVITY			
UR SERIAL NO.	DATE	ORGANIZATION	STATION
2874 GEEIA 62-7	5 Nov 62	Det 1, 2874th GEEIA Sq	APO 127, NY NY
4. IDENTIFICATION		5. SUPPLEMENTARY DATA	
ITEM	Relay K 804	QUANTITY IN USE	2
FEDERAL SUPPLY CLASS	5945	QUANTITY IN STOCK	0
STOCK OR PART NO.	5945-518-9558	QUANTITY INSPECTED	2 QTY DEFECTIVE 1
PRIME CONTRACTOR	Raytheon	NO. PREVIOUS FAILURES	0
MANUFACTURER	Allied Control Co Inc.	LAST RECOND. ACTIVITY	Unknown
ORDER OR SHPMT. NO.	CESD C 591760	6. USAGE (HOURS-MILES-OPERATIONS)	
PARTS CATALOG TO NO.	21R4-2GRN9-11	SINCE NEW	
FIGURE AND INDEX NO.	6-2 2 Index K 804	SINCE RECONDITION	
7. INSTALLED ON (INDICATE MAJOR COMPONENTS AND END ITEM ON WHICH DEFECTIVE ITEM INSTALLED OR APPLICABLE TO)			
NAME	MISSION / DESIGN / SERIES	SERIAL NO.	
Control Duplexer	C2412A/GRN-9B	115	
radio Set	GRN-9C	115	
8. EXHIBIT DISPOSITION AND INCLOSURES (PLACE X IN PROPER BLOCKS)			
<input type="checkbox"/> Attached	<input type="checkbox"/> Sent under separate cover	<input type="checkbox"/> Sent for reproduction instructions	<input type="checkbox"/> Reported or referred to service
<input type="checkbox"/> To overhaul facility in file below	<input type="checkbox"/> Disposed of (explain below)	<input checked="" type="checkbox"/> X	<input type="checkbox"/> Inclosures (check below)
9. DETAILS (1. Circumstances prior to difficulty 2. Description of difficulty 3. Cause 4. Action taken 5. Recommendations)			
1. When relay is operating normal contacts open and close approximately every 45 to 60 seconds.			
2. Contact arms broke off applying constant voltage to the heater of Z801, transmission filter causing Z801 to fail.			
3. Metal fatigue to contact arms probably caused either by excessive spring tension or excessive travel of contact arm support.			
4. Replace with serviceable like item.			
5. None.			
6. The operating organization is 2147th Communications Squadron and the scheme is 558A9L-S2-LN07-4A05K-N-2243-20.			
TSGT RICHARD D. KNIGHT Det 1, 2874th GEEIA Sq		DEAN C. DICKINSON, 1st Lt. UR Control Officer	
2 Inclosures:			
1. Top oblique view photograph 5 ea.			
2. Side view photographs 5 ea.			

AFTO FORM AUG 65 29 PREVIOUS EDITION WILL BE USED



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INSTRUCTIONS FOR AFTO FORM 29

1. This form is to be prepared in 2 copies by the Team Chief and forwarded in draft form to your Branch/Section supervisor.
2. Reference will be made to paragraphs 2-44 thru 2-62, Section II, USAF Technical Order 00-35D-54. This T.O. is usually available at the Base Chief of Maintenance Office.
3. Fill in blocks 4 through 9 with appropriate information. Be specific.
4. Insure that photographs (6 copies or negative) of discrepancy(s) accompany this form where applicable.

Attachment 16

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DOCUMENT TO ROLL INDEX								
FRAME NUMBER	CLASSIFICATION NUMBER	DATE PERIOD	VOL	PT	TITLE	SECURITY CLASSIFICATION	REMARKS	DOWNGRADE/DECLASSIFICATION
6	00917073	07/69-03/70			History; Western GEEIA Region	Uncl		None
22	00917074	01/70-03/70	1		History; Headquarters Western GEEIA Region	Uncl		None
118	00917075	01/70-03/70	2		Western GEEIA Region Commanders Data Summary	Uncl		None
198	00917076	07/71-06/72	10		History; Detachment 21	U/FOUO		None
309	00917077	03/72-06/72	11		History Detachment 22	U/FOUO		None
335	00917078	07/72-06/73	1		Air Force Contract Maintenance Center	Uncl		None
421	00917079	07/72-06/73	2		History; Detachment 2	Uncl		None
436	00917080	07/72-06/73	3		History; Detachment 4	Uncl		None
466	00917081	07/72-06/73	4		History; Detachment 5	Uncl		None
496	00917082	07/72-06/73	5		History; Detachment 6	Uncl		None
532	00917083	07/72-06/73	6		Annual Historical Report Of Detachment 9	Uncl		None
550	00917084	07/72-06/73	7		History; Detachment 11	U/FOUO SSAN ONLY		None
607	00917085	07/72-06/73	8		Annual Historical Report Of Detachment 13	Uncl		None
624	00917086	03/73-06/73	9		Annual Historical Report Of Air Vietnam Technical Center (Detachment 14)	Uncl		None
640	00917087	07/72-06/73	10		Annual Historical Report Of Detachment 16	Uncl		None

