

25B - DCS/Material  
(1 Jan-30 Jun 55)

*Log No. 26-A*  
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**HISTORY**

**OFFICE OF**

**DEPUTY CHIEF OF STAFF, MATERIEL**

**1 JAN 55**

**THRU**

**30 JUN 55**

DOWNGRADED AT 3 YEAR INTERVALS;  
DECLASSIFIED AFTER 12 YEARS.  
DOD DIR 5200.10

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HISTORY

OFFICE OF

DEPUTY CHIEF OF STAFF, MATERIEL

1 January 1955

Through

<sup>0</sup>  
~~31~~ June 1955

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\*\*\* If Chapter II of this History is withdrawn (or not attached) the classification of this correspondence will be changed or cancelled in accordance with par 25g, AFR 205-1.



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CHAPTER I  
DEPUTY CHIEF OF STAFF, MATERIEL

CHAPTER I  
DEPUTY CHIEF OF STAFF, MATERIEL

The mission of the Deputy Chief of Staff, Materiel remains essentially the same as it was during the last reporting period. That is, the Deputy Chief of Staff, Materiel is responsible for advising and assisting the Commander of the Air Proving Ground Command in the accomplishment of the overall mission in so far as logistic plans, supply and services, armament, maintenance-engineering, installations and procurement activities are concerned. Commensurate with this stated mission, the Deputy Chief of Staff, Materiel is charged with the responsibility for formulating plans and policies pertinent to the materiel aspects of operational suitability testing and providing staff supervision on all materiel operations.

The Deputy Chief of Staff, Materiel is also responsible for receiving, distributing, assigning, reassigning, transferring, and accounting for all aircraft assigned to Air Proving Ground Command in coordination with the Deputy Chief of Staff, Operations.

This staff agency maintains liaison with pertinent Air Force, Army, Navy and civilian components concerning matters of supply, maintenance, transportation, procurement and installations. Reviews contractual instruments requiring approval of the Commander or higher headquarters, to ascertain the necessity and adequacy of contract provisions and compliance with pertinent directives, and subsequently recommending approval or disapproval to appropriate approving authority.

Prior to 1 March 1955, the responsibility for logistical planning had not been delegated to any specific directorate of this staff agency. The term "logistical planning" means: formulation, coordination and approval of all long-range, intermediate and emergency plans for logistical support of the Air Proving Ground Command and tenant units for which it is responsible; implementation of all such plans as pertain to logistics; conduction and preparation of special studies and programs and the evaluation of results of such studies and programs; determination of logistic organization and capabilities; and maximum utilization of all available logistical resources in support of the Air Proving Ground Command mission. About 50% of this logistical planning had been accomplished by various offices within this staff agency; the other 50% unaccomplished due to the fact that personnel were not available to perform the duties. On 1 March 1955, the Assistant for Logistic Plans Office was activated with a personnel strength of two officers, two airmen and three civilians authorized.<sup>1</sup> Three civilians and two airmen were assigned and officer authorizations were placed on requisition. At the end of this reporting period (30 June 1955), the officer spaces had not been filled. When the office is fully manned, all of the responsibilities outlined in the functions of the Assistant for Logistic Plans Office will be performed; and the office should then be capable of achieving more realistic long range planning in the support of the overall Command mission as well as being able to serve as a coordinator for the now some-what fragmented operations of the various directorates within this staff agency, therefore helping to achieve an overall efficacious materiel staff agency.<sup>2</sup>

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<sup>1</sup> UMD, Hqs APGC and 3240th Supp Sq (Comd), dated 1 March 1955

<sup>2</sup> See Chapter VII for Assistant for Logistic Plans Office History

During the period of 1 January 1955 through 30 June 1955, the Deputy Chief of Staff, Materiel was Colonel Walter W. Woodard, 2954A, who was assisted in his mission accomplishment by the following staff:

- Assistant Deputy Chief of Staff, Materiel
- Director of Armament
- Director of Installations
- Director of Procurement
- Director of Maintenance-Engineering
- Director of Supply and Services
- Assistant for Logistic Plans



CHAPTER II  
DIRECTORATE OF ARMAMENT

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HISTORY

DIRECTORATE OF ARMAMENT

1 JANUARY 55 - 30 JUNE 55

The personnel assigned to the Directorate of Armament during the reporting period were: Lt. Colonel James P. Lappin, Director, Major Francis F. Foster, Assistant Director, Major William T. McDonald, Fire Control Systems Officer, Mr. Marvin M. Ashley, Ammunition Inspector, Mr. Gilbert C. Schaub, Ammunition Inspector, Miss Bunnie L. Nall, Secretary, T/Sgt Charles C. Elliott, Administrative Supervisor, A/1C Patsy Hussey, Clerk-Typist, and A/3C Shirley Hayden, Clerk-Typist. (U)

During Project Gun-Val extensive testing was conducted on the T-160 20MM gun as a replacement weapon for the M-3 50 Cal. machine gun. Upon the completion of the Gun-Val program the T-160 weapon was adopted as standard M-39 20MM gun and was programmed as the weapons system for new aircraft coming off production line. A great number of problems were encountered in the actual firing and maintenance of these weapons in various aircraft. WADC was contacted in reference to these problems and on 4 January 1955 Colonel Holmes, Armament Laboratory, WADC, called and stated that a team of personnel comprised of WADC and North American Aviation Corporation personnel would visit this installation to aid the Air Proving Ground Command in all problems with relation to the M-39 gun. The purpose of this team is to evaluate the actual firing conditions and to make recommendations to WADC for a proposal to improve the firing and maintenance of these weapons. They will visit North American prior to their arrival at Eglin order that they may have the latest information as to the manufacturers latest configuration of the M-39 gun installation.

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This team spent approximately one week at the Air Proving Ground Command. Upon their return to WADC, through the joint assistance of North American Aviation Corporation and the Ford Motor Company a proposed modification kit was assembled and furnished to AFAC and APGC for evaluation to determine if this kit would increase the reliability of subject equipment. Tests were conducted at this Command and proven that the modification kit has increased the fire-out rate approximately 50%. This kit has now been incorporated in a T.O. compliance and will be installed on all M-39 guns that are in aircraft or in storage. As a result of this investigation a complete modified gun as recommended by Ford Motor Company has been tested by AFAC and proven very satisfactory and will be available for using units in the early part of 1956. (U)

Colonel Diamond, DCS/O, forwarded to this office the overall requirement for support of the BW-CW program within this Command. DCS/O had requested that the 3200th Test Wing and the 3201st Ammunition Supply Squadron request manpower to program for five officers and ten airmen. Through discussions between this office and DCS/O it was determined that if an adequate training program was originated that the requirement for the additional spaces would not be necessary. It was felt that the present personnel that have participated in various BW-CW programs could be trained to handle any program or test that may be encountered in this field. Colonel Diamond concurred in this proposal and necessary arrangements were made to train personnel prior to each OST to assure that adequate personnel requirements were available for all future tests. (U)

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Through continuous efforts the Directorate of Armament finalized the Air Proving Ground Command responsibility in Explosive Ordnance Disposal activities. Permission was received from Hq USAF to transfer the EOD responsibilities and troop spaces from the Air Material Command Detachment's 7 and 8 of the 1st EOD Squadron located at Wright Patterson AF Base, Ohio to Hq Air Proving Ground Command. Headquarters USAF concurred with the APGC proposal because the activities at this Base were different from those normally encountered on other Air Force installations. The Air Proving Ground Command received a total of 14 troop spaces which included two officers and 12 airmen and requested that six additional airmen spaces be authorized in order to successfully carry out the mission of the Air Proving Ground Command. This request was approved and the responsibilities for EOD activities were placed in the 3206th Test Wing (Tech. Support) in order to enable better utilization and coordination of range activities. (U)

Considerable armament problems were encountered on the RB/B-57 aircraft during the Operational Suitability Testing and it was necessary to request the Glenn L. Martin Company to furnish armament representatives to assist in solving these problems. Representatives from the 3200th Test Wing (Maint.), Air Force Operational Test Center, and this Directorate met with personnel from the Glenn L. Martin Company on 4 January to discuss all problems encountered. The recommendations made at this meeting to improve the armament system proved very satisfactory and educational both to the Air Proving Ground Command and the Glenn L. Martin Company. (U)

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This office rendered technical assistance for the 13 January 1955 firepower demonstration. This demonstration required the installation of smoke grenades in the bombs to be used on the toss mission so that the spectators could view the bombs during flight. The Ammunition Inspectors of this office were responsible for and made the recommendations as to the type of installation that would be used on this mission. This operation proved very successful and inquiries have been received from other commands as to the methods utilized in employing smoke grenades in various size bombs for use in LABS maneuvers. During this reporting period the Directorate of Armament participated in three firepower demonstrations to assure that sufficient armament items were available to meet the requirements of the Air Force Operational Test Center schedule. This office was responsible for the inspection of all armament loads utilized during the practice runs and actual demonstrations. Colonel Lappin was responsible for safety monitoring all missions from the control tower on Range #52 during this time. Recommendations were made and assistance given to DCS/O in using various bomb loads including new items that have not been previously utilized in fire-power demonstrations. One particular example was our assistance in determining a suitable and safe load to be utilized on the B-57 aircraft for low altitude releases. (U)

The unavailability of a suitable tow aircraft was preventing high priority OST's to be conducted at this Command. This office requested representatives from the Glenn L. Martin Company to visit Eglin AF Base to discuss their proposal for the conversion of the B-57 aircraft to a

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tow vehicle. Information received from the Glenn L. Martin Company indicated that this proposal had been submitted to Headquarters USAF for for consideration and these aircraft should be available by January 1956. In order to alleviate this condition, a proposal was made that the Air Proving Ground Command investigate the possibility of installing a MK-8 tow reel on one of the B-57B aircraft now assigned to this Command. This proposal was discussed with the 3200th and AFOTC for recommendations but no further action was taken due to the unavailability of a B-57 aircraft for this modification. This proposal was held in abeyance pending the completion of the OST of the B-57 aircraft. In May 1955 action was reinitiated to modify the B-57B bomb bay door. A meeting was held with personnel of DCS/O, AFOTC, 3200th Test Wing and the 3201st Air Base Wing, at which time the proposed modification was discussed and the 3200th Test Wing (Maint.) agreed to furnish drawings to the 3201st Air Base Wing for the actual modification. Authority for this modification was approved by DCS/M and forwarded to the 3200th Test Wing for action. This modification again was hampered due to the fact that the B-57B designated for this modification was required to remain in its present configuration for additional testing of the OST. At this time it was agreed that inasmuch as the AFGC would not keep the B-57B's this modification was held in abeyance until such a time as two B-57A aircraft are received at this Command. This aircraft with this tow configuration is urgently required to meet the demands of high priority Fire Control Systems test. As of this date no further action has been taken due to the unavailability of the B-57A aircraft. It is anticipated that these aircraft will be made available to the Air Proving Ground Command during the month of August and will be modified to the tow configuration as soon as

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possible. (U)

The Air Proving Ground Command has been hampered for approximately two years in evaluating the Fire Control System and weapons installations due to the lack of a suitable tow target system. Through the efforts of this office and DCS/O, action was initiated to bring to light the present condition that exists throughout the Air Force on the capability of a tow vehicle. In March 1954 a tow target conference was held at ARDC Headquarters with all interested commands present. At this time a proposal was submitted by the Air Proving Ground Command for an overall tow target system that would meet the requirements of all commands that were responsible for tow target activities. At this meeting each Command outlined their responsibility as well as their requirements. One year later no action had been taken on the proposal that was approved at this conference. This Command at this time forwarded a letter to Headquarters USAF which was initiated by DCS/O and this office that outlined the conditions that existed and informed them that no action had been taken on the proposal agreed on at the March 1954 conference. The condition now existed that each Command was manufacturing tow target reels to meet their own requirements. WADC was requested to make an engineering evaluation that would enable procurement action to be taken on proposals that were made by various commands. During this period a frangible target was constructed by the Del Mar Engineering Corporation which offered a very simplified method for air-to-air rocketry. This Command procured a small quantity of these targets for evaluation on APG Project ADA/49-A. A contract was further let to the Delmar Engineering Corporation for a 15,000 foot turbine propelled reel which would be

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capable of being utilized on any standard aircraft that is equipped with a pylon, but due to the delay in obtaining this contract through WADC it was learned that this reel would not be available until approximately August 1955. The Air Defense Command, in a conference held at Eglin AF Base, requested that the Air Proving Ground Command assist them in evaluating several proposals submitted by various contractors on a complete frangible tow target system. A conference was scheduled at Yuma, Arizona to discuss the ground rules and methods on which this test would be conducted. It was agreed to have frangible tow target systems manufactured by three commercial companies available at Yuma by 5 July 1955 and with the concurrence of ARDC Headquarters, AFAC and APGC would jointly run an engineering and OST evaluation. This test was to be completed by 6 August and at that time WADC, AMC, APGC and AFAC would evaluate the data received during these tests and make recommendations to Headquarters USAF as to what items could be procured for Air Force use. During this period the gunnery capability of the F-100A aircraft was hampered due to the unavailability of an aircraft for tow purposes. The B-29 and B-45 aircraft that are equipped with tow capabilities were AOCP or out for maintenance during most of the actual test. It was finally necessary to utilize F-86H aircraft for tow purposes. This was done by utilizing approximately 2000 feet of cable from each pylon and towing from a snatch position from the runway. This enabled the F-100 to obtain a limited amount of gunnery data. The condition that now exists within the Air Force is that we are testing Century series aircraft and are forced to use WWII tow equipment. During this period a

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requirement was initiated as to the feasibility of utilizing a QF-80 modified with a frangible tow target system to be utilized for the GAR-1 program. This responsibility has been given to the 3205th Drone Group and preliminary designs have been made for this installation. It is expected that actual testing will begin in September of 1955. Two each reels and 50 each frangible targets have been procured for this project. This tow configuration will be utilized in the evaluation of the F-102 and the F-89H if proven satisfactory. This Command is scheduled to receive two each B-57E tow aircraft during the month of February 1956 for OST purposes. These aircraft will be at this Command for approximately a 60 day period. This configuration utilizes four each Northrop reels mounted on the B-57E bomb bay door and if proven satisfactory will be allocated to Defense Units for rocketry. This Commands request for permanent retention of these aircraft has been refused due to previous allocations. It is anticipated that these aircraft can be utilized for various Fire Control tests during the OST period. (U) ←

Due to the limited capabilities of bombing systems made available for the B-57 aircraft during OST, this office through discussions with AFOTC, studied the feasibility of installing a LABS computer in this aircraft for low altitude bombing capabilities. Authority was received from the JPO for permission to install the LABS in the B-57 aircraft and was used successfully during the OST phase. This installation indicated such promising results that the capability of utilizing this aircraft for special weapons use was investigated. Missions were flown

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using the T-63 practice units and the accuracy obtained from these releases was very promising to such an extent that the Special Weapons Command at Kirtland AF Base, New Mexico became very interested in the capabilities of this aircraft for this type of an operation. Low Altitude Bombing System releases were conducted throughout the OST phase and upon the completion of this test ARDC Headquarters directed Special Weapons Command to initiate tests to further evaluate this new role for this aircraft. (C)

Boresighting facilities for the APGC were brought to the attention of this office inasmuch as facilities that were being utilized by the operational units on Range #22 were very inadequate and in many cases has hindered the actual boresighting of aircraft that were scheduled for high priority OST's. A joint team of personnel from operating units was formed to determine what action could be initiated to correct the discrepancies that now exist on Range #22 for firing-in purposes. After a thorough investigation it was recommended by this group that a new location be picked for the construction of a firing-in area. Hardstand #12 located on the NW section of the main base was considered as a new location area. This office, in conjunction with the 324th Armament Squadron, submitted a proposal to DCS/A-1 for the construction of a 1000 foot boresighting range with the understanding that this construction would be done by the Air Installations Wing. Due to the lack of a design criteria for construction of a firing-in butt this project was held in abeyance pending approval of a design from WADC. During the OST of the F-100A aircraft the problem of inadequate boresighting facilities was again brought to light and a great deal of testing time was

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lost due to the fact that adequate boresighting facilities were not available for these aircraft. A meeting was held by DCS/D, AFOTC, 3200th Test Wing (Maint.), and interested DCS/M personnel to arrive at a solution that would assure that adequate boresighting facilities would be available upon the arrival of the F-100C aircraft. The design and location of the firing-in butt has been approved by the master planning board but due to the amount of money required for this construction it will be necessary to obtain approval from Hq USAF. (U)

During this reporting period the actual construction of the facilities for the GAR-1 missile was started and the final draft of the test program was approved for the ground phase operation of this missile. Due to the delay on the actual availability date of the missile facility building we were faced with the problem of determining whether missiles would arrive at the Air Proving Ground Command as scheduled by the weapons phasing group. Thirty-five missiles plus testing equipment were scheduled to arrive during the month of April and as of that date no facilities were available for the storage and the installation of the console equipment which is required for the checking of the missiles. This office was given the responsibility to determine if any existing facilities were available. (U)

The Air Proving Ground Command for approximately the last two years has been given the responsibility for the OST of special weapons activities and has a Detachment located at Kirtland AF Base, New Mexico. This Command at the present does not have the capabilities of officer or airmen that are trained in the responsibilities in the check-out installation and assembly of special weapons. The Director of Armament realizes

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this deficiency and has initiated necessary action to determine if the responsibilities for this operation could be obtained within the Air Proving Ground Command from existing personnel that are assigned in fields that are related to special weapons. A great deal of difficulty was encountered from various staff organizations stating that we should continue to depend on SAC and TAC for this capability. This office on many occasions presented staff studies and recommendations as to the advantages that would be obtained if the APGC has this type of personnel available for OST purposes. This office was given the responsibility to determine the number of personnel that could be utilized within the Air Proving Ground Command and during the conference held at Lowry AF Base this Command initiated a requirement for a total of 10 personnel to be trained commencing 1 October 1955. At the present time a letter outlining the action required to obtain this capability has been forwarded to DCS/P-Training. Personnel required for the special weapons team will be formed from the 3200th Test Wing (Maint.) and the 3201st Ammunition Supply Squadron. This capability will enable the APGC in many cases to furnish qualified personnel within the special weapons to project personnel that are conducting special weapons OST's and will enable tests of this nature to be conducted at Eglin AF Base. It will require approximately six to eight months before personnel are fully trained and capable of performing these duties. (U)

This office was given the responsibility to determine if existing facilities were available that could be utilized for the ground phase operations of the GAR-1 missile. It was determined that a section

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of the rocket assembly building in the ammunition storage area could be adapted and used as the temporary facility for the console equipment. This office through an agreement with the 3201st Air Base Wing initiated necessary action for the modification required to enable this building to be used. A temporary controlled igloo was utilized as the live storage area and due to the strict requirement of a 40% humidity which was deemed necessary for the storage of the missile by Hughes Aircraft Company, necessary action was taken to modify the present controlled igloo to get these specifications. A dehumidifying unit was installed within this igloo for this purpose and is now being utilized for the storage of all live missiles. This Command, through actions initiated by this office, was able to accept the missiles as originally scheduled and to allow the ground phase of the OST to run as scheduled. At the present time this Command has been utilizing these facilities and obtaining excellent results from the OST operation. The permanent facilities required for the GAR-1 missile is scheduled to be completed on 15 August 1955. The only factor that must be considered in utilizing these temporary facilities is the fact that in all cases we are not able to maintain the desired 40% humidity controlled as outlined in the manufacturers specifications. This office has made recommendations to the Senior Project Officer as to all safety precautions that would be required for the operation and handling of missiles that are equipped with explosives and has played an active part in determining the adequacy of the console equipment that is used for check-out purposes on all missiles. (CONF.)

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The Directorate of Armament played an active part in the OST planning for the B-52 aircraft. A great deal of time was consumed in establishing necessary support for the A3A Fire Control System and the MA-6 Bombing Navigational System. The B-52 aircraft was received at this Command with the A3A Fire Control System installed but due to slippage by the contractor sufficient spares and bench mock-up for this system was not available. Through the continuous efforts of this office spare parts and the A3A mock-up were obtained for the maintenance problems on this system. The special weapons capability of the B-52 aircraft was a continuous item of concern to this office inasmuch as the practice units that were to be used in this aircraft were not available from supply sources. Action was initiated to obtain these units either by loan from SAC or Special Weapons Command and during the month of May this office made final arrangements to obtain the T-16 practice unit for permanent retention by this Command. Colonel Lappin represented the APGC on the Air Force acceptance of the loading equipment required for special weapons on the B-52 aircraft at Kirtland during the month of June. Major McDonald has been assigned full responsibility for the continuous follow-up on all Fire Control activities of the B-52 aircraft and has spent considerable time on TDY to coordinate final phases of equipment and test gear required for this aircraft. (CONF.)

A test was conducted to determine whether or not the low order technique for destruction of various sizes of bombs could be successfully employed. The method used to obtain the low order detonation was the Navy MK III shaped charge filled with composition C-3 fired

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into the side of the bomb casing through a stand-off of dry sand. Bombs varying in size from 500 pound through 22,000 pounds were successfully detonated by this method. When the shot is fired the case is ruptured breaking up the explosive filler. The greater portion of the broken up filler is unaffected by the detonation while a few pieces will burn. The shock wave from bombs detonated by this method is greatly reduced, i.e., a 22,000 pound bomb will produce a shock wave less than that of a 500 pound bomb detonated high order. (U)

Support was furnished the Ammunition Supply Squadron in obtaining ammunition items which required air-lifting to support high priority tests and firepower demonstrations. (U)

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CHAPTER III  
DIRECTORATE OF INSTALLATIONS

CHAPTER III  
DIRECTORATE OF INSTALLATIONS

Personnel assigned to the Directorate during the period of this history are as follows: Mr. R. W. Johnson, Director of Installations; Mr. Fred Massey, Deputy Director for Management; Mr. John R. Chalberg, Fiscal Accountant; Mr. Robert A. Hoffman, Deputy Director for Engineering; Mr. Eugene Phillips, Civil Engineer; and an additional engineering position was filled by Major Max A. Pea, Master Planner; Mr. Gilbert T. Edwards, Architect Engineer; Mr. Thomas E. Kimbrough, Liaison Engineer to TAC at Eglin Air Force Auxiliary No. 9; Mrs. Eunice Hicks, Secretary to the Director resigned in May and was not replaced during the period of this history; Miss Helene Fager, Secretary to the Deputy Director for Management; Miss June Resh, Secretary to the Deputy Director for Engineering resigned and was replaced by Mrs. Wilma Ellison during this period; Mrs. Joan<sup>EAVI</sup>, Clerk Typist for the Deputy Director for Management. Second Lieutenants Joseph H. Davidson, Thomas E. Junta and Charles C. Montgomery, Air National Guard and AFROTC are assigned to the Engineering Division, but are not charged against the UMD authorizations.

As stated in a prior history, the Air Force was authorized to construct 275 appropriated family housing units at Eglin Air Force Auxiliary #9, and an additional five houses were programmed for key personnel. Making a total of 280 appropriated houses for Field #9.

In April, a representative of the Family Housing Group, Headquarters USAF, visited this command and advised that steps were being taken to secure additional Wherry Housing. On 29 April, Mr. Walter Dean, Mr. Joseph Bryson and Mr. Joseph Arnold, visited this headquarters and presented a letter from the Secretary of the Air Force naming Mr. Bryson of Jacksonville, Florida, as Architect and Warrington Homes Company of Pensacola, Florida, as construction contractor for these additional Wherry Units. The proposal is to construct 500 units to be located in the Ben's Lake Area. At this time a Letter of Acceptability and a Certificate of Need were received. Preliminary plans are being prepared for review.

On 12 January 1955, the contract for the EAFB Master Plan, as described in a previous history, was mailed to the Ralph M. Parsons Company, of Los Angeles, for signature. Prior to the return of the contract by the Parsons Company, it was decided to delete all topographic work from the Master Plan contract in order to have the topographic work performed under a separate contract. The Parsons Company was advised of this deletion and on 4 February 1955 the signed contract was received from the Parsons Company with the deletion noted.

The Project Manager for the Master Plan, Mr. W. C. Starrett, the Project Engineers, Mr. R. P. Kelly and Mr. P. S. Bennett arrived at Eglin on 24 February to commence work on the Eglin Air Force Base Master Plan. On 7 March 1955, three additional employees of the Ralph M. Parsons Company arrived at Eglin. These men were: Mr. F. T. Wurmser, M. L. C. Phillips and Mr. M. K. Fjeldsted. A seventh member of the party, Mr. W. D. Cureton, arrived approximately a week later.

Upon their arrival, Mr. Starrett, Mr. Kelly and Mr. Bennet were conducted about the base and visited in the offices of DCS/O, AFOTC, 3200th Test Wing, 3202d Installations Wing, 3201st Air Base Wing, 3205th Drone Group, and AFAC. The establishment of an initial contact in each organization on the base enabled the Parsons Company representatives to later return to these organizations for the procurement of specialized or detailed data. In addition, they were given all available data on organizations, missions, strengths, future base and reservation planning, anticipated testing and test requirements, records, plans, etc. These representatives remained at Eglin collecting data, verifying existing plans and drawings, interviewing persons from the organizations, etc., until the end of March. These interviews and data collections were monitored by DCS/M-Installations and arrangements were made for interviews and data collection at AFAC. These activities were monitored by Mr. W. C. Lazarus of that organization.

On 22 March 1955, Major Pea and Lt. Davidson visited Headquarters USAF to obtain approval of certain necessary modifications to the Master Plan Statement of Work which was not designed for an installation this size. Also additional criteria was obtained which aided in the planning of this installation.

Upon the departure of the Parsons personnel, DCS/M-Installations continued to gather data which had been overlooked or was not available. In April, Major Pea and Lt Davidson visited the office of the Parsons Company in Los Angeles to make a preliminary review of what the Parsons personnel were doing with the plan and to check its coincidence with the general opinions held at this Command. A similar review of the Master Plan was made in Los Angeles by eleven representatives from Eglin Air Force Base on 21 - 23 June 1955.

The Engineering Division of the Directorate of Installations was the design agency for the following facilities, which have been let on contract:

Interior Ballistics	\$63,488
Guided Missile Facility	329,789
Air - Ground Range	209,673
A-A (High Alt) Interceptor Range	127,417
Pattern Bomb Range (Land)	472,967
Range Instrumented Radar and Communications	1,341,606
Turret Test Facility	313,000
Munitions Test Facility	499,337
Fuze Test Facility	223,399
Damage Potential Range	815,333

Personnel of this Division also designed and drew plans and specifications for AN/URN-3 TACAN and UHF/DF (AN/CED-6) facilities; designed and made the layout of the central air conditioning systems for Building 17, 18, 19 and 359; as well as reviewing and making recommendations to the contractor for modifications to the designer of the facility to control temperature at the Rocket Conditioning Pits at Range "E". The designer of this Facility was Robert and Company Associates of Atlanta, Georgia.

Extension of the N/S Runway from 10,000' to 12,000' was programmed in the FY-1955 Military Construction Program and \$3,046,000 was allocated for this project. When the design stage was reached, test borings revealed that approximately 1/2 million cubic yards of muck would have to be removed and replaced with stable soil before the runway could be extended. It was then proposed by APGC to extend the NE/SW Runway at an estimated cost of \$3,200,000 as a solution to the problem. The construction of a new NW/SE runway was proposed by Headquarters USAF. After visits to Headquarters USAF and



coordination with the Corps of Engineers, a final estimate of \$4,200,000 was made. On 18 March 1955 information was received from Headquarters USAF that this project would be programmed in the FY-1956 Military Construction Program, and on 20 May 1955, Headquarters USAF telephoned the DCS/M-I that the FY-56 MCP (including runway) had been approved by the House but still required approval by the Senate. Preliminary plans, specifications and a preliminary estimate in the amount of \$4,101,765 was received from the Corps of Engineers.

As was stated in previous histories there was approved a project to construct a natural gas distribution system for the supply of natural gas to Eglin Air Force Base and Auxiliary Field #3. In January 1955 a project was prepared to forward to Headquarters USAF requesting funds to convert existing heating system to natural gas. On 5 May the contractor started construction of the distribution lines on Main Base these were complete by 23 June 1955 and the contractor started construction of lines into designated building. The project to convert existing heating system is approved for construction from the FY-56 Maintenance and Operations Funds.

CHAPTER IV  
DIRECTORATE OF MAINTENANCE ENGINEERING

CHAPTER IV  
DIRECTORATE OF MAINTENANCE ENGINEERING

During the period 1 January 1955 - 30 June 1955, the Aircraft Distribution Division completed transfer action on 108 aircraft (51 incoming and 57 outgoing.) In addition to these transfers, arrangements were completed with the prime depot for twenty-three aircraft receiving IRAN.

As a result of discussion with personnel from Headquarters Air Materiel Command and Gentile Air Force Depot this Command will be included in the calibration service for precision tools and test equipment being prepared by Gentile Air Force Depot, which will correspond to a National Bureau of Standards for the Air Force.

The Fiscal Year 1956 requirements for Technical Representatives for this command were forwarded to Headquarters Air Materiel Command, Wright Patterson Air Force Base, Ohio on 13 January 1955. A requirement of 934 man-months was submitted.

One SCR-584 Radar Set overhauled by WRAMA was airlifted to McGuire Air Force Base for modification by Electronics Associates. Two SCR-584's on which modification was completed were airlifted from McGuire Air Force Base to Eglin Air Force Base for inspection, acceptance, and transfer to 3206th Test Wing.

Lt. Thomas, Chief of Vehicle Maintenance Division, conducted a staff visit to the 3201st Ammunition Squadron on 20 January 1955 for the purpose of ascertaining the degree of corrective action taken by the Squadron on a recent IG inspection of this unit. The Commanding

Officer, Major Justice, was not present for duty. Contact with Major Bullard revealed that he was of the opinion that proper corrective action had been taken.

Contact was made with Maintenance Directorate and Joint Project Officer at Air Materiel Command, relative to modification of B-47 aircraft Serial Number 52-370 for the installation of the dual boost rudder and elevator system. This modification was required in connection with AFG/SAS/160-A-1.

Major Cleary, Chief of Communications-Electronics Division, DCS/M, returned to this office on 31 January 1955 from a visit to Air Materiel Command and Headquarters United States Air Force. The purpose of the visit was to expedite the modification of B-26 aircraft required for the launching of the Q2 drones. Discussion of this subject resulted in a decision that this modification should be a Class II modification rather than a Class V, as originally submitted. This recommendation was based upon the fact that the B-26 aircraft will be used for the support of the OST of the Q2 rather than for operational organizations.

A TWX<sup>1</sup> was received from SMAMA on 3 February 1955 containing information that all F-100A type aircraft assigned this Command would be exchanged on a one-for-one basis for new production aircraft, providing aircraft could be returned to their original combat configuration. The 3200th Test Wing (Maintenance) was notified and instructed to return to original configuration and prepare them for transfer.

A telephone call was received from Mr. E. O. Grimes of MOAMA authorizing the shipment of photographic memory-delay units to Bill Jack

1 SMMCAB 1-2-19-E, dated 1 Feb 55.

Scientific Instrument Company for required technical order compliances. This work was authorized on MOAMA Purchase Order No. 55-6235.

As the result of a visit to the 3205th Drone Group on 8 February, 1955, it was ascertained that all B-17 aircraft had been restricted from nullo flight. This was due to a malfunction in the aileron control system whereby the connecting cable caught on the flaps actuator mechanism universal, causing a dangerous flight characteristic. Action was taken to UR this item by the Drone Group and contact was made at the Prime Depot, OOAMA and with MOAMA for necessary assistance.

A meeting was held in which the following personnel were in attendance: Colonel Kenneth M. Clark, A4 of 3201st Air Base Wing, Lt. Colonel John A. Castle, Operations Officer, 3201st Air Base Wing, Lt Colonel John F. Beeler, Director, Maintenance Engineering, APGC, Major George R. Bailey, Office of IG, APGC, and Captain Louis Vagias, DCS/O, APGC. This meeting was held to discuss a proposal which was initiated by the IG, Air Proving Ground Command, to have the 3201st Base Flight establish an agreement between their maintenance and operations units which would guarantee a given number of aircraft daily for operations use. The unanimous opinion of this group was that there is no longer a requirement for such an agreement since the maintenance being performed in this particular Squadron was considered to be excellent at this time. Further, it was determined that making a guarantee of such a nature would require the assignment of at least 30 to 40% more aircraft, which appeared to be impossible.

A depot team from MOAMA reviewing the flight restrictions on QB-17 aircraft of the Drone Group, recommended a return to the Greenhouse location for aileron control. This was partially due to the fact that



it corrected several deficiencies in the present system which were not in the UR. This wire requested that teams be sent from the depot to the several squadrons possessing QB-17's in order to return these aircraft to operational status.

As of 18 February 1955 a new requirement was imposed by Headquarters United States Air Force Manpower to the effect that all technical personnel secured under the provisions of AFR 66-18 will be justified after consideration is given to all manning documents.

A meeting was conducted on 25 February 1955 on the subject of damage to jet engines by foreign object passage. This was brought about by a case report from 3200th Test Wing (Maintenance) to the IG, Air Proving Ground Command. The meeting was called since there were several areas in which action could be taken. It was decided that aside from an increase in policing activities on the ramps and approaches, additional assistance must be given to the Air Installations Wing to assist them in acquiring a concrete cutting machine and a groover to be used in rehabilitating the runways and concrete approaches. It was estimated by Major Hall of AIO that at his present rate of operation, approximately one year would be required to catch up with runway maintenance to a point where preventive maintenance would suffice.

A meeting was held on 28 February 1955 in which representatives of all Maintenance organizations were in attendance. This meeting was scheduled as a result of a visit from Colonel Hanson, Chief of Field Services Division, Mobile Air Materiel Area, and Mr. Boyd of that office. Our Command's proposal for the delay in performance of Technical Order Compliances, not of a safety of flight nature (in order to

expedite testing) was discussed and MOAMA personnel were very receptive to our proposals.

A conference was held on 9 March 1955, in the office of this Directorate to discuss the engineering of telephone field office equipment at Eglin Main and Auxiliary Fields, with respect to the method of dialing both intra and local trunks. The following listed personnel were in attendance: Mr. D. L. Hogan, MOAMA, Mr. E. N. Painter, MOAMA, Mr. J. F. Ronchetto, Rome AF Depot, Major J. F. Arcuri, Chief, Communication-Electronics, DCS/M-ME, APGC, WO G. G. Gouldsmith, Assistant Base Communications Officer, Eglin Air Force Base. To permit engineering at an early date, it was agreed that code dialing would be utilized instead of universal dialing. This method was selected for economy, convenience to the user and maintenance consideration.

Contractor Maintenance requirements for Fiscal Year 56 were submitted to cover Bendix and General Electric equipment. On site engineers are not required and depot maintenance will be performed as required, "on-call."

Teletype messages were sent on 17 March 1955, to RAFD<sup>2</sup>, with info copies to MOAMA confirming agreements reached between Major Arcuri, this Headquarters, and Mr. H. L. Messinger, Chief of the Wire Branch, RAFD, with reference to C-E Schemes CE55-APG-EGL-AMCMO-3IP (600 line addition to Eglin Main Dial Central Office). Mr. Messinger advised that 1200 lines of automatic electric equipment was available for installation to augment APGC facilities. RAFD was requested to allocate 600

lines of AE equipment to Eglin Main against C-E Scheme cited above, and 600 lines for Hurlburt Field against C-E Scheme CE55-APG-HUR-AMCMO-2A IP.

Mr. McNenney, structural engineer on B-47 aircraft, arrived at this station on 5 April 1955 for a period of fifteen days, to furnish technical assistance on tests being performed on these aircraft.

A test was conducted at 3201st Ammunition Flight Squadron on 12 April 1955 on the feasibility of using a small tractor to pull M-5 bomb trailers. The test was a success and showed that there would be a big saving in equipment and manpower if the tractor was adopted.

Mr. Lyle Clarkson of SMAMA was contacted for approval of a production modification of F-100 aircraft. This modification was to install baffles in the nose fuel tank to eliminate yaw and porpoising tendencies of the F-100 which happened particularly when aircraft are used in gunnery. North American Aviation performed this modification at APGC facilities.

Mr. Roger D. Osborne, Structural Engineer, whom we requested from OCAMA arrived at 1000 on 20 April. Mr. Osborne was escorted to 3200th Maintenance Wing and briefed by Colonel Diehl, A4, 3200th Test Wing (Maintenance) as to the reasons for his presence here, and what type of inspection was required from him. The inspection team from OCAMA arrived at Eglin on 2 April to participate in the inspection of B-47 aircraft, Serial Number B-47E 52-370.

Representatives from DCS/M-ME and DCS/M-I attended a meeting in the office of DCS/O-CE on 22 April 55 to discuss a separate telephone central office for Eglin Village. Mr. Dauphin, Chief of the Ground Communications Division, MOAMA, outlined their recommendations to

provide telephone service for Eglin Village. Colonel Quinlan, Director, Communications-Electronics, DCS/O, made the decision that a separate central office would be established in the Ben's Lake vicinity. Mr. Dauphin stated that 321 funds would be transferred to this Command for the construction of the required building. Colonel Quinlan indicated that this additional construction would not jeopardize the APGC FY-57 Public Works program presently undergoing review by USAF.

A meeting was held on 25 April 1955 in the office of DCS/O-CE with representatives of DCS/M-ME to discuss the responsibilities of DCS/M and DCS/O with respect to programmed CE facilities. It was agreed that DCS/O would have responsibility for all actions necessary for planning and programming a C-E facility up to, and including the preparation and approval of an operational plan. Upon receipt by DCS/M of an approved operational plan by DCS/O, DCS/M would then have the responsibility for implementation with the Engineering and installation agencies and operating units until the facility was ready for operational use. DCS/M will advise DCS/O of the completion of all C-E projects.

Support teams arrived from Glenn L. Martin Company and MOAMA on 4 May 1955 to aid this Base in the accomplishment of ECP's that would lift airspeed restrictions on B-57 aircraft prior to the firepower demonstration.

Telephone arrangements were made with Nellis AFB on 9 May 1955 to pick up four QF-80 aircraft damaged in or around Indian Springs, Nevada on the recent nuclear test.

Mr. Chalfant, DCS/M, Air Materiel Command, visited this office on 19 May 1955 for the purpose of coordinating AFR 66-29. Problems were discussed with Lt Colonel Anderson, Director of Maintenance Engineering, DCS/M, and Major Gardner, Deputy Director of Maintenance Engineering, DCS/M. Mr. Chalfant was accompanied by Major Gardner to DCS/O-TR where problems were discussed and preliminary plans made for AMC to participate in the laying out of requirements and OST of equipment in order that they could determine the reliability and maintainability of all AF equipment as required by subject regulations.

Mr. Boyd, the Chief of Field Liaison Division, MOAMA, accompanied by Mr. Sidell and Mr. Bohm, visited this Directorate on 23 May 1955 to discuss depot level maintenance of wire radio and radar facilities. The primary purpose of their visit was to determine depot maintenance workload to be generated by APGC during the next 12 months. Representatives from the Base Communications Electronics Staff, AACS, Base Communications and the 3206th Test Wing were contacted to obtain first hand information and discuss maintenance problems directly with the MOAMA group. No major depot maintenance problems were anticipated for the next 12 months. MOAMA was alerted to the possible requirement for depot assistance in connection with the maintenance of Microwave, which is new equipment and a limited number of maintenance personnel are being trained.

Mr. Sward of OOAMA visited this office on 26 May 1955 for the purpose of gathering information on the number of landings on F-100A brakes. A new type of brake is coming out for this aircraft. He was informed that we achieved ten landings per brake.



A phone call was received from Major Fleming, M & O, Washington, D. C., requesting all data on work measurement program collected by the Motor Vehicle Repair Squadron for the past two and a half years to be included in new AFM 65-12.

A request was received from DCS/O for this Directorate to delay the input of KC-97C Aircraft, Serial Number 52-860 into IRAN until June 1956. Subject aircraft is required in support of B-52 tests. Mr. Reeves of OCAMA was contacted and arrangements were made to either delay input until June 56 or to completely cancel requirement for FY-56.

A critique was held with representatives of Maintenance Engineering at MOAMA in this office on 28 June 1955. These representatives had been visiting Maintenance organizations in this command for a week, giving any assistance required. The main problems noted concerning this office were the UR Control Section Repairables, Field Maintenance of Vehicles at Field #3, and the status of vehicles in storage in 3201st Motor Pool.

CHAPTER V  
DIRECTORATE OF PROCUREMENT

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Lt Colonel Robert C. McCollister, USAF, AO 885 854, continued to serve in an additional duty capacity as Director of Procurement during the period 1 January through 30 June 1955.

Assisting the Director of Procurement in accomplishing the operations of the directorate were Mr. Abner R. Stewart, Jr., Deputy Director, and Mr. Wilbur F. Holley, Contracting Officer.

Mr. B. Swanson Crews served as Chief of the Commodity Division and Mr. Ralph W. Thomas as Chief, Services Division; coincident with the closing of the Atlanta Purchasing Branch in Atlanta, Georgia, 15 February 1955, Captain Jack Ford, USAF, AO 584 359, assumed duty as Chief of the Administrative Division and Contract Review Branch.

Mr. James D. Qualls and Mr. Robert D. Thompson served as petty cash purchasing agents and Class "C" Finance Officers for the purpose of making petty cash purchases in the northwest Florida area until 12 April 1955, at which time Mr. Charles W. Simmons was appointed vice Mr. Thompson.

The strength of the Directorate of Procurement remained fairly constant during the reporting period; authorized 2 officers, 3 airmen and 35 civilians. As of 30 June 1955 there were assigned 4 officers, 5 airmen and 36 civilians.

Effective 2 June 1955, Captain Ford was appointed an Air Force Contracting Officer by the Commander, Air Proving Ground Command.

The Director of Procurement and his staff have continued the program of liaison visits in the surrounding trade areas and have accepted invitations to speak at civic functions. This activity has contributed much to the good will and spirit of cooperation between commercial firms and personnel of this command in the conduct of the procurement program.

In accordance with quota for technical school attendance levied against this command, Captain Ford and Mr. David C. Harr, Purchasing Agent, were scheduled to attend the 12 weeks' Purchasing and Contracting Officer Course Number 6441 at Francis E. Warren Air Force Base, Wyoming, commencing 5 July 1955.

In accordance with query from Headquarters Air Materiel Command, it was requested 25 May 1955 that appointment of Mr. Stewart as representative of this command to certify duty free entry of emergency purchases of war materials abroad be terminated.

A manpower survey of this directorate was conducted 1 February 1955. It was ascertained as a result of this survey that, according to Air Force Manual 150-1 yardsticks, this directorate should be authorized a total of 54 people in order to accomplish present workload. The Director of Manpower and Organization, Deputy Chief of Staff, Operations, requested approval from Headquarters United States Air Force to increase authorized strength of this directorate from 41 to 44. This request was disapproved,

three times, by United States Air Force; however, it was anticipated that Mr. Stewart, Deputy Director of Procurement, would discuss this with proper authorities while in Washington in the near future.

Mr. Stewart and Captain Ford attended a Base Procurement Conference at Headquarters Air Materiel Command on 10 through 11 May 1955. During this conference it was ascertained that all installations were experiencing difficulty in obtaining, at reasonable prices, aircraft hardware designated by Air Force-Navy part numbers such as screws, nuts, bolts, fasteners, and so forth, under Air Force Class 29. It was the consensus of opinion that this type supply would more equitably be handled through central procurement.

Mr. Oral H. Sneed, representative of Industrial Property Staff Branch, Headquarters Air Materiel Command, visited this installation 6 June 1955 to review control of government owned industrial property; discussion and resolution of operational and policy problems.

On 23 May 1955 a directive was received from Directorate of Procurement and Production, Headquarters Air Materiel Command, requiring a signed acceptance from vendors on all purchase orders for amounts in excess of \$1,000.00. In accordance with this directive, it was necessary that acceptances be obtained from vendors on all pending orders in this category. Signed acceptance notices



from vendors on purchase orders obligating Fiscal Year 1955 funds were required to be in the Office of the Director of Budget and Accounting, Deputy Chief of Staff, Comptroller, prior to 1 July 1955.

One of the most significant changes in procurement directives received during this reporting period was contained in Revision Number 8, 29 March 1955, to the Air Force Procurement Instruction. This revision incorporated changes whereby the flow chart in Air Force Procurement Instruction 16-008.50(d) was amended to provide for vendor's invoices to be sent directly to the Finance Officer. Arrangements were made between the Directorate of Procurement and the Directorate of Finance for implementation of this requirement as of 1 July 1955, on all contractual instruments issued, except DD Forms 738, Order and Voucher for Purchase of Supplies and Services. Meetings were scheduled during July to work out detailed procedures in connection with receipt of invoices and receiving reports on the DD Forms 738.

Air Force Procurement Instruction 53-408, added by Revision Number 8, was published to cover the incorporation in contracts of shipping addresses and to provide that the contract number be a part of the shipping address.

A new Armed Services Procurement Regulation was published 3 January 1955, which superseded the 19 May 1948 edition and Revisions 1 through 35 thereof.

Contract was consummated 13 August 1954 with the Okaloosa County Gas District for furnishing natural gas services to 215 buildings on Eglin Air Force Base and 34 buildings on Duke Field, Auxiliary Number 3. This contract contained an option clause which allowed the government the privilege of terminating the contract if the construction of transmission lines were not completed prior to 1 July 1955. The construction of the transmission system was approximately 98 per cent completed as of 30 June 1955.

Contract for installation of a communication system in the Eglin Village and Eglin Homes Housing Areas was awarded by the Contracting Officer, Mobile Air Materiel Area, Brookley Air Force Base, Alabama, to Acme Electric Company, Andalusia, Alabama. This service was necessary in order to provide telephone service to Wherry Housing units. Specifications of the contract required that the communication cable be attached to existing power lines in these areas, which were the property of the Gulf Power Company, Pensacola, Florida.

After several meetings between the contracting officer, the sponsor of the Wherry Housing units, and the Gulf Power Company, the power company granted permission for connection of the cable to its power line poles. Two three-party agreements were made to provide for necessary alterations of existing power line facilities to accommodate the communication cable. Two agreements were necessary because of the two corporations (Eglin Village, Incorporated, and Eglin Homes, Incorporated) involved.

Gulf Power Company completed alterations of its facilities on 31 December 1954. Acme Electric Company completed the installation of the communication system on 21 January 1955.

Contract, in the amount of \$780,480.31, was awarded to Triangle Construction Company of Tallahassee, Florida, for construction of range facilities on Ranges A, D, E and G, and was originally scheduled to be completed not later than 11 November 1953. Through supplemental agreements, the final completion date was extended to 30 May 1954.

The contractor failed to complete the contract by that date, but the government withheld termination for default action and reserved all rights allowed by the provisions of the contract so long as the contractor continued to make progress toward completion. Contract was finally completed 30 November 1954.

Claim in the amount of \$104,828.32 was received 13 August 1954, for reimbursement of expenses allegedly due to unnecessary delays occasioned by the government through incomplete and faulty specifications, unwarranted demands and work interruptions by the government, delays in making changes in specifications, and negligent failure to supply essential details on construction plans.

At a meeting with the contractor and his attorney, held 28 October 1954, it was determined that this amount included a claim of \$25,000.00, alleged mistake in bid, which had been denied by the Contract Adjustment Board, Headquarters Air Materiel Command. The contracting officer suggested that the claim should be reduced

by the \$25,000.00, since this claim was denied by higher authority.

On 13 December 1954 a revised claim was received, in the amount of \$108,564.68. It was explained by letter that the \$25,000.00 had not been deleted from the amount claimed because the contracting officer had never rendered a decision regarding the amount in question.

Investigation was made regarding the circumstances surrounding this particular case. The Contracting officer's finding and determination disallowed the claim in its entirety. This decision was appealed by the contractor and notice of appeal, with related documents, were forwarded on 8 March 1955 to Headquarters Air Materiel Command, for preparation prior to hearing before the Armed Services Board of Contract Appeals.

Contract was entered into with Electrical Contractors of Columbus, Georgia, on 16 June 1953, for erection of electrical distribution and communication system for Ranges A, D, E and G. By virtue of failure of the contractor to complete the contract within the time specified and extensions thereof, contract was terminated for default.

Meeting was held 15 July 1954, at the request of the contractor's attorney, for reconsideration of facts and circumstances surrounding this case. No new evidence was produced for consideration at this meeting, and case was continued in default.

The Electrical Contractors of Columbus, Georgia, appealed the decision of the contracting officer to terminate the contract for default. Hearings before the Armed Services Board of Contract Appeals were scheduled to be held at Eglin Air Force Base on 14 June 1955. However, information was received on 6 June 1955 that the hearings were postponed indefinitely at the request of the appellant.

Contract was consummated 5 December 1952 with Midwestern Geophysical Laboratories, Tulsa, Oklahoma, for furnishing various types of oscilloscopes and galvanometers. In accordance with Form 3, Price Revision Article which was incorporated in this contract, and after thorough investigation surrounding performance and cost of this contract, it was determined by the contracting officer that \$125,010.78 represented fair compensation for performance. Partial payments in the amount of \$160,485.20, representing 90 per cent of the maximum contract price, had been made against the contract; thus the government was due a refund of \$35,474.42.

At a meeting held with Mr. Stanbaugh, Certified Public Accountant for Midwestern Geophysical Laboratories on 26 April 1954, it was agreed that freight costs in the amount of \$701.90, which were not included in the original claim and were not considered by the Resident Auditor, would be added to the redetermined contract price, changing the refund due the government to \$34,572.52.



Supplemental agreement was issued 27 August 1954, incorporating revised unit prices for all items, thereby reflecting the redetermined contract price of \$125,912.68.

Per agreement reached between the contractor and the contracting officer, the company has made refund to the government in the amount of \$18,434.49. The contractor filed an amended income tax report for 1953 taxes which reflected a refund of approximately \$15,000.00 due from the Department of Internal Revenue and planned to apply this refund against the balance of this account. It has been learned, however, that under Internal Revenue Service policy, a refund of income taxes attributable to elimination of excessive profits resulting from renegotiation of a United States Government contract may not be made unless the excessive profits have first been repaid to the government contracting agency. However, the Internal Revenue Code provides for a tax credit off-set against the excessive profits resulting from price redetermination renegotiations. The Department of Internal Revenue has been contacted for a determination as to whether a set-off provision can be accomplished which would transfer the tax credit due to Midwestern Geophysical Laboratories to the Air Force.

During this reporting period, the Directorate of Procurement has accomplished 7,683 procurements, consisting of 28,169 line items, at a total value of \$10,319,051.01. This workload sets an all time high for work accomplishments; however, in order to keep abreast of the incoming requirements, it was necessary to utilize 717 manhours of overtime.

Contrast of workload of this directorate during this reporting period, as compared to the same period, 1954:

	Jan-Jun 54	Jan-Jun 55	Increase
Number of Instruments Initiated	5,503	7,683	2,180
Value	\$4,128,098.20	\$10,310,051.01	\$6,181,952.81

The following is a comparison of expenditures through local purchase, in surrounding northwest Florida areas, for the period 1 January through 30 June 1955, with the same period of 1954:

	Jan-Jun 54	Jan-Jun 55	In/Decrease
Bonifay	33,976.15	27,243.31	- 6,732.84
Crestview	76,848.90	141,595.60	64,746.70
DeFuniak Springs	14,736.26	34,428.17	19,691.91
Fort Walton Beach	72,215.59	97,236.94	25,021.35
Freeport	12,303.47	40,401.26	28,097.79
Panama City	74,426.33	119,216.28	44,789.95
Pensacola	897,350.79	4,633,901.36	3,736,550.57
Valparaiso-Niceville	89,940.33	37,117.81	- 52,822.52

The following is a list of some contracts entered into during the period 1 January through 30 June 1955:

CONTRACTOR	AMOUNT	PURPOSE
Greenhut Construction Company Pensacola, Florida	\$ 329,789.00	Construction of a Guided Missile Facility

Mantel Woodworking Company Brewton, Alabama	\$ 32,331.00	Alteration to Lean-tos of Building 530
B. B. Saxon Montgomery, Alabama	98,520.00	Alteration to Family Quarters at Post 1 Point
Blanchard Construction Company Pensacola, Florida	209,673.00	Construction of Air-to Ground Gunnery Range
Construction Service Company Valparaiso, Florida	20,468.00	Construction of Shelter for Jet Engine Test Cell
J. E. Milan Construction Company Birmingham, Alabama	62,950.00	Construction of a Sprinkler System for Area A
Mantel Woodworking Company Brewton, Alabama	36,268.65	Construction of Ultra High Frequency Facility at Auxiliary Field 6
A. A. Holmes Construction Company Panama City, Florida	18,612.50	Construction of Open Storage Area at Auxil- iary Field 9
Blanchard Construction Company Pensacola, Florida	472,957.00	Construction of Pattern Bombing Range C
Greenhut Construction Company Pensacola, Florida	1,341,606.00	Construction of Range Instrumented Radar and Communications System
B. B. Saxon Montgomery, Alabama	54,473.00	Construction of two pre- fabricated buildings
Waco Iron Works Andalusia, Alabama	41,995.12	Alterations to Lean-tos of Building 103
Jones Paint and Sign Company Tallahassee, Florida	14,936.53	Repairs to seven buildings on main base
Acme Electric Company Andalusia, Alabama	127,873.00	Construction of an Air- to-Air Range
M. T. Reed Construction Company Jackson, Mississippi	815,333.00	Construction of Damage Potential Range

Greenhut Construction Company Pensacola, Florida	\$ 223,399.00	Construction of Fuze Test Facility
Smith Engineering and Construction Company Pensacola, Florida	499,337.00	Construction of a Munitions Test Area
Greenhut Construction Company Pensacola, Florida	313,000.00	Construction of a Turret Test Facility
Ralph M. Parsons Company Los Angeles, California	182,000.00	Preparation of Master Plan for Eglin Air Force Base Reservation
Robert and Company Associates Atlanta, Georgia	12,350.00	Preparation of plans and specifications for Cross Wind Ballistics Firing Range
Sherlock, Smith and Adams Montgomery, Alabama	10,000.00	Preparation of preliminary plans and specifications for rehabilitation of and addition to the Photographic Laboratory
Joseph H. Bryson Jacksonville, Florida	79,750.00	Preparation of plans and specifications for proposed 500 unit Wherry Housing project
Southern Scrap Material Company New Orleans, Louisiana	6,493.00	Sale of Salvage Aluminum
Fulton Auto Exchange Atlanta, Georgia	4,970.00	Sale of Salvage Vehicles
Akeley Camera and Instrument Company New York, New York	26,315.00	Modification of Phototheodolites
Ruryan Machine and Boiler Works Pensacola, Florida	12,780.00	Repairs to eight steam boilers
Smith Baking Company Panama City, Florida	19,440.00	Bread requirements
Benton Dairy Company Pensacola, Florida	73,954.00	Milk requirements

Columbia Baking Company Pensacola, Florida	12,437.00	Pastries
Benson-Lehner Company Los Angeles, California	17,164.00	Evaluator oscillograph
Tenney Engineering Com- pany, Incorporated Chicago, Illinois	13,415.00	Salt spray equipment
Ampex Corporation Atlanta, Georgia	17,359.00	Magnetic recorders
The M. B. Manufacturing Company New Haven, Connecticut	11,442.00	Vibration test equipment
Ampex Corporation Atlanta, Georgia	26,175.00	Magnetic recorders
Columbia Rope Company Plymouth, New Jersey	10,887.00	Nylon rope
Consolidated Engineering Company Pasadena, California	26,850.00	Oscillographs
Flight Research Engineer- ing Company Richmond, Virginia	31,400.00	Data cameras
Ampex Corporation Atlanta, Georgia	14,827.00	Tape recorders
Telecomputing Corporation Hollywood, California	31,475.00	Theodolites
General Precision Labora- tories Chicago, Illinois	10,540.00	Television camera pedestals
William Miller Instru- Los Angeles, California	28,950.00	Oscillographs
Davies Laboratories Riverdale, Maryland	19,420.00	Tape recorders
Ampex Corporation Atlanta, Georgia	16,260.00	Magnetic tape recorders



Polar Ice Cream Company Pensacola, Florida	\$64,965.00	Milk
Photo-sonics, Incorporated Los Angeles, California	29,100.00	Cameras
Lauderdale Gas Company Crestview, Florida	36,312.00	Butane gas
J. W. Fecker Company, Incorporated San Francisco, California	24,379.00	Electronics instru- ments
Consolidated Engineering Company Pasadena, California	22,500.00	Galvanometers
Midwestern Instruments, Incorporated Tulsa, Oklahoma	13,800.00	Galvanometers
Electronic Associates Long Branch, New Jersey	66,000.00	Computer-plotter
Benson-Lehner Company West Los Angeles, California	29,054.00	Evaluator oscillograph
Radio Corporation of America Camden, Jew Jersey	9,945.00	Tape recorders
Sherman Fairchild Company New York City, New York	16,945.00	Data cameras
Bendix Aviation Corpora- tion Los Angeles, California	17,270.00	Micro-wave beacon
Davies Laboratories Riverdale, Maryland	10,564.00	Magnetic recorder
Buford Toothaker Montgomery, Alabama	22,845.00	Power generator unit
W. E. & L. E. Gurley Company Troy, New York	33,440.00	Electronics assembly kits
Consolidated Engineering Company Pasadena, California	65,725.00	Oscillographs

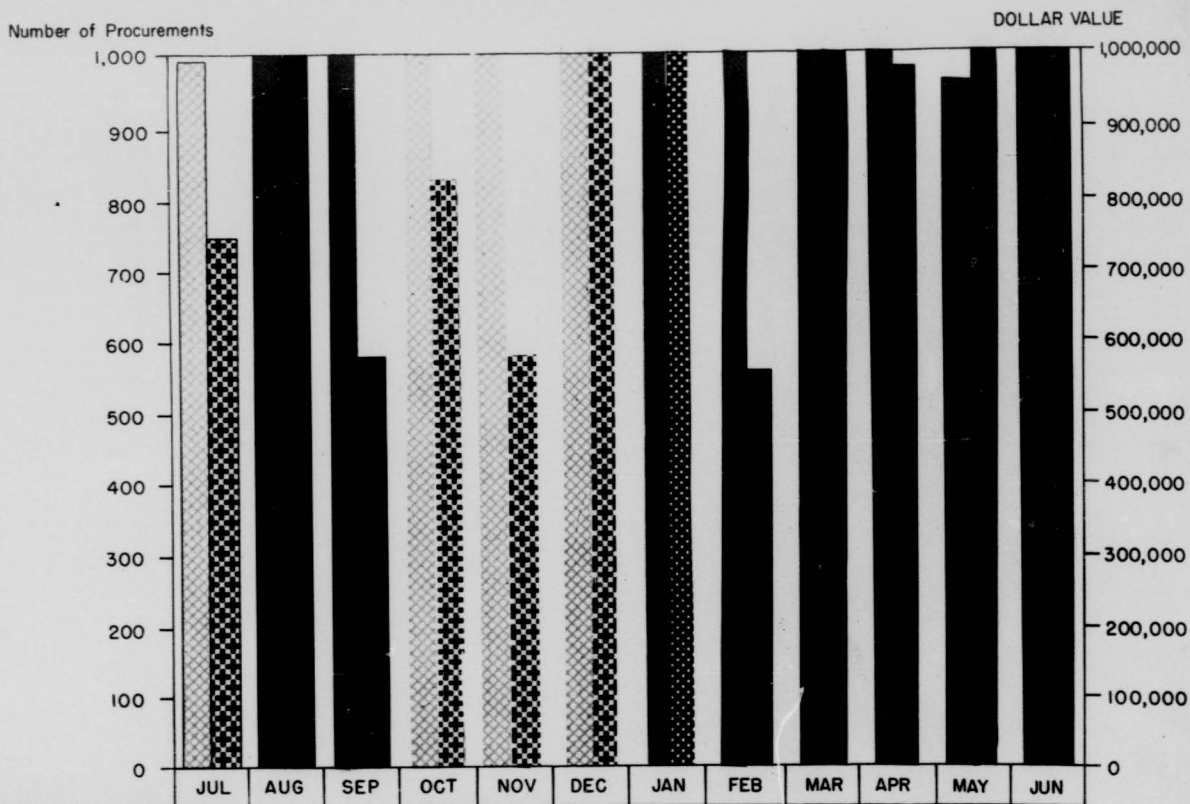
There are attached charts reflecting the volume of instruments processed and acted upon with money value indicated for Fiscal Year 1955, period 1 January through 30 June 1955.<sup>1</sup>

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1. "Number and Value of Procurements," "Petty Cash Purchases," "Construction Contracts" are appended as Pages

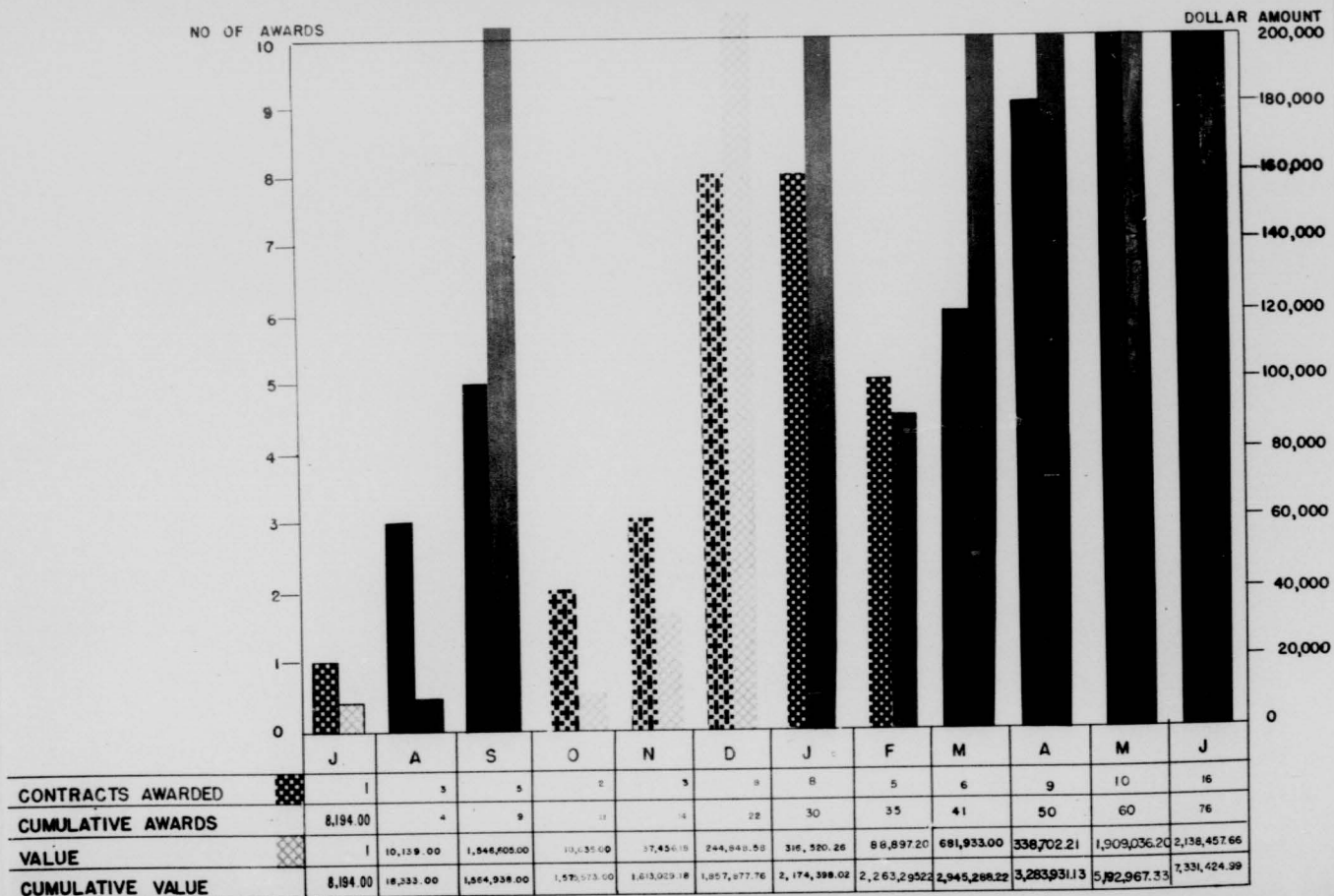
NUMBER & VALUE OF PROCUREMENTS

FISCAL YEAR 1955

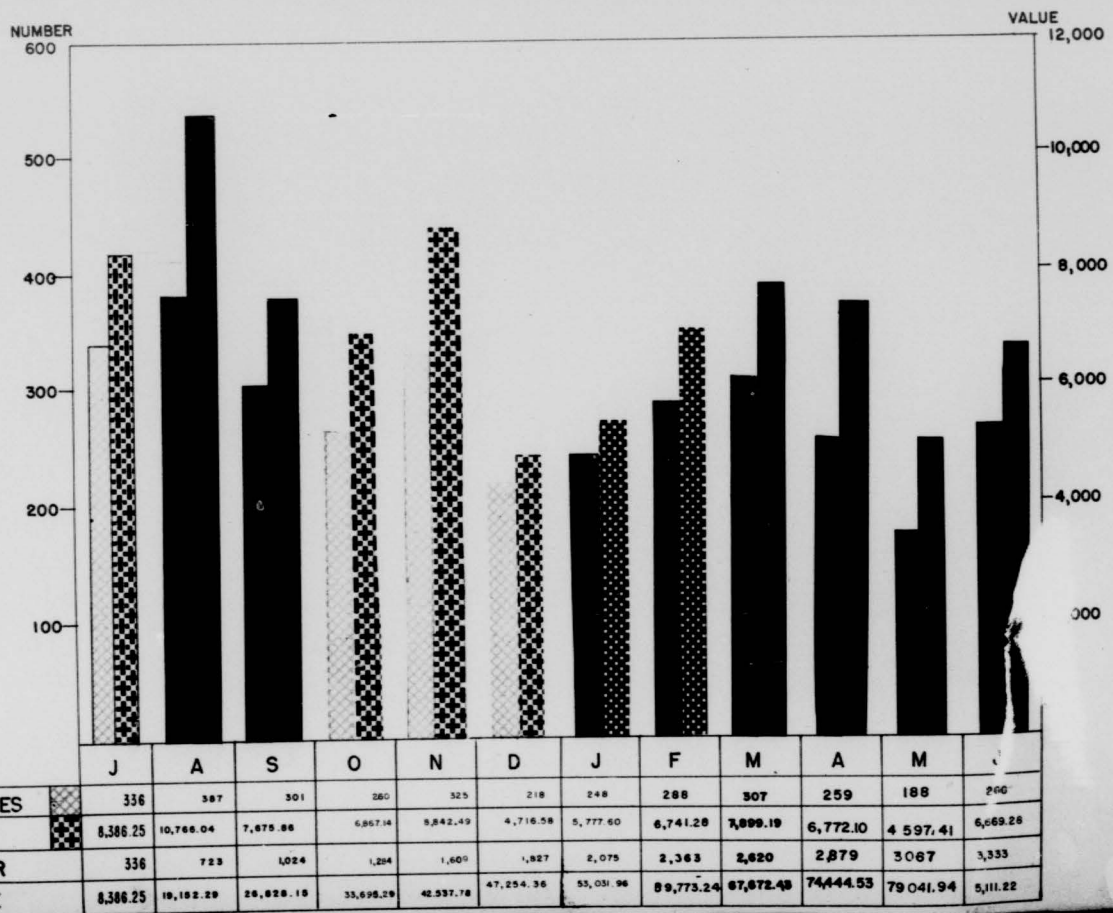


	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
NO. OF PROCUREMENTS	991	1,338	1,140	1,279	1,325	1,141	1,304	1,204	1,369	1,332	978	1,496
VALUE	752,573.54	1,970,981.98	988,878.88	832,392.63	587,198.97	1,166,408.28	1,154,962.27	578,326.51	1,801,466.71	940,816.38	2,591,998.18	3,561,980.80
CUMULATIVE NUMBER	991	2,329	3,469	4,748	6,074	7,215	8,519	9,723	11,092	12,424	13,402	14,898
CUMULATIVE VALUE	752,573.54	2,723,168.88	3,712,047.76	4,544,440.39	5,131,639.36	6,298,047.64	7,453,009.91	8,031,336.42	9,832,803.13	10,773,619.51	12,365,617.69	15,927,598.49

**CONSTRUCTION CONTRACTS**  
**FISCAL YEAR 1955**



DIRECTORATE OF PROCUREMENT  
PETTY CASH PURCHASES  
FISCAL YEAR 1955





CHAPTER VI  
DIRECTORATE OF SUPPLY AND SERVICES

FORWARD

The Directorate of Supply and Services, under the leadership of Lt Colonel Harold J. Mecke, continued to accomplish its mission during the reporting period.

There were no personnel changes in the Director's office; however, the Test Services Division was transferred to this Directorate during this period<sup>1</sup>.

The highlights of our accomplishments and problems are contained in the individual division histories which follow.

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SECTION I

MATERIEL PROGRAMMING DIVISION

MATERIEL PROGRAMMING DIVISION

MISSION: THE MISSION OF THE MATERIEL PROGRAMMING DIVISION IS TO EXERCISE STAFF SUPERVISION OVER ALL PHASES OF MATERIEL PROGRAMMING WHICH INCLUDES PROVISIONING FOR NEW AIRCRAFT, SUPPORT OF OPERATIONAL SUITABILITY TESTS, AND THE MONITORING OF MISSION AND MISSION SUPPORT REQUIREMENTS.

IN THE ACCOMPLISHMENT OF ITS MISSION DURING THE PERIOD JANUARY THROUGH JUNE 1955, THE MATERIEL PROGRAMMING DIVISION GREW INTO A WELL ORGANIZED DIVISION CONSISTING OF EIGHT PEOPLE. MAJOR JOSEPH P. KUTGER WAS ASSIGNED AS CHIEF OF THE DIVISION DURING THE MONTH OF JANUARY. M/Sgt K. F. OLTMAN, AFSC 64172 AND Mr. J. J. DIETRICH, CIVILIAN, AFSC 6424 WERE ASSIGNED DURING THE MONTH OF JUNE. CAPTAIN T. WILLIAMS, AFSC 6411; M/Sgt. L. BROWN, AFSC 64173; Mr. G. A. GENTRY, AFSC 6424; Mrs. M. T. WHEELER, AFSC 6424 AND Mrs. E. W. CLARK, AFSC 70252, WERE ASSIGNED TO THE DIVISION PRIOR TO JANUARY. THE MATERIEL PROGRAMMING DIVISION WAS DIVIDED INTO FIVE TECHNICAL BRANCHES FOR OPERATIONAL PURPOSES AS FOLLOWS:

- |                        |                    |
|------------------------|--------------------|
| AIR DEFENSE BRANCH     | TACTICAL BRANCH    |
| STRATEGIC BRANCH       | ELECTRONICS BRANCH |
| COMMAND SUPPORT BRANCH |                    |

PERSONNEL OF THE ABOVE BRANCHES ATTENDED CONFERENCES PERTAINING TO PROVIDING FOR SPARE PARTS, SPECIAL TOOLS AND

GROUND SUPPORT EQUIPMENT FOR AIRCRAFT SCHEDULED FOR OPERATIONAL SUITABILITY TESTING BY APGC AND FUNCTIONAL TESTING BY AFAC. TENTATIVE TEST SUPPORT TABLES, TENTATIVE TABLES OF EQUIPMENT AND PRE-PROVISIONING DOCUMENTS WERE RECEIVED AND REVIEWED PRIOR TO THEIR RETURN TO THE ORIGINATING AIR MATERIEL AREA FOR THE PURPOSE OF PREPARING FIRM TEST SUPPORT TABLES AND AIR FORCE SUPPLY DIRECTIVES. UPON RECEIPT OF FIRM TEST SUPPORT TABLES AND SUPPLY DIRECTIVES, THE PROGRAMS FOR SUPPORTING TEST ITEMS WERE MONITORED BY THE SUPPLY MONITOR WITHIN THE PROGRAMMING BRANCH CONCERNED. THE BRANCH MONITORS MET FREQUENTLY WITH SUPPLY AND MAINTENANCE PERSONNEL OF ORGANIZATIONS TO WHICH TEST ITEMS WERE ASSIGNED AND BASE SUPPLY PERSONNEL TO DETERMINE EFFECTIVENESS OF SUPPLY SUPPORT PROGRAMS. ASSISTANCE IN THE RESOLUTION OF PROBLEMS WAS RENDERED MANY TIMES THROUGH THE MEDIA OF CORRESPONDENCE, TELETYPE AND/OR TELEPHONE CALLS TO THE MONITORING AIR MATERIEL AREA, PRIME DEPOT, AND IN SOME INSTANCES, TO THE MANUFACTURER. A MAJOR PORTION OF SUPPORT PROBLEMS AROSE AS A RESULT OF THE TEST ITEM ARRIVING AT THE TEST SITE IN ADVANCE OF ITS SUPPORT EQUIPMENT. THIS WAS APPARENTLY A RESULT OF IMPROPER PLANNING OR LACK OF INTEREST ON THE PART OF SUPPLY MONITORS ASSIGNED BY THE MONITORING AMA. THIS PROBLEM AREA<sup>2</sup> WAS BROUGHT TO THE ATTENTION OF MONITORING AMA'S AND MUCH PROGRESS WAS MADE TOWARD THE ELIMINATION OF THIS DIFFICULTY THROUGH MORE POSITIVE FOLLOW-UP ACTION.



IN ADDITION TO SUPPORT BY MEANS OF TEST SUPPORT TABLES AND AIR FORCE SUPPLY DIRECTIVES, MANY ITEMS WERE PROVIDED IN ACCORDANCE WITH PROVISIONS OF AIR FORCE REGULATION 67-19, WHICH OUTLINES THE POLICIES AND RESPONSIBILITIES FOR DETERMINING REQUIREMENTS, BUDGETING, PROCUREMENT AND AUTHORIZATION OF SUPPLIES AND EQUIPMENT REQUIRED IN THE AIR FORCE RESEARCH, DEVELOPMENT AND TEST MISSION.

PRIOR TO JANUARY 1955 AN ATTEMPT WAS MADE TO SUPPORT THE DRONE AND MISSILE PROGRAM BY MEANS OF SPECIAL LISTS OF EQUIPMENT (SLOE). THIS METHOD WAS ALTOGETHER TOO INADEQUATE. AS A RESULT OF THE EFFORTS OF THE DRONE AND MISSILE MONITOR OF THIS DIVISION, DURING THE MONTH OF JANUARY, HEADQUARTERS USAF RENDERED A DECISION<sup>3</sup> TO THE EFFECT THAT THE 3205TH DRONE GROUP WOULD OBTAIN, ISSUE AND RETAIN NECESSARY SUPPORT EQUIPMENT IN ACCORDANCE WITH THE PROVISIONS OF AIR FORCE REGULATION 67-19.

THROUGH COORDINATION WITH THE DIRECTORATE OF TEST REQUIREMENTS, DCS/O, MANY ITEMS TO BE TESTED WERE PROVIDED FOR UNDER THE PROVISIONS OF THE USAF MATERIEL GUIDANCE PROGRAM FOR FY '56 FINANCIAL PLAN AND FY '57 BUDGET ESTIMATE, AS IMPLEMENTED BY LETTER FROM ARDC.

MUCH RESEARCH WAS PERFORMED BY THE MATERIEL PROGRAMMING DIVISION IN ORDER TO PROVIDE DCS/O WITH INFORMATION TO BE INCLUDED IN THE AIR PROVING GROUND COMMAND PROGRAM. THIS INFORMATION INCLUDED AIRCRAFT ENGINES, AVIATION FUEL AND

AVIATION LUBRICANTS FOR ALL AIRCRAFT PROGRAMMED FOR ASSIGNMENT TO APGC DURING THE LAST TWO QUARTERS OF FY '55, ALL OF FY '56 AND ALL OF FY '57, BASED ON THE NUMBER OF HOURS OF FLIGHT PER AIRCRAFT AS SCHEDULED IN THE APGC FLYING HOUR PROGRAM. THE INFORMATION FURNISHED FOR THE APGC PROGRAM ALSO INCLUDED NON-STANDARD MISSION AND MISSION SUPPORT REQUIREMENTS AND NEW AIRCRAFT PROVISIONING DATA.

SECTION II

SUPPLY AND MATERIEL SERVICES DIVISION

SEMI-ANNUAL HISTORY  
SUPPLY & MATERIEL SERVICES DIVISION

Mission. Formulates policies and procedures for and exercises Staff supervision over all Supply and Materiel Service activities. Insures that Commanders' responsibility for property under their control is exercised in accordance with AFR 67-10<sup>4</sup> and AFM 67-1.<sup>5</sup> Supply functions supervised include Organizational, Base, Group and Wing Supply activities. Materiel Services activities supervised include Laundry and Dry Cleaning, Food Service, Memorial Affairs, Clothing and Textile Repair, Clothing Sales Store, Commissary, Salvage and Disposal, Preservation and Corrosion Control. Acts as Command Representative in attendance at conferences with higher, parallel and subordinate Commands for enumerated functions. Performs Staff Visits to all Units assigned or supported by AFGC to render technical assistance on Supply and Materiel Service problems. Maintains an inventory of all vehicles assigned to the Command. Makes recommendations concerning adequacy, improvements and procedures for Supply and Materiel Services functions to higher and subordinate Commands. During this period, the Supply Division and the Materiel Services Division was consolidated into one division with mission as stated above.

Personnel. Personnel Spaces Authorized:

Supply Staff Officer (2)	6416	Major
Supply Officer (1)	6424	G.S. 11
Food Service Superintendent (1)	62000	W/O
Food Service Supervisor (1)	62270	M/Sgt.
Supply Inspection Technician (2)	64172	T/Sgt.

## Semi-Annual History Cont'd.

Steno Specialist	(1)	70252	S/Sgt.
Clerk	(1)	70250	A/IC

During this period, the following personnel changes occurred: T/Sgt. H. F. Findley was assigned and later transferred to the 3201st Air Base Wing. M/Sgt. E. Reilly joined this division from the 3201st Air Base Wing. He was formerly assigned to Headquarters NEAC, St. John's, Newfoundland. M/Sgt. K. F. Oltman joined this division. He was formerly assigned to Elmendorf AF Base, Alaska. M/Sgt. Oltman is temporarily "on loan" to the Materiel Programming Division. Major Harry J. Tait, Reserve Officer from Pensacola, Florida, maintains a mobilization assignment as a 6434.

Federal Catalog Program. During this period, conversions from the following AF Classes to the USAF Stock Lists were completed:

<u>AF Class</u>	<u>USAF Stock List</u>	<u>Line Items</u>	<u>Est. Cost</u>
40A	9905	1	\$ .50
23A	9600	1	2.54
04B	9400	1	2.50
13C	8500	8	5.57
07, 17A, 21A, 29	7900	28	25.32
36	7700	67	72.64
25A	7400	276	345.80
29, 40A, 40B, 59	7200	20	33.86
40A	7195	32	55.57



## Semi-Annual History Cont'd.

<u>AF Class</u>	<u>USAF Stock List</u>	<u>Line Items</u>	<u>Est. Cost</u>
40A	7125	78	\$165.68
40A	7110	1136	1088.39
40A	7105	180	426.66
03C, 03K, 05D, 05G			
08A, 19D, 52D	6300	17	12.82
12, 16I, 19A, 19E, 34B	5400	23	31.75
20B, 34B, 50D	4600	2	2.70
17B, 29, 39C, 50B			
50I, 70	3700	4	7.85
50B, 50P, 50Q	2400	11	22.53
19D	1900	1	2.00

To date, a total of 5069 line items in 43 AF Classes have been converted to 30 USAF Stock Lists at an estimated cost of \$4,686.46. During this period, Captain H. G. France was appointed Command Federal Project Officer, vice Major Clifford E. Armstrong<sup>6</sup>.

Food Service. Dining Halls are being operated by the organizations assigned to the facility. There are 14 dining halls being operated by Eglin Air Force Base; of these, four are being operated on Auxiliary Fields 2, 3, 6 and 7, utilizing a daily average ration of 4,629 for January, 4,539 for February, 4,493 for March, 4,404 for April, 4,876 for May and 4,871 for June. Hurlburt Field, Auxiliary #9, was activated during the month of May under control of Tactical Air Command. Eglin Air Force Base supplies all subsistence.

## Semi-Annual History Cont'd.

Installation of Bulk Milk Dispensers have been completed. This machine is refrigerated and allows the milk to be served cold at all times. Acceptability of milk has increased considerably. This item also eliminated certain sanitary problems which existed.

A letter<sup>7</sup> was dispatched to all organizations requesting that officers be invited to eat meals in Dining Halls to help improve morale of cooks and also to insure that meals were prepared and served properly. This was accepted and considerable improvement in Dining Hall operation has been attained.

During this reporting period, we have initiated action to procure ice cube making machines to insure that ice is available in the Dining Halls at all times.

The following is value and cost of rations for this period:

	<u>Value of Rations</u>	<u>Cost of Rations</u>
January	\$ .998	\$ .994
February	.982	1.025
March	.970	1.001
April	.966	1.154
May	.973	1.133
June	.973	.998

Commissary and Commissary Sales Store. The Commissary is now operating the Ration Breakdown Section. The Ration Breakdown Section receives the ration requests, prepares the issues and makes deliveries to the food service facilities. Rations are being issued on a meal basis.

## Semi-Annual History Cont'd.

The following are the sales and inventory for the period ending 30 June 1955:

	<u>Cash Sales</u>	<u>Inventory</u>
January	\$137,220.62	\$308,102.67
February	142,401.46	247,456.64
March	155,638.66	261,236.62
April	153,135.23	257,217.22
May	140,798.27	257,491.89
June	157,128.00	272,020.64

Considerable improvement to the Commissary has been accomplished during this reporting period. New equipment has been received, interior of the store revamped and merchandise removed from the aisles and placed on shelves thus giving more room for patrons to shop. Plans for a Commissary extension was submitted and approved. When funds become available and all equipment installed, Eglin will have a store comparable to any commercial supermarket.

Laundry and Dry Cleaning Plant. The Laundry and Dry Cleaning Plant added the Clothing Repair Section and Shoe Repair Shop to their functions during this period, maintaining separate accounts. The following is a summary of the laundry and dry cleaning operation during this period:

## Semi-Annual History Cont'd.

	<u>Laundry Bundles for the 3rd Qtr 1955</u>	<u>Earnings</u>	<u>Profit</u>
January			
February	11,822	\$32,301.25	\$7,569.78
March			

	<u>Laundry Bundles for the 4th Qtr 1955</u>	<u>Earnings</u>	<u>Losses</u>
April			
May	15,086	\$35,444.40	\$16,928.39
June			

	<u>Dry Cleaning Plant No. of pieces 3rd Qtr 1955</u>	<u>Earnings</u>	<u>Losses</u>
January			
February	22,480	\$7,932.59	\$902.93
March			

	<u>Dry Cleaning Plant No. of Pieces 4th Qtr 1955</u>	<u>Earnings</u>	<u>Losses</u>
April			
May	23,656	\$7,732.12	\$3,987.77
June			

Clothing Sales Store. This Command requested Wilkins Air Force Depot to furnish a realistic stock level to assist the Clothing Sales Store in maintaining proper stock levels of clothing. The stock level submitted used as a guide in conjunction with consumption records to maintain the stock level required. The following is a summary of the operation during this period.

	<u>No. of Sales</u>	<u>No. of Items Sold</u>	<u>Dollar Value</u>	<u>Inventory</u>
January	1,735	7,244	\$11,613.00	\$46,327.
February	1,887	7,704	11,340.00	43,462.
March	2,063	15,604	13,152.00	40,599.
April	2,010	7,706	10,954.00	32,442.

## Semi-Annual History Cont'd.

	<u>No. of Sales</u>	<u>No. of Items Sold</u>	<u>Dollar Value</u>	<u>Inventory</u>
May	2,138	8,357	\$10,571.00	\$34,978.
June	2,625	10,109	12,437.00	42,721.

Clothing and Textile Repair was transferred from the 3201st Maintenance Group to the 3211th Materiel Services Squadron. These functions started operating 3 January 1955 under the 3211th Materiel Services Squadron.

Commercial and Industrial Type Facilities. The following Commercial and Industrial type facilities Cost Studies were completed and submitted in accordance with AFR 400-8.<sup>8</sup>

1. Concrete Batch Plant
2. Garden Trees and Nurseries
3. Cobbler Shop
4. Commercial Type Vehicles
5. Office Machine Equipment
6. Laundry and Dry Cleaning Plant

Headquarters AMC recommended to Headquarters USAF that under the provisions of AFR 400-8, that the Laundry and Dry Cleaning Plant at Eglin Air Force Base be retained. To date, approval or disapproval has not been received.

The Cobbler Shop Cost Study conducted under the provisions of AFR 400-8 was submitted and the justification contained did not warrant the continuance of this activity. This operation will cease 1 September 1955.



Semi-Annual History Cont'd.

Off Base Conferences. The following off base conferences were attended by members of this Division:

Commissary Accounting Conference	Andrews AF Base, Maryland
Property Disposal Conference	Naval Air Station, Jacksonville, Fla.
Supply Priority Conference	Brookley AF Base, Alabama
World Wide Vehicle Conference	Memphis AF Depot, Tennessee
Base Mechanization	Headquarters AMC, Dayton, Ohio

Preparation of Stock Record Forms. Paragraph 4a, Section 4, Volume II, of AFM 67-1, requires the use of typewriter or embossing process for entries of a more or less permanent nature on stock record cards. Addressograph plates are prepared locally for stocked items, as items are converted to the Federal Catalog System. This system is scheduled for completion on 31 December 1958. As an aid to Base Supply, this Division requested authority from Headquarters AMC to deviate from the above procedures until the Federal Cataloging Program has been finalized. It was emphasized that the use of pen or pencil for entries on stock record cards would be more feasible during this interim, conversion period. Headquarters AMC has formally concurred with regard to this matter.

Status Coding of Items. As the result of a visit to Headquarters AMC by Lt. Colonel Mecke and Major Peters during November 1954, a message was received from Headquarters USAF to the effect that: "pending the establishment of a new coding to cover recoverable or non-recoverable

Semi-Annual History Cont'd.

items which will be added to the 12-category classification contained in AFM 67-1, determination should be made locally at time of issue as to whether items presently coded XD or XB are recoverable (R) or non-recoverable (NR). Such items should be so indicated on issue slips by the addition of R or NR, whichever is applicable, following the regular coding, e.g., XB-2R or XB-2NR. This will also apply to turn-ins". Inasmuch as the foregoing procedures were not considered feasible, a message was sent Headquarters USAF to that effect. A recommendation was contained in the message that a firm policy relative to this matter should be incorporated in USAF Supply Catalogs. Suggested codings were furnished Headquarters AMC for consideration. As a result of the above action, codings adequate to cover items are now contained in AFM 67-1. These official codings are similar to those submitted to Headquarters AMC by this Division.

Inventory Control and Reporting of Vehicles. The Supply Division assumed responsibility for monitoring the Command Vehicle Status Report from the Transportation Division in March 1955. This entailed maintenance of an Individual Vehicle Record file (AF Form 588) for all vehicles on hand in the Command, in addition to processing the Daily Vehicle Change Report (AF Form 589) for all vehicle gains, losses and changes. Upon receipt of this function immediate action was initiated to revise these files to include a Command consolidated file by stock number and registration number regardless of organization in addition to a separate file by organization. Since March 1955 the Supply Division has

## Semi-Annual History Cont'd.

reviewed the monthly listings prepared by Statistical Services against the above files and all errors were immediately brought to the attention of Statistical Services for correction prior to forwarding to the Prime Vehicle Depot. During the period March through June a total of 176 errors were discovered and corrected. In addition the Supply Division insured that all excess vehicles were reported for disposition instructions. During this period, a total of 93 excess vehicles were disposed of. As of 30 June 1955, the consolidated and organizational file maintained by the Supply Division and the EAM cards maintained by Statistical Services were in complete agreement. As an additional method of control a BAL Master Card was included in the above consolidated file by prime item stock number for each type of vehicle on hand which included the following information: Organization, Quantity Authorized, UAL Number, Location and the Quantity on Hand. The above cards provide immediate information for determining excesses and shortages, reviewing requisitions, effecting redistribution, and logistical planning. This procedure was established by close relationship between Supply and Equipment Authorization Divisions. For example, recent computation of vehicle requirements determined by Memphis AF Depot for this Command totalled \$2,503,531.00, however, the Supply Division screened this thoroughly in the short time allotted and reduced this requirement to \$1,055,956.00, a net savings of \$1,447,575.00.

Stock Levels, Vehicular Spares, Field #3. There was no service stock and limited bench stock at Field #3 for vehicular spares. The reason

Semi-Annual History Cont'd.

for this deficiency was that Base Supply had been exceeding the budget each month for procurement of vehicular spares, and it was believed that the Retail Store at Eglin Main could adequately support Field #3 by having a consolidation of these spares at a central location. Since Service Stock "F" at Field #3 had sufficient warehouse space, it was decided to furnish that activity a 15 day supply of vehicular spares. This was accomplished by withdrawing the items from Eglin Main stocks without an increase of the budget. The following results were realized:

1. More efficient supply operation, as spares were positioned at the locale where required.
2. Elimination of numerous trips by personnel of the Motor Vehicle Repair Section at Field #3.
3. Availability of consumption data at Service Stock "F" resultant from the maintenance of stock cards.

Corrosion Control and Preservation. Major Robert T. Peters, Jr., was appointed Command Corrosion Control and Preservation Officer effective 1 January 1955. Through the efforts of this Division in cooperation with DCS/P-T a quota of four spaces was made available to the Command to attend Packaging School at Rossford Ordnance Depot for this period.

Base Mechanization. A final conference on this subject was held at AMC in May; Major Robert T. Peters, Jr., DCS/M, Major Eddens J. Darst DCS/C, and Major Wayne D. Dey, 3201st Air Base Wing attended. A proposed procedure was presented and finalized at this meeting. The

Semi-Annual History Cont'd.

procedure has been received at this Command and is being used as a guide to formulate a base procedure. Due to the difficulty of Stat Services to obtain qualified personnel for this project, the Base Mechanization Program has been curtailed. Upon receipt of qualified personnel within Stat Services, Base Mechanization in this Command will be put into effect upon completion of necessary training. At present, there is no known estimate as to when mechanization will begin or when it will be completed.



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SECTION III

TRANSPORTATION DIVISION

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HISTORY  
TRANSPORTATION DIVISION

31 December 1954 - 30 June 1955

MISSION: The mission of the Transportation Division is to exercise staff supervision over all transportation activities within the Command. Formulate policies and procedures to insure efficient operation of these activities and/or to improve operation. Keep the Deputy Chief of Staff, Materiel and Director of Supplies and Services informed on up-to-date Command Transportation capabilities and requirements. Maintain liaison with local military and civilian carriers to insure timely movement of command cargo. Prepare, submit and/or monitor submission of all reports relating to all types of transportation activities.

ORGANIZATIONAL CHART: See inclosure #1.

PERSONNEL: Personnel spaces authorized for the operation of the Transportation Division were:

- 1 Major - "Chief of Transportation"
- 1 Capt - "Surface Transportation Officer"
- 1 M/Sgt - "Transportation Supervisor"
- 1 Civilian, GS-4 - "Secretary (Stenographic)"

Only the spaces of Chief of Transportation, Transportation Supervisor and Secretary (Stenographic) were occupied during this period. The space for Surface Transportation Officer was cancelled in March.

KEY PERSONNEL AS OF END OF REPORTING PERIOD:

Chief of Transportation Division	- Major Albert C. Baca, Jr.
Transportation Supervisor	- M/Sgt Thomas L. Taylor
Secretary (Stenographic)	- Mrs. Kathleen Wiesler

PERSONNEL CHANGES: There were no personnel changes during reporting period.

PROJECTS: During this period, projects of significant importance and interest were:

1. A project<sup>9</sup> to consolidate all vehicles under one Motor Transport Officer for better control and utilization was initiated in April 1954. Target date for completion was tentatively set as 1 August 1954, however, due to the many changes to the Unit Allowance Lists submitted immediately after initiation of the project, and other unforeseen difficulties, the target date was moved to 1 March 1955 and successfully completed on 15 March 1955.

2. USAF Motor Vehicle Rodeo. This is a yearly USAF project to select the best driver in the Air Force for types of vehicles most commonly used. These being light sedans, 29 passenger buses, 1 1/2 ton trucks, S & P, tractor and van and refueling units of the F-1, F-2 or F-6 type. The USAF program was altered from that of 1954 in that the Air Materiel Area Zonal Finals were cancelled. This year the program will consist of intra base and intra command contests with command 1st place winners participating in the USAF finals to be held at Wright-Patterson Air Force Base on or about 22-23-24 September 1955. This Command is going to participate. A total of 25 drivers are scheduled to commence training and practicing on 5 July. The Command semi-finals are scheduled for 25 July and the finals for 8 August 1955. Last year this Command won a National Championship in the refueling unit category. Airman 1/Class Huey L. Whitten, the driver, will automatically go to the USAF finals to defend his title.

CONFERENCES ATTENDED: On 16 January 1955 Major Baca attended a conference at Headquarters, USAF. Purpose of the conference was to discuss contents and publication of proposed AFM 75-blank. This first manual will be a nucleus of what will eventually be a so called transportation "bible" similar to the Supply Manual AFM 67-1. This manual will replace many transportation directives thereby reducing active files as well as saving manhours in searching for information.

On 18-22 April Major Baca attended a "World-Wide Motor Vehicle Conference"<sup>10</sup> at Memphis Air Force Depot, Mallory Air Force Station, Tennessee. Purpose of the conference was to discuss, resolve or recommend positive action for correction of the many problem areas pertaining to justification, procurement, utilization and maintenance of motor vehicles. We were advised at the conference that Memphis Air Force Depot would be the prime for vehicles and that it would maintain a world-wide USAF motor vehicle inventory. Other items in the agenda were; Procedures and Recommended Solutions in Spare Parts Support; Proper Control of the Vehicle Replacement Program; Procedures in Requisitioning and Distribution of Vehicles; Procedures in Requirements Computations; Channels for Requisitioning and Implementation of AFR 77-1 "Vehicle Reporting."

On 6-8 June Major Baca attended a "Passenger and Household Goods Conference"<sup>11</sup> at McClellan Air Force Base, California sponsored by Headquarters USAF. Purpose of the conference was to discuss the most efficient, effective and economical method of moving Air Force military and civilian personnel, their dependents and household goods. Topics discussed were; Movement of Passengers and Household Goods; Obstacles

and Objectives; Household Goods Entitlements and Procedures; Concurrent Travel; Military Sea Transportation Service Passenger Travel; New Transportation Request's and related items; Passenger Accommodations; Household Goods Movements Irregularities and Cross Servicing Agreements with Army and Navy.

FUTURE PLANNING: In the planning stage is implementation of authority granted by Headquarters, USAF whereby the Motor Transportation Officer is authorized to use commercial transportation facilities to augment his motor vehicle fleet in instances where he can perform certain functions more economically. Present plan is to use commercial taxi cabs on after-duty hours transportation requests, including Saturdays, Sundays, and holidays. And possibly to augment the government fleet on duty days during peak-load hours. If the system proves practical and successful, it is anticipated that the Motor Transportation Officer will be able to release ten civilian driver spaces. This will mean a savings of approximately \$15,000.00 a year, plus savings in operation and maintenance of government motor vehicles.



SECTION IV

EQUIPMENT AUTHORIZATION DIVISION

EQUIPMENT AUTHORIZATION DIVISIONPERSONNEL:

There has been no appreciable change in personnel during this period, with the exception of the assignment of Major A. G. Parent, Jr., as the Chief of the Equipment Authorization Division.

STAFF VISITS:

During this reporting period, this section has been able to accomplish many additional staff visits in connection with Inspector General Reports and Unit Allowances Lists (UAL) procedures.

BOARD MEETINGS AND SURVEYS:

The excessive backlog of UAL changes accumulated since the last 30 September UAL run has been cleared up with the workload on UAL actions tapering off to normal. The Division for the first time has been able to get into survey work on equipment. This survey action will continue and gain momentum as time goes on.

MISCELLANEOUS:

Representatives of this office were on temporary duty to Headquarters USAF and Headquarters Air Materiel Command relative to UAL problems. Headquarters USAF representatives of the Transportation Directorate and the Supply and Services Directorate visited this headquarters during the month of April for the purpose of reviewing the procedures and action taken by the UAL Board on vehicles. Findings of this visiting team were very satisfactory with their comment being that this Command was carrying out the intent of the USAF

Regulation. Action was taken by this Division to prepare an AFGC Manual incorporating the procedures of AFR 150-8, "Equipping Review Boards"; AFR 67-83, "Supply - Unit Allowance Lists; RCS: AF-S-32"; AFGCR 67-83, "Supply - Unit Allowance Lists; RCS: AF-S-32" and AFGCR 67-4, "Equipping Review Boards", into one reference guide.

APPENDIX 1

LIST OF FOOTNOTES

## APPENDIX 1

## LIST OF FOOTNOTES

1. Verbal order of the DCS/M.
2. Message from Headquarters APGC (DCS/M-SS), cite DCS/M-SS 0899, dtd 25 May 55, Subj: Problem Areas in Provisioning, file SUP 6-01 MISC
3. Third indorsement from Headquarters USAF, AFMSS-EA, to letter from 3205th Drone Gp, EAFB, Florida, Subj: Proposed SLOE, dtd 27 Oct 54, File SUP 6-01-62.
4. Title of AFR: "Responsibility for Public Property in Possession of the Air Force".
5. Title of AFR: "USAF Supply Manual".
6. Captain France and Major Armstrong are assigned to units of the 3201st Air Base Wing, EAFB, Florida.
7. Letter from Headquarters APGC (DCS/M), dtd 29 Mar 55, Subj: Officers Eating Meals in Dining Halls", File SUP 3-3.
8. Title of AFR: "Logistics - Commercial and Industrial Facilities".
9. Contained in T/A-1-LMV, dated 4 Jan 54, paragraph 2b.
10. Letter from Memphis AF Depot, dated 16 Feb 55, Filed in TD.
11. Message from Headquarters USAF, cite ALZICOM 54/55.
12. Message from Headquarters USAF (AFTMP-1036) dated 24 Nov 54.



CHAPTER VII  
ASSISTANT FOR LOGISTIC PLANS

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1. The Unit Manning Document published by Headquarters APGC in March 1955 officially authorized the Assistant for Logistic Plans Office. This office was authorized 2 officers, 2 airmen, and 3 civilians and is responsible to the Deputy Chief of Staff, Materiel for the formulation, coordination and approval of all long-range, intermediate and emergency plans for logistical support of the Air Proving Ground Command and tenant units for which it is responsible; implementation of all such plans as pertain to logistics; conduction and preparation of special studies and programs and the evaluation of results of such studies and programs; determination of logistic organization and capabilities; and maximum utilization of all available logistical resources in support of the APGC mission.

2. Action was taken by the Office of DCS/M to transfer Mr. Jesse F. Meyer from Administrative Officer, DCS/M to Assistant for Logistic Plans. Mr. William P. Trim, Supply Staff Officer, was transferred from the Equipment Authorization Division, DCS/M-SS, to Assistant for Logistic Plans Office and Mrs. Ruth VanSickle was hired as Secretary. S/Sgt William Bryant was assigned as Chief Clerk and A/DC Eloise Tays was assigned as Draftsman. Officer Authorizations were placed on requisition and have not been filled.

3. During the period of 1 March 1955 to 30 June 1955, the Assistant for Logistic Plans Office concentrated its efforts on Test Directives, APGC Programs, Joint Tenancy and Special Activity Agreements, and monitorship of attendance at conferences. When the office is fully manned, all of the responsibilities outlined in the functions of the Assistant for Logistic Plans Office will be performed.