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HISTORY, 521ST AIRBORNE EARLY WARNING
& CONTROL WING, 1966

6-3817-120

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HISTORICAL RECORD

of the

551ST AIRBORNE EARLY WARNING AND CONTROL WING (ADC)

for the period ending

31 March 1966

SHIELD of FREEDOM

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ADC FORM 102
FEB 64

PREVIOUS EDITION OF THIS FORM MAY BE USED

FCI 5300

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Section I.		REQUIRED DATA			
1. UNIT AND LOCATION 551st Airborne Early Warning and Control Wing, Otis AFB, Mass		2. NAME AND GRADE OF COMMANDER WRIGHT J. SHERRARD Colonel, USAF			
3. CHAIN OF COMMAND (Superior Echelons)		For Operational Control:			
United States Air Force Air Defense Command 26th Air Division		North American Air Defense Command Continental Air Defense Command 26th NORAD/CONAD Region			
4. SUBORDINATE UNITS (Down to and including squadrons)		551st Transportation Squadron			
960th AEW Con Squadron ✓		551st USAF Hospital			
961st AEW Con Squadron ✓		551st Supply Squadron			
962nd AEW Con Squadron ✓		551st WAF Squadron			
551st Combat Support Group ✓					
551st Headquarters Squadron ✓					
551st Air Police Squadron ✗					
551st Electronics Maintenance Squadron ✓					
551st Field Maintenance Squadron ✓					
551st Organizational Maintenance Squadron ✓					
551st Civil Engineering Squadron ✗					
5. MISSION (Give authority and brief statement of primary mission)					
The 551st AEW Con Wing mission was delegated by Major General Arthur C. Agan Jr., commanding the 26th Air Division, in Hq 26th AD Regulation 23-6, dated 12 January 1964.					
The mission of the Wing is to equip, train, operate, and administer AEW and Con forces and place these forces in a maximum state of readiness under the operational command/control of commanders designated by competent authority.					
6. PERSONNEL					
	OFFICERS	AIRMEN	CIVILIANS	TOTAL	
AUTHORIZED	398	3127	564	4089	
ASSIGNED	396	3167	574	4137	
7. EQUIPMENT (Give official nomenclature and quantity of mission-type equipment)					
EC-121Hs	-	29			
TC-121Hs	-	3			
C-47s	-	1			
U3A	-	1			
Total		34			

Section II.

COMMENTARY

(See ADC Supplement I to AFR 210-3 for additional guidance)

PART A. This part should contain significant information relating to your unit's mission performance. Some basic subjects to include are: (1) operations and training; (2) changes in primary equipment such as radars, aircraft, etc.; (3) equipment performance; (4) facilities; (5) maintenance and supply problems; (6) personnel matters affecting the mission; (7) any other subjects bearing on mission performance.

I. MISSION AND ORGANIZATION

Mission. See Section I, Paragraph 5.

Organization. See Section I, Paragraph 4.

II. INTELLIGENCE

UFO Reports. Five Unidentified Flying Object reports were received during the last two weeks in March. Three sightings were analyzed as being either aircraft or space vehicles. Two reports are currently under investigation.

Aircrew Intelligence Training. The annual aircrew intelligence training program began in January with 545 aircrew members attending the six periods of Intelligence Lesson #1, "Soviet Aerospace Threat to North America." Intelligence Lesson #2, "Soviet Chemical and Biological Warfare Threat to North America," was presented to 319 aircrew personnel in the four periods held in March. Classes for recognition training and testing were held in February and March for 61 pilots.

Air Defense Exercises. The Intelligence Division participated with the Battle Staff in the following exercises: Apache Hunt I - 19 Jan 66; Apache Brave I - 24 Feb 66; Apache Brave II - 10 Mar 66.

III. STANDARDIZATION EVALUATION DIVISION

Personnel. In Jan 66 the Wing Standardization Evaluation Division UMD was changed authorizing the addition of one pilot, one engineer, one

(If more space is needed, continue on blank sheets, size 8 x 10, numbered and securely attached hereto.)

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Section II.	COMMENTARY (Continued)
<p>PART B: This part should include a list of key personnel and information on: (1) community relations; (2) awards and decorations; (3) morale; (4) any other subjects the commander may wish to include.</p>	
<p>radio operator, two radar operators, one radio technician, one ADP technician, and one Comm/Nav technician. The Weapon Director slot was deleted.</p>	
<p><u>Projects.</u> A new Wing Manual 55-3, Operational Procedures for Navigators, was drafted and approved for publication. The Flight Engineers prepared a new test for the annual proficiency examination for that position. Office personnel researched and published an electrical trouble-shooting information guide for the EC-121H dash one flight manual.</p>	
<p>IV. <u>WING COMMAND POST</u></p>	
<p><u>Designation.</u> The Wing Operations Center title was officially changed to 551st AEW&Con Wing Command Post, short title "Command Post" on 16 Feb 66.</p>	
<p><u>Communications.</u> The Command Post communications facilities have been improved with a new pre-empt (priority type) dialing system installed on the PBX (tactical switchboard).</p>	
<p><u>Construction.</u> An Alternate Command Post (ALCOP) is being constructed in the basement of Bldg 769. Lt. Roger Boerner of 551 OOP-T is the Project Officer. Estimated completion date is 1 Apr 66.</p>	
<p>(If more space is needed, continue on blank sheets, size 8 x 10, numbered and securely attached hereto.)</p>	
<p>PREPARED BY (Typed name and grade of Historian)</p> <p>PAUL E. MCMANUS, Captain, USAF</p>	<p>SIGNATURE</p> <p><i>Paul E. McManus</i></p>
<p>APPROVED BY (Typed name and grade of Commander)</p> <p>WRIGHT J. SHERRARD, Colonel, USAF</p>	<p>SIGNATURE</p> <p><i>W. J. Sherrard</i></p>

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V. OPERATIONS PLANS DIVISION

Special Projects. Lt. Col. Frank Burry briefed a special USAF Inspection Team on the effects of the Commercial Power Failure in the northeastern United States. Col. Wright J. Sherrard initiated a Special Program to Effectively Eliminate Deficiencies, and appointed Lt. Col. Burry as the Project Officer.

Plans. 551 AEW&Con OPLAN 20-66 was completed and distributed. OPLAN 20-66 is the aircraft "Flush Plan" and supersedes OPLAN 20-65. The entire plan has been declassified.

Meetings. Plans personnel attended two separate meetings at the New York Air Defense Sector in an effort to improve ALRI operations in that sector.

VI. COMMUNICATIONS-ELECTRONICS DIVISION

Projects. Work was started during the period to provide improved communications in the Wing Command Post and adequate communications equipment in the Alternate Wing Command Post. A base wide survey, required by the 26th Air Division, on Emergency Power Generators and their ability to provide adequate power for all communications equipment during a commercial power failure is being conducted.

VII. BASE OPERATIONS AND TRAINING

Disaster Control. Base-wide alerts were held on 26-27 Feb and on 10 Mar. A Base Command Post exercise was held on 20 Jan. The

Disaster Control section participated in five Broken Arrow exercises conducted during the quarter by the 26th Air Defense Missile Squadron.

Two CBR Monitor courses were conducted during the period, graduating 37 personnel. Two Unit Disaster Control Officer/NCO courses were completed by 35 men. Base Command Post Controller training was given to six personnel.

The Otis AFB Disaster Preparedness Plan was published 3 Jan 66. Work was started during the quarter on two rooms, lower floor, Bldg 769, which will become the future Base Command Post.

Air Operations. During the quarter Air Operations Dispatch handled a total of 4,101 flights (inbound and outbound), inclusive of VFR, IFR, Locals, and Aero Club. Of this total, 71 were VIP's arriving or departing.

Small Arms Training. A total of 100 Southeast Asia personnel were trained in the use of the M-16 Rifle and Caliber .38 Revolver. Of the 100 who fired, all 100 qualified.

Ground Training. A centralized Moral Leadership Training Program was implemented during the period in conjunction with the installation chaplain.

VIII. WING SAFETY DIVISION

Flying Safety. There were three minor aircraft incidents and one non-flight aircraft accident reported during this period.

Aircraft Incident No. 1: On 21 February 1966, during an EC-121H transition flight, the inboard tire blew on the left main landing gear on landing. The wheel flange failed, causing damage to the lower radome.

Aircraft Incident No. 2: On 9 March 1966, during an active Air Defense Mission, an EC-121H shut down two of its engines and made a successful emergency landing at Otis.

Aircraft Incident No. 3: On 23 March 1966, an EC-121H lost its lower radome external access hatch while flying on a local area VFR pilot proficiency training flight.

Non-Flight Aircraft Incident: On 29 January 1966, an airman, without authority and with no previous experience, started driving a Coleman tug to push open hanger doors in preparation to tow an aircraft. The tug ran away in reverse gear and struck the lower fuselage of an EC-121H, inflicting minor damage to the aircraft and tearing the cab completely off the tug. There were no injuries.

Precautionary Landings and Tire Failures. During this reporting period there were 39 precautionary landings. Of this number, 29 involved engine shut downs; 1 was for a physiological reason; 1 was for smoke in the cockpit; 3 were for unsafe gear indications; 3 were for loss of both CSD while on station; and 2 were for loss of primary indicators. There were a total of 55 landing gear tires condemned.

Operational Hazard Reports. There were a total of 21 Operational Hazard Reports received and processed by the Wing Safety Division.

Ground Safety. During the third quarter of FY 66, six Government motor vehicle accidents, one special purpose vehicle accident, 11 privately owned motor vehicle accidents, one aircraft property damage accident, and four domestic accidents were reported to DIG/Safety, Headquarters, USAF. These accidents accounted for one military fatality, 13 military disabling injuries, \$1450 in USAF vehicle damage cost, and \$403 in USAF property damage. The overall evaluation of ground accidents amounted to \$51,695.

Traffic Safety Training. The Traffic Safety Training Program as prescribed by Air Force Regulation 50-24 became operational in February 1966 following renovation of the DriveoTrainer System building.

Awards. Two of the three entries submitted by the 551 AEW&Con Wg to the ADC Top Ten Airmen Contest won places in that contest.

Key Personnel. On 1 April 1966 Capt. William K. Votruba assumed duties as Chief of Safety, replacing Lt. Col. Howard A. Olson who is departing PCS.

IX. MAINTENANCE

Quality Control. A total of 56 unsatisfactory reports were submitted during the quarter. UR's concerned Quality Control deficiency reports on pulse forming networks, electrical equipment cabinet testers, CSD's, magnetic clutch replacements, pulse and filament transformers,

magnetrons, vehicle rear differential assemblies, radiation suppressors, engines, capacitors, HDU-13/M heaters, dummy loads, tachometer generators, wave-guides and bearings for an air compressor. Emergency UR's were submitted on C-121 Main Wheel assemblies that were cracking at brake drum mounting holes, engine internal failures, cylinder failures and one propeller spider that was found cracked. Exhibits for several of the UR's were forwarded to the depots or contractors concerned for investigation.

During the period, 688 AFTO Forms 22 were submitted concerning technical order deficiencies. The majority of the deficiencies were reported by the EM Sq in accordance with instructions from an ALRI team representing depots responsible for particular electronic technical orders. A total of 205 technical orders were complied with in the three month span. The Flight Test Branch accomplished a total of 31 functional check flights.

Aircraft Phase Inspections. Eighty-two aircraft phase inspections were accomplished during the quarter. Nineteen aircraft in-commission spot checks and thirty engine buildup inspections were completed. Eighty-five inspections after completion of periodic and 84 spot checks were conducted on AGE power equipment. The 100 hour phase inspection concept was increased to 150 hour phase inspection as authorized by SMAMA, McClellan AFB, California.

Staff Electronics. Major Edward W. Fredericks was assigned as OIC of the Staff Electronics section.

The following problems were investigated during the reporting period: Personnel shortages in the Comm/Nav Shop; Failure of the improved IP512/APS-95 high voltage power supply; APS-103 dummy load failures; Procurement of necessary test equipment for APS-95 AGE tech data verification.

Standardization and Training. Cylinder failures in the 1, 3, 15, and 17 positions continue to be a problem. Inspection procedures have been tightened up and the majority of discrepant cylinders are discovered before they become operational failures.

Three service test programs are currently in progress on R 3350-93 engines. An extensive training program was instituted to familiarize Maintenance personnel with supply procedures.

Maintenance Supply Liaison. The number of cannibalization actions has increased over the past three months by about 22%. The Not Operationally Ready Supply (NORS) rate for the period was about 7%, or a decrease of 14%.

Maintenance Control. Maintenance Control moved from Bldg 167 to 194 with a "down time" of only four hours. IRAN and scheduled TCTO programs by contract resulted in 27.07 aircraft of 32 assigned in unit possession during the three month period.

X. SUPPLY

Supplies Management. The Excess Program progressed considerably during the quarter as the Stock Control Section processed all Customer Excess Cards (FEX Cards) for excess items listed on the Red Dog/Red Chip listing. As of 31 March 66, a total of 14,283 line items were reported as excess. All critical items were assigned Issue Exception Code 7, and all request for issues must be approved by the Critical Items Monitor prior to issue.

Item Accounting. Approximately 75,000 documents were checked for proper preparation and were refiled in accordance with AFM 67-1.

Productive computer time for in-line and end-of-day processing was as follows: January -579 hours; February - 580 hours; March - 681 hours.

Material Facilities. During this period, the Material Facilities Branch was relocated from Bldg 3423 to 3432 with CMSgt Watkins assigned as Chief of the Branch.

In conjunction with the Supply Improvement Plan Program, a complete warehouse location validation and bin location stabilization was completed.

Equipment Management. Equipment Management offices have been consolidated in Bldg 3433. A backup warehouse for the storage of tools and organizational and special purpose clothing was established in Bldg 3414.

The deactivation of the 19th Air Refueling Squadron (SAC) resulted in great quantities of equipment being turned-in. Many of these items were redistributed locally, thereby relieving base funds by an appreciable amount. Over 200 line items were reported to the deactivation monitor at OCAMA, and redistribution instructions were received for the bulk of these items.

Management and Procedures. Major Jackson L. Dew assumed duties as Chief of Supply on 28 Mar 66. At this time, the Chief of Supply office and its related functions were relocated from Bldg 3441 to Bldg 3432.

In conjunction with the Supply Improvement Plan Program, the Inventory Section initiated a cycle inventory of all warehouse assets. The initial cycle of surveillance visits to the sections and units of the supply complex was completed by the Procedures and Standardization Section on 31 Mar 66.

XI. CONSOLIDATED BASE PERSONNEL

Assignments: Personnel reassigned overseas, not including Southeast Asia, totalled 139. 163 persons were reassigned to Southeast

Asia. CONUS assignments numbered 89. 2 officers and 25 airmen volunteered for special duty; 8 officers and 63 airmen volunteered for overseas.

The Wing Commander, Colonel Raymond K. Gallagher, was reassigned to Hq ADC, Ent AFB, Colorado. His successor is Colonel Wright J. Sherrard who assumed command on 14 February 1966.

A major change in assignment procedures was initiated in February. Under the revised system, the CBPO is a manning point. Block allocations are received from Hq ADC. The unit of assignment is then determined by the CBPO and the information is reported back to ADC within 48 hours. ADC then furnishes the losing air command appropriate assignment instructions.

Special Actions: Separations during the quarter were as follows: officer retirements: 12; airman retirements: 38; miscellaneous discharges under AFR's 39-11 through 39-21: 32. A total of 11 officers and 228 airmen were separated during the quarter.

Career Motivation: Reenlistment rates for first term airmen was 34%, and for career airmen 79%. The Variable Reenlistment Bonus became effective 1 Jan 66 and provides that airmen in designated critical skills will receive a variable bonus in addition to the authorized basic reenlistment bonus.

Reserve Personnel: Assigned reserve strength totaled 24 (23 officers and 1 airman) for MOARS Part I positions. For the 19th Medical Service Squadron and 402d Medical Service Flight, reserve strength totaled 146 (28 officers and 118 airmen.)

Officer Records: The Personnel Data System - Officer was fully implemented on 1 Feb 66.

General: During the quarter, the custodianship of the Field Personnel Record Group for the 26th Air Defense Missile Squadron, the 60th Fighter-Interceptor Squadron, and the 762d Radar Squadron was transferred to the Boston Air Defense Sector (BOADS). The transfer resulted in a loss of 89 officer and 674 airman personnel records.

XII. CIVIL ENGINEERING

Engineering Branch: Projects totaling \$308,500 in non-appropriated funds were forwarded to the Procurement Division for contractual award during this quarter. 76 projects in the Otis FY 67 O&M Program have been approved by 26th Air Division.

Fire Protection Branch: The Fire Department responded to 1 Mutual Aid (Falmouth), 2 snow plow and 3 brush fires this quarter.

Announcement was made in January that the Otis AFB entry into the National Fire Protection Association Contest placed 2nd out of 141 Air Force bases competing for calendar year 1965.

Industrial Engineering and Analysis Branch: This branch is now the coordinating agency for the off-base renting of family housing units.

Control Center: The FY 66 landscaping plan was approved and \$2,600 worth of trees and shrubs were ordered.

The Work Order Review Panel of the Facilities Utilization Board began to function actively.

Maintenance and Repair Branch: During this period a total of 8,114 military man hours and 7,291 civilian man hours were expended for the removal of snow.

Preventive Maintenance Branch: During this quarter, 11 structural packages, 135 recurring maintenance equipment packages and 28 Bomarc shelter packages were compiled. 377 service calls were answered. All maintenance and repair of structures in BOMARC support areas was accomplished during the quarter.

Utilities and Services Branch: Coal consumption at the Central Heating Plant for this quarter was down 7% due to SAC leaving the base and above normal temperatures.

XIII. ACCOUNTING AND FINANCE

Budget: The second revision to the FY 66 Financial Plan for Projects 458, 47 and 721 was prepared and forwarded to the 26th Air Division for approval on 11 Jan 66.

The FY 67 Financial Plan and FY 68 Budget Estimated for P720 were prepared and forwarded to the 26th Air Division for approval on 27 Jan 66. The FY 67 Financial Plan and FY 68 Budget Estimate for P458 and P478 were prepared and submitted to the 26th Air Division on 1 Feb 66.

Accounting and Finance: During the quarter, the Accounting and Finance Office assumed the responsibility for reviewing and processing reports of survey. This function was previously accomplished by the Deputy for Material.

New accounting and reporting procedures were implemented for Open Mess activities by Central Accounting Office personnel.

Data Automation: The Wing's reporting record, with the exception of daily and "as required" reports, to the 26th Air Division for the period 1 Jan thru 31 Mar was as follows:

<u>Month</u>	<u>Number of Reports Submitted</u>	<u>Number of Late Reports</u>
Jan 66	322	6
Feb 66	179	8
Mar 66	170	5

Data Processing, 551 ADP, was redesignated Data Automation, 551ADA, as of 1 Mar 66.

Management Analysis: A complete Base Rating System and Management Control System was formulated during the quarter.

XIV. BASE PROCUREMENT OFFICE

Actions. Purchase actions during this period were 2,052.

Line items processed totaled 6,551. Total monies spent amounted to \$1,748,396.

XV. SECURITY AND LAW ENFORCEMENT

Key Personnel. Captain Ronald T. Sebold of the 19th Air Refueling Squadron (SAC) was assigned as a replacement for the Chief of Security and Law Enforcement, Captain Frank Capone, who was transferred to Hq. ADC.

Relocation. The new Central Security Control constructed in building 769 is operational with effective use of the old Central Security Control as an alternate.

Inspections. The 551st Air Police Squadron successfully passed the security portion of the 26th Air Defense Missile Squadron's 26th Air Division TAC Eval and ADC ORI. The Squadron also passed the two 60th Fighter Interceptor Squadron's capability inspections Security portions.

XVI. STAFF JUDGE ADVOCATE

Key Personnel. On 31 March 1966, Lt. Col. John B. Higby retired from active duty with the United States Air Force, having completed over 23 years of service. Lt. Col. Quentin F. Teeven, assigned to this office in late March, assumed duties of Staff Judge Advocate.

Actions. During the period 1 January to 31 March 1966, the docket of cases reflected the following: 4 Special Courts-Martial, 1 Summary Courts-Martial and 53 Article 15's. A total of 28 Administrative Board proceedings, 19 contracts, 12 Line of Duty Determinations, and 11 Reports of Survey were reviewed for legal sufficiency. 934 military personnel and their dependents received legal assistance during the quarter.

XVII. BASE CHAPEL

Programs. A new schedule for PCS Interviews went into effect on 8 February 1966 calling for interviews on every Tuesday and Friday at 0800 hours at the Chapel Center.

An annual Religious Census of Base Housing occupants was conducted on 27 February 1966.

A consolidated Moral Leadership Program was initiated on 1 March 1966. The new program is held for 5 days with 10 sessions in the base theatre in an effort to reach maximum attendance in minimum manhours.

General. A completely revised set of Chaplains Operating Instructions went into effect 12 January 1966.

"Clergy Day", an annual event, was held on 17 January 1966. Approximately 37 clergymen of all faiths from Cape Cod attended.

Effective 14 March 1966, Monday became a minimum manning day in the Chaplain Section.

XVIII. BASE SERVICES DIVISION

Housing and Billeting. Due to the deactivation of the 19th ARS and above average PCS assignments, Base Housing experienced a surplus of 70 units. Approximately 100 letters of invitation were sent to personnel residing in local communities asking for volunteers to move onto the base. It was necessary to order onto the base officer personnel who arrived at Otis in 1965 and do not own their own homes. Fifteen enlisted personnel asked to be ordered onto the base and were so ordered.

Base Exchange. The new Main Exchange in Bldg 5203 was opened to the public on 11 Mar 66, as scheduled. Sales figures that were compiled during the remainder of the month indicated a 25% increase in sales over those experienced in the Old Main Store. Conversion was completed on the Old Main Store to a sports and garden store. Customer response on the opening of this facility 31 Mar 66 was extremely good. The Base Exchange Beverage Store was also completely redecorated during January. A completely new refreshment stand was activated at the Base Theatre under a new concessionaire contract with Manley, Inc. of Kansas City, Missouri in February.

A customer survey was conducted during January and indicated generally good customer satisfaction with all areas of operation.

Commissary. On 25 Jan 66 Lt. Ernest D. Lorenzen was appointed Asst. Commissary Officer at North Truro AFS "Breadwinner" commissary store replacing Lt. Henry J. Staniszewski, Jr. On 25 Feb 66 Mr. Andrew J. Gnoza, Jr., DAF civilian, was appointed Commissary Officer for Otis AFB, replacing acting Commissary Officer Mr. Douglas A. Neil. Mr. Neil assumed the duties of Asst. Commissary Officer.

Clothing Sales Store. An audit of the Clothing Sales Store was completed on 9 Feb 66 and answered on 28 Feb 66. The CSS was inspected by the 26th Air Division during the month of March 1966 and obtained a score of 757 points out of a possible 790. Inspection included all areas of operation.

Redistribution and Marketing. In January, Mr. Richard Bonfanti of MAAMA, Marietta AFS, Pennsylvania reviewed the overall operation of the R&M activity. Results of this inspection were excellent and no discrepancies existed.

A retail sale of surplus Base Exchange property realized \$261.

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MISSION ANALYSIS REPORT NO 66-3

March 1966

1. (C) Summary of Flying Activities:

	<u>Scheduled</u>	<u>Flown</u>	<u>+ or -</u>	<u>Percent</u>
AAD	2162	2169	+ 7	100
Training	432	339	- 93	78
Transition Diversions	-	-	-	-
Special	-	113	+113	-
Mission Support	238	187	- 51	79
Test/Ferry	90	14	- 76	16
LRN	216	204	- 12	94
Training Mission	-	56	+ 56	-
TOTAL	3138	3082	- 56	98.2%

2. (U) Flying Time by Type of Aircraft:

	<u>EC-121H</u>	<u>TC-121C</u>	<u>Total</u>	<u>C-47</u>	<u>U3A</u>
	2851	231	3082	71	67

3. (U) Sorties Flown:

	<u>EC-121H</u>	<u>TC-121C</u>	<u>Total</u>
AAD	193	-	193
Transition	63	16	79
Special	8	3	11
Mission Support	3	17	20
Test/Ferry	7/2	-	7/2
LRN	9	-	9
Training Mission	3	-	3
TOTAL	288	36	324

4. (U) Flying Time by Squadrons:

	<u>960</u>	<u>961</u>	<u>962</u>	<u>Maint</u>	<u>Total</u>
AAD	708.0	753.0	705.6	-	2166.6
Other	310.7	249.8	340.7	14.2	915.4
TOTAL	1018.7	1002.8	1046.3	14.2	3082.0

5. (C) Monthly Average Possession

<u>EC-121H</u>	<u>TC-121C</u>	<u>C-47</u>	<u>U3A</u>
24.0	3	1	1

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6. (C) Station Time:

<u>Station</u>	<u>Auto/Man Provided</u>
2	442:33/ 2:05
4	490:41/26:42
6	266:52/ 6:07
8	145:30/ 4:24
Total	1345:36/39:18

TOTAL 1384:54

a. HRI Outage:	440:02
B. Comm Outage	0:00
c. AFS-95 Outage	12:24
d. AGDL Outage	0:10
e. TDDL Outage	134:03
f. SIF Outage	66:42

7. (U) EC-121H Possession:

Hours Possessed:	17904
Ops Ready:	10904
NORM	6172
NORS	828

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MISSION ANALYSIS REPORT NO. 66-2

FEBRUARY 1966

DOWNGRADED AT 3 YEAR INTER-
VALS; DECLASSIFIED AFTER
12 YEARS
DOD DIR 5300.10

1. (C) Summary of Flying Activities:

	<u>SCHEDULED</u>	<u>FLOWN</u>	<u>+ OR -</u>	<u>PERCENT</u>
AAD	1763	1999.9	+236.9	113
Training	368	172.9	-195.1	47
Transition Diversions	-	-	-	-
Special	-	51.9	+ 51.9	-
Mission Support	208	212.4	+ 4.4	102
Test/Ferry	78	5.2	- 72.8	7
LRN	96	162.7	+ 66.7	169
Training Mission	-	*43.0	+ 43.0	-
TOTAL	2513	2648	+135/0	105

*Three T/M were AAD Not Provided - 1 T/M was AAD Ground Abort.

2. (U) Flying Time by type of aircraft:

	<u>EC-121H</u>	<u>TC-121C</u>	<u>TOTAL</u>	<u>C-47</u>	<u>U3A</u>
	2394	254	2648	62	33

3. (U) Sorties flown:

	<u>EC-121H</u>	<u>EC-121C</u>	<u>TOTAL</u>
AAD	178	0	178
Transition	32	13	45
Special	6	0	6
Mission Support	2	15	17
Test/Ferry	5	0	5
LRN	7	0	7
Training Mission	4	0	4
TOTAL	234	28	262

4. (U) Flying Time by Squadrons:

	<u>960</u>	<u>961</u>	<u>962</u>	<u>Maint</u>	<u>Total</u>
AAD	653.5	732.7	613.7	-	1999.9
Other	250.8	156.0	226.4	14.9	648.1
Total	904.3	888.7	840.1	14.9	2648.0

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5. (C) Monthly Average Possession:

<u>EC-121H</u>	<u>TC-121C</u>	<u>C-47</u>	<u>U3A</u>
24.0	3	1	1

6. (C) Station Time:

<u>STATION</u>	<u>AUTO/MAN PROVIDED</u>
2	393:43/1:21
4	469:33/11:57
6	192:11/0:28
8	113:11/ -
Total	<u>1168:38/13:46</u>
Total	1182:24
a. HRI Outage	266:38
b. Comm Outage	0:00
c. APS-95 Outage	19:01
d. AGDL Outage	10:51
e. TDDL Outage	78:31
f. SIF Outage	49:20

7. (U) EC-121H Possession:

Hours Possessed	16104
Ops Ready	8204
NORM	6928
NORS	971

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MISSION ANALYSIS REPORT NO. 66-1

JANUARY 1966

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1. (C) Summary of Flying Activities:

	<u>SCHEDULED</u>	<u>FLOWN</u>	<u>± OR -</u>	<u>PERCENT</u>
AAD	1830	*1703	- 127	93
Training	500	322	- 178	64
Transition Diversion	-	-	-	-
Special	-	21	+ 21	-
Mission Support	234	182	- 52	78
Test/Ferry	30	20	- 10	67
LRN	96	126	+ 30	131
Training Mission	372	244	- 128	66
TOTAL	3062	2618	- 444	85

*5 AAD's were unsuccessful and flown as TM's.

2. (U) Flying time by type of aircraft:

	<u>EC-121H</u>	<u>TC-121C</u>	<u>TOTAL</u>	<u>C-47</u>	<u>U3A</u>
	2414	204 336 (7-6)	2618 2728	56	90

3. (U) Sorties flown:

	<u>EC-121H</u>	<u>EC-121C</u>	<u>TOTAL</u>
AAD	155	-	155
Transition	67	8	75
Special	1	0	1
Mission Support	9	11	20
Test/Ferry	14	1	15
LRN	5	0	5
Training Mission	20	2	22
TOTAL	271	22	293

4. (U) Monthly Average Possession:

	<u>EC-121H</u>	<u>TC-121C</u>	<u>C-47</u>	<u>U3A</u>
	24.3	3	1	1

5. (C) Flying time by Squadrons:

	<u>960</u>	<u>961</u>	<u>962</u>	<u>Maint</u>	<u>Total</u>
AAD	577.4	598.7	527.2	-	1703.3
Other	302.4	302.1	291.6	18.6	914.7
TOTAL	879.8	900.8	818.8	18.6	2618.0

DOWNGRADED AT 3 YEAR INTER-
VALS DECLASSIFIED AFTER
12 YEARS
DOD DIR 5200.10

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6. (C) Station Time:

<u>STATION</u>	<u>AUTO/MAN PROVIDED</u>
2	374:38/ 1:20
4	382:48/ 9:32
6	172:16/11:23
8	74:36/11:20
Total	1004:18/33:35
Total	1037:53

a. HRI Outage:	311:09
b. Comm Outage:	0:00
c. APS-95 Outage:	24:34
d. AGDL Outage:	4:10
e. TDDL Outage	126:43
f. SIF Outage	45:20

7. (U) EC-121H Possession:

Hours Possessed:	18906
Ops Ready	9595
NORM	6155
NORS	2354

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This history is classified CONFIDENTIAL in accordance with the highest classification of the source materials used in its preparation. Appendix A contains classified materials. Chapters I through XIX used no classified material in their preparation and are, therefore, UNCLASSIFIED.

Downgraded at 3 - year intervals
Declassified after 12 years
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C-8217-12

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HISTORICAL RECORD

of the

551ST AIRBORNE EARLY WARNING AND CONTROL WING (ADC)

for the period ending

30 September 1966

SHIELD OF FREEDOM

ADC FORM 102
FEB 64

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PREVIOUS EDITION OF THIS FORM MAY BE USED FC: 5300

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Section I. REQUIRED DATA																
1. UNIT AND LOCATION 551st Airborne Early Warning and Control Wing, Otis AFB, Mass.	2. NAME AND GRADE OF COMMANDER JAMES P. LYLE Colonel, USAF															
3. CHAIN OF COMMAND (Superior Echelons) United States Air Force Air Defense Command 1st Air Force	For Operational Control: North American Air Defense Command Continental Air Defense Command 1st NORAD/CONAD Region															
4. SUBORDINATE UNITS (Down to and including squadrons) 960th AEW Con Squadron 961st AEW Con Squadron 962nd AEW Con Squadron 551st Combat Support Group 551st Headquarters Squadron 551st Air Police Squadron 551st Electronics Maintenance Squadron 551st Field Maintenance Squadron 551st Organizational Maintenance Squadron 551st Civil Engineering Squadron	551st Transportation Squadron 551st USAF Hospital 551st Supply Squadron 551st WAF Squadron															
5. MISSION (Give authority and brief statement of primary mission) The 551st AEW Con Wing mission was delegated by Major General G. H. Austin, commanding the 1st Air Force, in 1st Air Force Regulation 23-2, dated 1 April 1966. The mission of the Wing is to equip, train, operate, and administer AEW and Con forces and place these forces in a maximum state of readiness under the operational command/control of commanders designated by competent authority.																
6. PERSONNEL																
	<table border="1"> <thead> <tr> <th></th> <th>OFFICERS</th> <th>AIRMEN</th> <th>CIVILIANS</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>AUTHORIZED</td> <td>348</td> <td>2916</td> <td>652</td> <td>3916</td> </tr> <tr> <td>ASSIGNED</td> <td>335</td> <td>2823</td> <td>621</td> <td>3779</td> </tr> </tbody> </table>		OFFICERS	AIRMEN	CIVILIANS	TOTAL	AUTHORIZED	348	2916	652	3916	ASSIGNED	335	2823	621	3779
	OFFICERS	AIRMEN	CIVILIANS	TOTAL												
AUTHORIZED	348	2916	652	3916												
ASSIGNED	335	2823	621	3779												
7. EQUIPMENT (Give official nomenclature and quantity of mission-type equipment)																
EC-121Hs	- 29															
TC-121Hs	- 3															
C-47s	- 1															
Total	33															

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COMMENTARY	
Section II.	(See ADC Supplement I to AFR 210-3 for additional guidance)
<small>PART A. This part should contain significant information relating to your unit's mission performance. Some basic subjects to include are: (1) operations and training; (2) changes in primary equipment such as radars, aircraft, etc.; (3) equipment performance; (4) facilities; (5) maintenance and supply problems; (6) personnel matters affecting the mission; (7) any other subjects bearing on mission performance.</small>	
I.	<u>MISSION AND ORGANIZATION</u>
	<u>Mission.</u> See Section I, Paragraph 5.
	<u>Organization.</u> See Section I, Paragraph 4.
II.	<u>INTELLIGENCE</u>
	<u>UFO Reports.</u> Four Unidentified Flying Object observations were reported to the Intelligence Division during the months of July and August. Two of these sightings were attributed to being heavenly bodies. Another observation was correlated with a commercial blimp flying in a distance over the horizon. The fourth sighting could not be matched with any known object.
	<u>Aircrew Intelligence Training.</u> Intelligence Lesson #5, Submarine Recognition and Reporting, was presented to 404 aircrew members at seven sessions during September. Quarterly recognition/testing periods were held from 11 through 21 September. A total of 41 pilots completed this training.
	<u>Air Defense Exercises.</u> Intelligence personnel participated with the Battle Staff in Exercise Top Rung XIII on 4 August.
	<u>Anti-Submarine Warfare School.</u> Lt John P. Bachelder, Chief of Intelligence Division, attended a five-day Anti-Submarine Warfare Course at Norfolk, Va., from 12-16 September. Lt Bachelder also attended a one day Intelligence Officers conference at Hancock Field, New York on 20 July.
III.	<u>STANDARDIZATION AND EVALUATION DIVISION</u>
	<u>Projects.</u> Aircrew Study Guides, 551 Wing Manual 51-121, Volumes I through VIII, were completed and distributed during September. The organization of these manuals was started late in the last quarter and contains a
<small>(If more space is needed, continue on blank sheets, size 8 x 10 1/2, numbered and securely attached hereto.)</small>	

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Section II.	COMMENTARY (Continued)
<p>PART B: This part should include a list of key personnel and information on: (1) community relations; (2) awards and decorations; (3) morale; (4) any other subjects the commander may wish to include.</p> <p>minimum of 300 questions for each aircrew position on the EC-121-H.</p> <p>Coordination, editing, and final typing of the new and greatly expanded Wing Manual 51-121, Operational Procedures for Electronic Technicians has continued throughout this period.</p> <p>Wing Stan/Eval flight crew personnel tested the proto-type oil-heated boost venturi hangers for SAAMA, SMAMA and Aerodex. The local configuration of carburetor air doors, in association with the above modifications, was evaluated at the same time and was considered highly satisfactory by depot personnel.</p> <p>The flight engineers issued Change B to Wing Manual 55-4, concerning aircraft weight and balance.</p> <p>The Stan/Eval Division evaluated the initial report submitted by the ALRI Study Team and formulated a reply which included recommended actions by ODC for immediate adoption of new procedures which would enhance on-station performance of the ALRI equipment.</p> <p>IV. <u>COMMAND POST</u></p> <p><u>Personnel.</u> Major Russell L. Ohl, Chief, Command Post, received orders to Vietnam and departed here on 7 Oct 66. Captain Daniel E. Skutach has been assigned to the CP as Assistant Chief.</p> <p>During this reporting period, there has been a change in duty officers, Command Post NCOIC, and Radio operators with a loss of two HF radio operators</p>	
<p><small>(If more space is needed, continue on blank sheets, size 8 x 10 1/2, numbered and securely attached hereto.)</small></p>	
<p><small>PREPARED BY (Typed name and grade of Historian)</small></p> <p>EARL S. RICHARDSON, 2nd Lt., USAF</p>	<p><small>SIGNATURE</small></p> <p><i>Earl S. Richardson</i></p>
<p><small>APPROVED BY (Typed name and grade of Commander)</small></p> <p>JAMES P. LYLE, Colonel, USAF</p>	<p><small>SIGNATURE</small></p> <p><i>James P. Lyle</i></p>

and a gain of a CP duty NCO and a CP duty airman.

Inspection. The Command Post had an IG inspection on 4 August and only minor discrepancies were found (incorrect posting of publications).

V. OPERATIONS AND PLANS DIVISION

Briefings and Distinguished Visitors. During this reporting period, a total of five briefings were given. These briefings were presented to the ADC Safety Team, U.S. Postal Censorship Symposium, 552nd Wing Commander and staff, NORAD Team and a team of engineers from IBM and Litton Industries.

Several 35mm slides were reviewed and reaccomplished during this quarter.

Plans and Orders. 551 OPOD 3-66, AEW&C Operations, and 551 OPLAN 4-66, Hurricane Evacuation, were revised and published. Operations Plan "Southern Tip" and Operations Plan "Sky Train" were completed and are being reviewed by all applicable staff agencies.

VI. COMMUNICATIONS DIVISION

Personnel. Major George E. Mitchell, AFSC 3011, was assigned duty as Chief, Communications-Electronics Division, effective 8 Aug 66.

VII. TRAINING DIVISION

Departmentalization. Effective 1 July, the Training Division was separated from the Operations Division and was designated the Training Division (551OTT). This organization is in accordance with AFM 26-2.

Training. During this quarter the Personal Equipment and Survival School provided field survival training to more than 500 cadets in support of two AFROTC Field Training Encampments.

Survival academics and wet ditching were given to 604 persons.

The Training Division, in conjunction with 204th FTD, developed and implemented the ALRI Crew Chief Familiarization Course (AZF 30XXX-2).

During July and August, 64 personnel were sent to SAGE for cross-training. SAGE cross-training was suspended during September because of a lack of TDY funds.

Personnel. Thirty-nine personnel were sent to the 762nd Radar Squadron at North Truro, Mass. for BUIC cross-training.

Orders. Fragmentary Orders were published in support of ten training exercises conducted by the 21st, 33rd, and 35th Air Divisions. Additionally frag orders were published in support of two large scale evaluation exercises (TOP RUNG XIII, and SNOW TIME XVLLI) conducted by SAC/NORAD Joint Operations Task Force.

VIII. WING SAFETY DIVISION

Flying Safety. During this period one incident report was submitted on a one-time 5-day message. On Sept 66, A/C 555263 lost a left rear right main gear door in flight.

Precautionary Landings. There were 26 precautionary landings during this period. Of this number, 21 involved engine shut-downs; 1 was for a faulty aileron control system; three for gear systems indicated unsafe, and one for door separation

caused by deterioration of main cargo pressure seal.

Aircraft Barrier Engagement. One barrier engagement occurred on 11 July 66 when upon contact and landing deceleration (both of which were smooth) F100C experienced drag chute failure. The pilot elected to extend the tail hook when he decided excessive braking would be required to stop. The tail hook engagement on runway 05 was unsuccessful.

Operational Hazard Report. There were a total of 12 OHRs processed and completed by the Wing Safety Division during this period.

Flying Safety Surveys. A flying safety survey was taken of the three tactical squadrons (960, 961, 962) on 27 September and all received a satisfactory rating.

Aero Club Safety Survey. Colonel Kaltenbacher personally visited the Otis AFB Aero Club and found everything to be in order and ready for inspection by the Safety Division. All items of the ADC checklist were in order.

Ground Safety. During the first quarter of FY 67, 2 government motor vehicle accidents, 1 special purpose vehicle accident, 5 privately owned motor vehicle accidents, 2 recreational accidents, and 2 industrial accidents were reported to DIG/Safety Headquarters, USAF. These accidents accounted for 8 disabling injuries and 1 civilian disabling injury, \$760 in USAF vehicle damage cost and no USAF property damage. The overall evaluation of ground accidents amounted to \$6,102.

Basic Driver Education Course. One course was conducted with a total enrollment of 42 students.

Safety Education and Publicity Activities. The "Otis Notice" (base weekly publication), circulars, posters, and daily bulletins were used widely to inform all base personnel of various seasonal hazards. The center spread in the base newspaper was used primarily to remind personnel of the hazards of vehicle operation over the Labor Day weekend. The \$10 weekly allotment for the Seat Belt Contest from 1st Air Force expired as of 23 Sept 66. However, the contest will continue with funds from our Central Base Fund. Our base billboards are also changed on a monthly basis.

Personnel. The Safety Division is at present 50% undermanned.

Ground Safety. Three written ground safety surveys were accomplished during this reporting period. Continued emphasis is being placed on automobile safety during the winter season.

IX. MAINTENANCE

Quality Control. Forty aircraft phase inspections were accomplished this quarter. Twenty aircraft in-commission spot checks and 20 engine build-up inspections were completed. Seventy inspections and 98 spot checks were conducted on AGE power equipment. Seventeen 781-Jacket-record inspections and four acceptance inspections from LASNY were completed.

Activities and facilities inspections were conducted within Maintenance Control, Material Control, Analysis, Records and Reports; and Standardization and Training Functions. One hundred percent inspection of the 551 Electronics Maintenance Squadron and 551 Field Maintenance Squadron responsibility was accomplished.

A total of 22 unsatisfactory reports were submitted by this section. The bulk of these UR's concerned R-3350-93 engines; pulse transformers, APS-95 receivers and transmitters, magnetic clutches, one magnetron, one hydraulic pump, one AGE blower system, one vane gear box and CSD's. In most cases units were held for exhibits, but some were repaired at station and returned to service.

Fifty-five Form 22's were submitted concerning technical order deficiencies. The majority of the deficiencies were reported by the Field Maintenance Electric Shop. Other organizations submitting deficiency reports were Electronic Maintenance Shop, Hydraulic Shop, CSD Shop, AGE, PMEL, Jet Engine Build-Up and Instrument Shop.

The Flight Test Branch accomplished a total of 54 flights during this period which included: 10 functional check flights after phase inspections, 12 functional flights after completion of TOC IC-121-762C, 22 flight tests after major control work and/or tension regulator changed, 4 LASNY inputs and pickups, and 11 test flights for miscellaneous maintenance.

Staff Electronics. Capt Nathaniel L. Holloway returned to duty as OIC, Staff Electronics after serving on the ALRI Study Team as ADC On-Site-Sub-Manager.

Manning. A total of ten additional slots for civilian personnel have been authorized for Electronic Maintenance. This gives a total of 21 civilian personnel authorized in the Electronic Maintenance Squadron.

The 12th, and last, ARINC Status Letter was received on contract AF09 (603)-60818. Several modification proposals are being flight tested on Aircraft 262, 402, 535, and 540. Laboratory testing of APS-103 magnetic clutch modifications are

continuing and will be detailed in the ARINC final design package.

Maintenance Supply Liaison. A decrease in the number of cannibalizations was realized during this reporting period. In July 193 cannibalizations were authorized, 108 in August, and 63 in September. This was a downward trend from the previous reporting period which had a monthly average of 280 cannibalizations.

Personnel. A total of 21 persons are now assigned to MSL activity. This is 6 more personnel than the UMD authorizes. A Management Engineering Team Study is to be completed in December 66 which should justify these additional personnel. Of the 21, four will be discharged in November. The loss of these persons will adversely affect the Liaison/Verification function of the MSD activities, unless replacement personnel are assigned within sufficient time prior to their loss.

Maintenance and Supply Liaison. During September a reconciliation of all outstanding parts on back order against all aircraft was completed. This review was accomplished by using a machine furnished by Base Supply. All Aircraft DD Form 781's were physically inventoried against ADC Form 385 (Outstanding Parts Requirements record) for current part requirement document numbers. All document numbers for which a valid requirement could be verified by the aircraft crew chief, were promptly cancelled.

Maintenance Analysis. Internal stop fuel injection nozzles have been installed as a test, in four separate engine positions on four aircraft. Total overall time accumulated on these installations is 2607 operational hours with no reported discrepancies. This indicates complete success of this test and should eventually result in a permanent fix through issuance of a TCTO.

Slotted nozzle and pin test PRT's are progressing satisfactorily with only one reported failure. Total accumulated operative time on test PRT's is 2132 hours and is indicative of a successful test.

The test conducted on "oil heated booster hangers" in this Wing was successful and has resulted in publication of TCTO 2R-3350-542 and IC-121-776. Five aircraft have been modified within this Wing.

Because of a lack of funds submission of maintenance work order requests (AF Form 332) was practically nil. It was discovered, however, that in most cases work orders were not being processed through the Maintenance Analysis Division. This has been corrected by creating a more stringent control over routing and approval of maintenance facilities work order requests.

X. SUPPLY

Personnel. Forty-two new airmen have been assigned to the Supply Squadron while 62 other airmen have been either reassigned or discharged from the Air Force.

Item Accounting Branch. ADC Management Engineering Team members assigned to this branch spent one month evaluating work performance and manning. They were present for orientation and pre-study plus an additional two days for recapitulation and finalization.

The 1st Air Force inspection revealed two minor discrepancies in Document Control Section and Research Units; none were discovered in ADPE/PCAM.

A major revision and rewrite of many internally stored programs was received and implemented after the end of the year reporting in July.

A new electrically driven rotary file was installed for storage of DD Forms 1348 in Document Control. A safe for storage of tapes and object decks, and a card reader for permitting direct card input from receiving was also installed.

Major programs completed were Bench Stock Review and Releveling of the account.

The Stock Number Users Directory input also began via autodin transmission.

Management and Procedures. Our approved annual budget authorization for FY 67 is \$1,788,973. The first quarter budget was \$836,883. We actually obligated \$866,945; thus exceeding our program by \$30,062.

Our approved annual budget authorization for supplies for FY 67 is \$155,641. The first quarter program was \$69,038. We actually obligated \$74,662; thus exceeding our program by \$5,624.

During the first quarter the base supply account was analyzed to determine exactly how many items were in the base funded category. A total of 34,275 line items were funded with the largest federal supply groups being 53 with 7888 line items and 59 with 12,482 line items. This 34,275 total reflects well over 50% of the account that requires funding and budgeting procedures at base level. It is to be anticipated that this percentage will increase during the succeeding years as items are transferred from Air Force responsibility to GSA, DSA, and local purchase.

New regulations initialed and published by the Funds Management Section include 551 AEW&C Wing Reg 67-2 (Operational and Maintenance Funds Management) and OAFB Reg 67-1 (Budgeting and Financial Management Base Level).

Equipment Management. An adequate supply of strobe lights and pen guns were received by the Personal Equipment Section.

A complete review of technical tool listings by the Maintenance Officer was accomplished.

Problem Areas. The Equipment Management Survey found that there were some areas in EMO that were unsatisfactory or marginal. In order to bring these areas to a satisfactory level, each area as defined in error is being analyzed and corrective programs are being established.

Fuels Management. A waiver granting deviation from criteria to retain the liquid oxygen storage site was disseminated by Headquarters USAF.

Due to the closing of the Tiverton, Rhode Island off-base aviation fuel terminal, emergency distribution of aviation fuel has been diverted to three off-base sites. They are Standard Transmission Corporation, Sandwich, Mass.; AF POL RDS, Newington, N.H.; and AF POL RDS, Searsport, Maine.

Materiel Facilities. The remote console and operator were relocated closer to the receiving lines to facilitate faster processing of receiving documents. A card reader has been installed in the Receiving Section to operate as one unit with the remote. Since the introduction of the card reader processing time for all receipts has reduced.

Explosive Ordinance. The EOD Element was involved in ten explosive incidents, requiring an AF Form 1058 (Explosive Ordinance Disposal Report) during this period. Request for assistance varied from routine pickup of small explosive items found on base to the intensive search and recovery of 260 rounds of cached

artillery ammunition found in a pond near the Wing Commander's quarters. The element also destroyed approximately 3000 pounds of unserviceable ammunition. In addition, the EOD Team responded to ten "mad bomber" calls. A reconnaissance of the suspected area was made in each case and on two occasions turned-up "inferno machines" closely resembling actual explosive devices. The element provided three persons to augment the ADC IG Team on six operational readiness inspections. The EOD Team maintained a two man after-duty stand-by support team. 3,360 man hours were spent in this area alone.

Training. In the last quarter the EOD Element participated in 12 RSP/Disassemblies and down loading of assigned weapons. Training was also conducted on the operation and care of assigned radiac equipment; the use, limitations and care of assigned protective clothing and breathing apparatus; and broken arrow exercises. General military training such as the maintenance of records, the technical order system, small arms qualification, and 5BX was accomplished. Also, during this quarter Sgt Petrilak and Sgt Sargent completed the formal EOD refresher course at Indian Head, Maryland.

Equipment Maintenance. Packaging of all equipment necessary to support the base host tenant mission was accomplished. This equipment is now stored in the EOD vehicle in a ready status. Wall charts were constructed to show the serviceability, inspection requirements, and location of equipment stored in the vehicle.

XI. CONSOLIDATED BASE PERSONNEL

Assignments. Personnel reassigned overseas, excluding Southeast Asia, totaled 110. Persons reassigned to Southeast Asia totaled 165. CONUS assignments

numbered 58. Four officers and 25 airmen volunteered for special duty; three officers and 53 airmen volunteered for overseas duty.

Major Officer Loss. Brigadier General Wright J. Sherrard, Wing Commander, was reassigned to the 4608 Spt Sq (ADC), Ent AFB, Colo., effective 1 August 66.

Separations. Eight officers and 40 airmen were retired. Miscellaneous discharges under AFR 39-11 through 39-21 numbered 20. A total of 20 officers and 338 airmen were separated from the Air Force.

Reports. CBPO maintained an outstanding Officer Effectiveness Report submission rate to ADC. The workload within the Airman Performance Report area remained consistently heavy.

Career Motivation. Much command interest was given to the Base Retention Program as retention statistics remained low throughout the quarter. The base retention rate for career airmen was 78% and 17% for first-term airmen.

Special Actions. The workload continued to mount as a result of the promotion cycle, the reassignment of the NCOIC, and the assignment of two unskilled level airmen. Administrative discharge actions continued to receive command interest. A total of 17 assigned personnel were processed for administrative discharge for the following reasons: hardship: 3; unsuitability: 5; unfitness: 5; and for the convenience of the government: 4. The number of persons submitting retirement papers during this period totaled 25.

CBPO Personnel. Lt Col Raymond E. Loos retired on 31 Aug 66.

XII. CIVIL ENGINEERING

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Engineering Branch. Projects totalling \$297,137 were forwarded to the Base Procurement Division for contractual award during this period.

Document to support the Otis AFB FY73 MCP were forwarded to 1st Air Force.

Work started during this period on the construction of a drive-in snack bar. Completion is scheduled for February 1967.

Fire Prevention Branch. Otis AFB had 14 reportable fires during this quarter which amounted to a government loss of \$500.

Inspections. The Protection Division at Otis AFB received a satisfactory rating on its IG inspection.

The division conducted a total of 2007 building inspections and 79 special inspections.

Fire Prevention Week. The Central Base Fund Council allocated \$140 to be used on our Fire Prevention Week Program.

Industrial Engineering and Analysis Branch. Revisions to Chapter 11, AFM 85-1, have been implemented, effective 1 July 66. A Chapter 12, Base Brass Automation Procedures, has also been added to AFM 85-1.

Control Center. Control activities were routine for the most part. Landscaping was reduced to a minimum pending completion of a new school, new theater, and drive-in snack bar. It is proposed to continue the program in the fourth quarter.

The continuing drought conditions in the New England area is slowing the normal growth of shrubbery and trees planted during the past year.

Utilities and Service Branch. During this quarter the base swimming pool

was cleaned, flushed, recirculated, and placed in operation. All grease traps, cesspools, and sludge in lift stations were pumped out by a contractor. Eighty-six fire hydrants were flushed and tested. A Bailey sewage recirculating meter was also installed in one of the pump stations.

XIII. ACCOUNTING AND FINANCE

Budget. The special revision to the FY66 O&M Financial Plans for projects 458, 478, and 720 were prepared and forwarded to 1st Air Force for approval on 22 July 66.

Management Analysis. The Commander's Briefing for the Wing Commander and his staff, including squadron commanders was given three times during this quarter: 15 July, 19 August, and 21 September.

Accounting and Finance. Captain William H. Coffey assumed duties as Accounting and Finance Officer on 6 September 66.

The military and civilian pay raise was computed and processed on schedule.

Data Automation. The wing reporting record, with exception of daily and "as required" reports to 1st Air Force for the period 1 July thru September was as follows:

<u>Month</u>	<u>No. of Reports Submitted</u>	<u>No. of Late Reports</u>
July 66	268	1
August 66	171	0
September 66	170	0

XIV. BASE PROCUREMENT

Actions. Purchase actions during this period were 2,258. Line items

processed totaled 15,329. Total monies spent amounted to \$3,375,454.

XV. SECURITY AND LAW ENFORCEMENT

Activities. During the Otis AFB Open House, the 551st Air Police Squadron provided traffic control for approximately 12,000 visitors. This included the parking of vehicles, traffic flow, and the expediting of the flow of traffic in and out of the base. A group of pacifists demanded entry to the base for the purpose of demonstrating. This demand was denied in such a manner as to bring a minimum of adverse publicity to the Air Force and Otis AFB.

Inspections. The Air Police Sq passed the security portion of the 1st Air Force general inspection and received outstanding ratings in the Sentry Dog Section and the Confinement Facility.

Policy and Plans. A base regulation was initialed by the Air Police Sq providing for storage of privately owned boats on Otis AFB. This was done to eliminate the improper utilization of the already limited parking space in the housing area.

XVI. BASE CHAPEL

Personnel. Chaplain, Lt Col Norman G. Folkers departed PCS on 28 Aug 66 and Chaplain, Captain Edward E. Wisniewski arrived on 30 Aug 66.

As of 23 May 66, we have a chaplain assigned as Site Chaplain for the 762nd Radar Squadron, North Truro AFS, Mass.. Effective 23 July 66, Rev. Father John M. Fee and Rev. Edgar A. Reed were assigned as auxiliary chaplains at North Truro AFS.

Programs. Chaplain office hours will officially begin on 8 August 66 at the Shaw Hall Chapel. Full-time coverage by a Protestant Chaplain and Wednesday

afternoon coverage by a Catholic Chaplain will be provided.

As of 15 Sept 66, a monthly Chapel Page appears in the Base newspaper. This is in addition to the weekly Chaplain's Column and other publicity items.

XVII. BASE SERVICES DIVISION

Renovations. The heating system in the main commissary store was rehabilitated, resulting in an increase in heating efficiency as well as providing possibilities for the installation of air conditioning.

Six new produce display cases were installed to replace six older ones. The replacements add considerably to the appearance of the commissary.

The electric power supply to the main commissary store was stepped up by the installation of three transformers. This was necessary because of the increasing demand for refrigeration.

XVIII. STAFF JUDGE ADVOCATE

Adjudicative Actions. During this quarter, 3 Article 32 investigations, 3 Special Courts-Martial, 1 Summary Court-Martial, and 68 Article 15 actions were completed.

This office also rendered 10 Administrative Board Proceedings, 56 Contracts, 21 Line of Duty Determinations, and 6 Reports of Survey.

There were a total of 24 claims adjudicated and paid at this headquarters, and 10 were forwarded to the next appropriate settlement authority.

Personnel. First Lieutenant Thomas P. Zolezzi was assigned to the Legal Office, effective 30 Sept 66.

XIX. BASE OPERATIONS AND TRAINING DIVISION

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Base Activities. Open House was held on 13 Aug 66 and was acclaimed an outstanding success.

Recently, First Air Force conducted an inspection of the division and gave us a satisfactory over all rating with excellent ratings in the Flight Planning, General Military Training, Small Arms Training, and Disaster Preparedness Sections.

Photo Lab. Personnel from the Photo Lab have completed 919 photo missions, resulting in the production of some 9,300 black/white prints and 55 color prints.

The office previously housing the film library was converted into an alert photographer room.

Film Library. The Base Film Library was relocated to Building 1060. The entire operation was accomplished on a self-help basis by the three personnel assigned. Work benches, storage shelves, and various other improvements were made to the new film library. A preview room is now being set-up along with appropriate equipment.

Base Operations. The total traffic count for the reporting period is as follows:

<u>Month</u>	<u>Type</u>	<u>Inbound</u>	<u>Outbound</u>
July	IFR	619	575
	VRF	1209	1219
Aug	IFR	500	485
	VRF	555	616
Sept	IFR	346	337
	VRF	290	296
Total	IFR	1465	1397
	VRF	2040	2131

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Ground Training. AFM 50-15, GTM, was published and distributed on 1 July 66. The manual and its supplements were received on 10 August and 1st Air Force demanded its immediate implementation.

Management Training. The MGT-1 Course has been discontinued since April 1966 due to low manning. A course was programmed to start on 26 September, but has delayed one week for emergency leave on the part of the instructor. This course is now in progress. An AFM 10-1 briefing was given for Hospital Reserve personnel of the 19th Air Medical Services Squadron on annual training at Otis AFB.

Disaster Preparedness. A simulated "broken arrow" was conducted at 26 Air Defense Missile Squadron on 21 July 66; another on 4 August, and a third one on 30 Sept 66.

A Base Command Post exercise was conducted on 4 Aug 66 in support of Exercise "Top Rung XIII".

A Fallout Shelter Management Course was conducted by the Office of Civil Defense in cooperation with the University of Massachusetts Extension Course Program during the week of 19 thru 23 September. Twenty-two persons attended; all completed the course satisfactorily.

Facilities and Equipment. Work was completed on an intercom system in the Base Command Post on 30 Sept 66. Additional instruments were placed in the Wing ALCOP, Base Commander's room and Monitor Control Center.

Small Arms Marksmanship Center. Ninety-seven percent of the 2,045 trained on the M-16 qualified. Of the 657 trained on the .38 caliber revolver, 97% qualified.

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MISSION ANALYSIS REPORT 66-7
JULY 1966

1. (C) Summary of Flying Activities:

	<u>Hours</u>	<u>Flown</u>
AAD		1810
Transition Training		192
Special		10
Mission Support		124
Test/Ferry		21
LRN		148
Training Mission		<u>88</u>
Total		2393

A. Allocated hours 2334 Hours Flown 2393; #59 hours.

2. (U) Flying time by Type of Aircraft:

<u>EC-121H</u>	<u>TC-121C</u>	<u>Total</u>	<u>C-47</u>
2204	189	2393	38

3. (U) Sorties Flown:

	<u>EC-121H</u>	<u>TC-121C</u>	<u>Total</u>
AAD	181	-	181
Transition Training	41	5	46
Special	2	1	3
Mission Support	2	13	15
Test/Ferry	23	1	24
Training Missions	2	7	9
LRN	7	-	-
TOTAL	258	27	285

4. (U) Flying Time by Squadron:

	<u>960</u>	<u>961</u>	<u>962</u>	<u>Maint</u>	<u>Total</u>
AAD	624	608	578	-	1810
Other	192	199	177	16	<u>584</u>
TOTAL					2393

5. (C) Monthly Average Possession:

<u>EC-121H</u>	<u>TC-121C</u>	<u>C-47</u>
25.3	2.6	1

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6. (C) Station Time:

<u>STATION</u>	<u>AUTO/MANUAL PROVIDED</u>
2	360:28/14:44
4	398:37/12:09
6	182:24/ 5:12
8	119:24/ 4:43
Total	1066:53/36:48
TOTAL	1097:41

A. Equipment Outage:

HRI	166:46
Comm	2:41
APS-95	8:19
AGDL	3:50
TDDL	113:31
SIF	48:02

7. (U) EC-121H Possession:

Hours Possessed:	18816
Ops Ready	11613
Norm	4938
NORS	2267

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MISSION ANALYSIS REPORT 66-8
AUGUST 1966

1. (C) Summary of Flying Activities:

	<u>Hours Flown</u>
AAD	1526
Special	8
Training Mission	177
Test/Ferry	14
LRN	49
Transition	163
Transition Diversion	<u>23</u>
Total Flown:	1960

2. (U) Flying Time by Type of Aircraft:

	<u>EC-121H</u>	<u>TC-121C</u>	<u>Total</u>	<u>C-47</u>
Allocated	1705	138	1843	18.6
Flown	1738	172	1960	41.0
Plus/Minus	483	434	4117	422.4

3. (U) Sorties Flown:

	<u>EC-121H</u>	<u>TC-121C</u>	<u>Total</u>
AAD	161	-	161
Transition	48	1	49
Special	3	1	4
LRN	3	-	3
Test/Ferry	15	2	17
Training Mission	<u>4</u>	<u>24</u>	<u>28</u>
Total	234	28	262

4. (U) Flying Time by Squadron:

	<u>960th</u>	<u>261st</u>	<u>962d</u>	<u>Maint</u>	<u>Total</u>
AAD	510	506	510	-	1526
Other	<u>147</u>	<u>150</u>	<u>123</u>	<u>14</u>	<u>434</u>
Total	657	656	633	14	1960

5. (C) Monthly Average Possession:

	<u>EC-121H</u>	<u>TC-121C</u>	<u>C-47</u>
	27.8	2	1

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6. (C) Station Time:

Station	Auto/Manual
2	376:55/30:59
4	366:59/14:23
6	229:20/ 7:47
8	99:07/17:57
Total	804:21/71:06
Total	955:27

A. Equipment Usage:

APS-25	5:56
MRI	102:43
SIF	43:18
Comm	6:22
TDDL	102:35
AGDL	4:36

7. (U) IC-121N Possession:

Hours Possessed	20714
Ops Ready	10201
N6RM	7115
NORS	2708

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MISSION ANALYSIS REPORT 66-9
SEPTEMBER 1966

1. (C) Summary of Flying Activities:

	<u>Hours Flown</u>
AAD	1496.7
Special	18.9
Training Mission	79.0
Test/Ferry	9.0
Transition	118.4
Total Flown:	<u>1722.0</u>

2. (U) Flying Time by Type of Aircraft:

	<u>EC-121H</u>	<u>TC-121C</u>	<u>Total</u>	<u>C-47</u>
Allocated	1650	90	1740	21
Flown	1632	90	1722	22
Plus/Minus	-18	Even	-18	+1

3. (U) Sorties Flown:

	<u>EC-121H</u>	<u>TC-121C</u>	<u>Total</u>
AAD	154	0	154
Transition	28	4	32
Special	4	1	5
LRN	0	0	0
Test/Ferry	12	4	16
Training Mission	6	8	14
Total	<u>204</u>	<u>17</u>	<u>221</u>

4. (U) Flying Time by Squadron:

	<u>960th</u>	<u>961st</u>	<u>962nd</u>	<u>Maint</u>	<u>Total</u>
AAD	521.8	460.7	514.3	-	1496.7
Other	61.4	86.5	67.7	9.6	225.2
Total	<u>583.2</u>	<u>547.2</u>	<u>582.0</u>	<u>9.6</u>	<u>1722.0</u>

GROUP-4
 Regraded at 3 year intervals;
 Declassified after 12 years.

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5. (C) Monthly Average Possession:

<u>EC-121H</u>	<u>TC-121C</u>	<u>C-47</u>
26.9	3	1

6. (C) Station Time:

<u>Station</u>	<u>Auto/Manual</u>
2	320:29/4:40
4	377:37/5:52
6	148:29/6:24
8	95:29/7:37
Total	942:04/24:33
Total	966:37

A. Equipment Outage:

APS-95	9:44
HRI	129:04
SIF	35:43
Comm	8:11
TDDL	100:05 (Equip)
AGDL	75:49 (Equip)

&. (U) EC-121H Possession:

Hours Possessed	19392
Ops Ready	11364.9
NORM	6947.5
NORS	1079.6

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*ESIAL A EO 13526
AFR - Jan 1982*

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RETAIN OR DESTROY IN ACCORDANCE WITH AFR 205-1

This history is classified CONFIDENTIAL in accordance with the highest classification of the source materials used in its preparation. Appendix A contains classified materials. Chapters I through XVII used no classified material in their preparation and are, therefore, UNCLASSIFIED.

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HISTORICAL RECORD

of the

551ST AIRBORNE EARLY WARNING AND CONTROL WING (ADC)

for the period ending

30 June 1966

SHIELD OF FREEDOM

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ADC FORM 102
FEB 54

PREVIOUS EDITION OF THIS FORM MAY BE USED

FC: 5300

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Section I. REQUIRED DATA																
1. UNIT AND LOCATION 551st Airborne Early Warning and Control Wing, Otis AFB, Mass.	2. NAME AND GRADE OF COMMANDER JAMES P. LYLE Colonel, USAF															
3. CHAIN OF COMMAND (Superior Echelons)																
United States Air Force Air Defense Command 1st Air Force	For Operational Control: North American Air Defense Command Continental Air Defense Command 1st NORAD/CONAD Region															
4. SUBORDINATE UNITS (Down to and including squadrons)																
960th AEW Con Squadron 961st AEW Con Squadron 962nd AEW Con Squadron 551st Combat Support Group 551st Headquarters Squadron 551st Air Police Squadron 551st Electronics Maintenance Squadron 551st Field Maintenance Squadron 551st Organizational Maintenance Squadron 551st Civil Engineering Squadron	551st Transportation Squadron 551st USAF Hospital 551st Supply Squadron 551st WAF Squadron															
5. MISSION (Give authority and brief statement of primary mission)																
The 551st AEW Con Wing mission was delegated by Major General G. H. Austin, commanding the 1st Air Force, in 1st Air Force Regulation 23-2, dated 1 April 1966.																
The mission of the Wing is to equip, train, operate, and administer AEW and Con forces and place these forces in a maximum state of readiness under the operational command/control of commanders designated by competent authority.																
6. PERSONNEL																
	<table border="1"> <thead> <tr> <th></th> <th>OFFICERS</th> <th>AIRMEN</th> <th>CIVILIANS</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>AUTHORIZED</td> <td>360</td> <td>2964</td> <td>577</td> <td>3901</td> </tr> <tr> <td>ASSIGNED</td> <td>360</td> <td>2928</td> <td>595</td> <td>3883</td> </tr> </tbody> </table>		OFFICERS	AIRMEN	CIVILIANS	TOTAL	AUTHORIZED	360	2964	577	3901	ASSIGNED	360	2928	595	3883
	OFFICERS	AIRMEN	CIVILIANS	TOTAL												
AUTHORIZED	360	2964	577	3901												
ASSIGNED	360	2928	595	3883												
7. EQUIPMENT (Give official nomenclature and quantity of mission-type equipment)																
EC-121Hs	- 29															
TC-121Hs	- 3															
C-47s	- 1															
U3A	- 1															
Total	34															

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Section II.	COMMENTARY
(See ADC Supplement I to AFR 210-3 for additional guidance)	
PART A. This part should contain significant information relating to your unit's mission performance. Some basic subjects to include are: (1) operations and training; (2) changes in primary equipment such as radars, aircraft, etc.; (3) equipment performance; (4) facilities; (5) maintenance and supply problems; (6) personnel matters affecting the mission; (7) any other subjects bearing on mission performance.	
I.	<u>MISSION AND ORGANIZATION</u>
	<u>Mission.</u> See Section I, Paragraph 5.
	<u>Organization.</u> See Section I, Paragraph 4.
II.	<u>INTELLIGENCE</u>
	<u>UFO Reports.</u> Ten Unidentified object sightings were reported to and investigated by this section during March and April. All except one were identified as aircraft or natural astronomical phenomena. Information of the sightings was forwarded to the Foreign Technology Division, Wright-Patterson AFB, in accordance with AFR 200-2. On 27 April an EC-121H on station sighted a submarine; it was later identified by Eastern NORAD Region as friendly.
	<u>Aircrew Intelligence Training.</u> Intelligence Lesson #3, a film of General McConnell's report to the 89th Congress, was presented to 504 aircrew personnel at nine sessions during April. Intelligence Lesson #4, an oral briefing on the Chinese Communist Threat and a classified film on Soviet Technology, was presented to 336 crew members at seven sessions during June 1966.
	<u>Air Defense Exercises.</u> Intelligence personnel participated with the Battle Staff in the following exercises: NORAD ORE MUTE XVIII-from 20 to 23 April and APACHE BRAVE III on 15 June 66.
III.	<u>STANDARDIZATION EVALUATION DIVISION</u>
	<u>Standardization and Training.</u> Cylinder failures in the 1, 3, 15 and 17 positions continue to be a problem. Inspection procedures have tightened up and the majority of discrepant cylinders are discovered before they become operational failures. It is the opinion of SAAMA that this problem will regress with
(If more space is needed, continue on blank sheets, size 8 x 10 1/2, numbered and securely attached hereto.)	

Section II.	COMMENTARY (Continued)
<p>PART B: This part should include a list of key personnel and information on: (1) community relations; (2) awards and decorations; (3) morale; (4) any other subjects the commander may wish to include.</p> <p>the installation of the oil-heated boost hangar master controls.</p>	
IV.	<p style="text-align: center;"><u>WING COMMAND POST</u></p> <p><u>Construction.</u> The ALCOP construction in building 769 has been completed with Project Officer 1st Lt Roger Boerner having done a real swell job. Plans have been made to change all telephone numbers from present duplication of Command Post numbers to separate numbers to be circulated at a later date. To date the ALCOP has accomplished its purpose in a commendable manner. An extension to the Sr. Director ENR Telephone has been installed for prompt relaying of necessary information to higher headquarters.</p> <p><u>Personnel.</u> Major John W. James, Chief, Command Post departed PCS on 22 Jun 66 and was replaced by Major Russell L. Ohl, effective that same date.</p>
V.	<p style="text-align: center;"><u>OPERATIONS PLANS DIVISION</u></p> <p><u>Plans and Orders.</u> 551 Operations Plan 2-65 Hurricane Evacuation Plan, was reviewed and updated. It is now being reviewed by interested offices prior to publication.</p> <p>A resume of all plans and orders applicable to the Wing was compiled and published. It will serve as a reference to all staff officers.</p> <p><u>Personnel.</u> Lt. Col. Robert P. Halpenny replaced Lt. Col. Frank J. Burry Jr. as Chief Operations Plans Division.</p> <p><u>Special Projects.</u> Project SPEED, originally initiated by Col. Wright J. Sherrard, was terminated with all objectives fulfilled.</p>
<p><small>(If more space is needed, continue on blank sheets, size 8 x 10, numbered and securely attached hereto.)</small></p>	
<p><small>PREPARED BY (Typed name and grade of Historian)</small></p> <p>PAUL E. MCMANUS, Captain, USAF</p>	<p><small>SIGNATURE</small></p> <p><i>Paul E. McManus</i></p>
<p><small>APPROVED BY (Typed name and grade of Commander)</small></p> <p>JAMES P. LYLE, Colonel, USAF</p>	<p><small>SIGNATURE</small></p> <p><i>James P. Lyle</i></p>

VI. COMMUNICATIONS-ELECTRONICS DIVISIONS

Revisions. The 551st Wing Voice Call Sign Listing was revised and brought up to date as of June 1966.

Personnel. Major William G. Runge, Chief Communications- Electronics Division was retired from the Air Force on 30 June 66. He will be replaced by Major George H. Mitchell.

VII. BASE OPERATIONS AND TRAINING

Base Operations. During this quarter, Dispatch Section Processed 4,613 flight plans. Of this, 98 were VIP flights and approximately 1036 were transients.

On 18 June, the 104th Tac Group, Massachusetts Air National Guard arrived for their annual two weeks of training and flew approximately 500 sorties.

Ground Training. Self-study General Military Training has been implemented base wide. The program has achieved a relative degree of success. Initial final examination results are being conducted indicating the validity of the program and the extent of the training being conducted.

One management course for Air Force supervisors was conducted during this quarter, graduating 18 students.

VIII. WING SAFETY DIVISION

Flying Safety. There were three minor aircraft incidents reported during this period.

Aircraft Incident No. 1; On 4 April 66, immediately after becoming

airborne, the right main outboard gear fairing door separated from the aircraft in flight.

Aircraft Incident No. 2; On 24 April 66, a Tactical Air Command aircraft with passengers on board experienced loss of pressurization at 19,000 feet. Aircraft landed at Otis and two passengers were found to be suffering hypoxia.

Aircraft Incident No. 3; On 30 May 66, an aircraft aborted the take-off roll for an Active Air Defense Mission when the #2 PRT of #3 engine disintegrated and pieces penetrated portions of the cowling and aircraft. No injuries resulted and only superficial skin damages were inflicted.

Precautionary Landings and Tire Failures. During this period there were 41 precautionary landings. Of this number, 36 were for engine failures and/or failures of components; 5 were for various other reasons. There were a total of 35 landing gear tires condemned.

Operational Hazard Reports. There were a total of 19 operational hazard reports received and processed by the Wing during this period.

Ground Safety. During the fourth quarter of the FY 66, 6 government Motor Vehicles were reported; 1 special purpose vehicle, 10 privately owned motor vehicle, and 1 industrial accident. These accidents accounted for 12 military disabling injuries, \$437 in USAF vehicle damage cost, and \$384 USAF property damage cost. The overall evaluation of ground accidents amounted to \$12,841.

Personnel. Captain William K. Votruba has resigned from active

duty and Major Morgan G. Childs, Jr. has assumed duties of Chief of Safety, effective 7 May 66.

IX. MAINTENANCE

Quality Control. A total of 50 unsatisfactory reports were submitted during this quarter. The bulk of these reports were concerned with R-3350-93 electronic magnetrons, and constant speed drive units. Other items included APX-49 selective identification radar set, ASN-32 navigational computer, pulse transformers, tube sockets, drift meters, exposure suits, cabin superchargers, dummy loads, RF switches and PRTs. In all cases units were held for UR exhibits or returned to manufacturer for a quality control teardown and warranty inspection.

Aircraft Phase Inspections. Fifty-seven aircraft phase inspections were accomplished. Nine aircraft in-commission spot checks and 20 engine build-up inspections were completed. Thirty-one inspections, after completion of periodic and sixty-four spot checks, were conducted on AGE power equipment. Fifteen 781 jacket record inspections and three acceptance from LASNY were completed.

Staff Electronics. Personnel were sent TDY to LASNY to inventory electronic assets for the aircraft electronic configuration control; to SMAMA, McClellan AFB, Calif. to attend the EC-121 management meeting; to AFLC, Wright-Patterson AFB, Ohio, to attend a planning conference on AN/APS-112 installation; and to Bedford, Mass, to attend an ALRI Engineering Report conference at Mitre Corporation.

Maintenance Supply Liaison. The number of cannibalizations has

decreased over the past three months by about 15 per cent. The NORS rate for the period was about 6 per cent.

The Operation and Control of the RPCs was taken over by Base Supply in late June.

Maintenance Control. During the 2nd quarter of calendar year 1966, Maintenance Control manning dropped to 59 per cent. Projected personnel gain of one NCO and loss of two NCO's will further reduce manning. Of the personnel assigned at the quarters end, 35 per cent were assigned during the quarter. Wing shortages of personnel preclude the assignment of grade and skills commensurate with UMD requirements.

Scheduling effectiveness increase of 3 per cent during the quarter is mainly attributed to improvement in weather conditions conducive to more effective individual production.

X. SUPPLY

Supplies Management. The Repairable Processing Centers for the 551st AEW & Con Wing and the 60th Fighter Interceptor Squadron were consolidated with the Repair Cycle Support Unit of Maintenance Support. Lt. Lyman assumed duties as Maintenance Support Officer, vice Lt. Beswick, who is TDY to ROTC.

Item Accounting. Many new and revised computer programs are being utilized to accomplish end-of-year processing and new routines for FY 1967. The Document Control Section have initiated a new filing system and have changed retention requirements in accordance with ADC and First Air Force messages.

Equipment Management. An inventory of all items in FSGs 51 and 52 under the control of Operational Section was completed. An inventory of EAID Custody Receipt accounts is in the process of being accomplished; projected date: 25 July 66.

Management and Procedures. Procedures and Standardization conducted the second cycle of surveillance visits with the Chief of Supply complex. Reviews of last year's IG inspection, staff assistance visits and resident auditors reports were accomplished in May 1966.

Procedures and Standardization wrote 551 AEW & Con Wing Regulations 65-4, 65-5, and 65-6 for Repair Cycle Item Control, Bench Stock Item Control, and Maintenance and Supply Verification Responsibilities prior to reporting NORs, ANORS, AFDOCP conditions, respectively.

XI. CONSOLIDATED BASE PERSONNEL

Assignments. Personnel reassigned overseas, not including Southeast Asia, totalled 110. Persons assigned to Southeast Asia totalled 154. CONUS assignments numbered 84. One officer and 37 airmen volunteered for special duty; four officers and 128 airmen volunteered for overseas.

Separations. Twenty-four airmen and 5 officers were retired. Miscellaneous discharges under AFRs 39-11 and 39-21 numbered 38. A total of eight officers and 190 airmen were separated during this quarter.

Special Actions. A tremendous workload was imposed on this unit

as a result of a late receipt of promotion quotas and AFS vacancy allocations, the command emphasis on expediting administrative discharge actions and the large number of individuals applying for retirement. The manning of this unit was below the acceptable standards throughout this quarter; and near the end of June the highly qualified NCOIC of the unit was reassigned which further aggravated the manning situation.

Reserve Personnel. Assigned reserve strength totalled 170 (59 officers and 111 airmen). A total of 1494 man-days of training were performed (1424 active duty and 70 inactive). The personnel records of the reservists were to a large degree incorporated into the mechanized formats in preparation for the implementation of the Mechanized Personnel Record System. A total of 15 PCAM cards were required for each officer and a total of 9 PCAM cards for each airman.

XII. CIVIL ENGINEERING

Engineering Branch. Projects totaling \$344,200 were forwarded to the Base Procurement Division for contractual award during this quarter.

Representatives of Army and Air Force Motion Picture Service conducted a survey of theater facilities at Otis AFB and approved construction of a new theater at Otis.

Fire Protection Branch. Otis AFB had 16 reportable fire incidents during this reporting period which amounted to a government loss of \$70.

Otis AFB entry for the annual Air Force Fire Protection Competition

is nearing completion, and was forwarded to First Air Force on 10 July.

Industrial Engineering and Analysis Branch. Changes in accordance with chapter II, AFM 85-1, were implemented, effective 1 July.

Control Center. Work accomplishment other than maintenance was suspended by direction of 1st Air Force for several weeks. Exceptions were limited to operational necessity.

Personnel assigned, in skilled levels, have gone down continuously during this quarter.

Maintenance and Repair Branch. A tremendous amount of time and effort have been devoted toward the Beautification and Conservation Program during this reporting period.

Preventive Maintenance Branch. Fourteen structural packages were accomplished during this reporting period; 88 mechanical packages were constructed; and 25 Bomarc shelters were inspected and repaired.

XIII. ACCOUNTING AND FINANCE

Budget. A formal revision to the 3rd Financial Plan was not prepared; however, a Budget review was performed by Mr. Frank Wright, Director of Budget, 1st Air Force, and Mr. Charles Dwyer, 1st Air Force MSS, in the Budget Office. The purpose of the review was to determine how much of O&M P458 funds could be withdrawn without affecting the operational mission of the base. As a result of the staff visit, we received an additional \$20,306. The visit lasted from 13 to 17 May 66.

Accounting and Finance. Cadets of the ROTC summer encampment were paid travel pay from their homes to the training station during June.

The responsibility for reviewing and processing Reports of Survey of Audit was transferred to the Comptroller, effective 1 May 1966. This change involved the transfer of one 70250 to the Comptroller's Office.

Although physically located in the Accounting and Finance building, the Central Accounting Office was transferred to the immediate jurisdiction of the Comptroller, effective 1 May 1966.

Data Automation. The wing reporting record, with the exception of daily and "as required" reports to First Air Force for this period are as follows:

<u>Month</u>	<u>No. of reports submitted</u>	<u>No. of Late Reports</u>
April 66	209	1
May 66	151	0
June 66	160	0

Management Analysis. 2nd Lt. Douglas A. Weaver became Chief of Management Analysis, effective 1 June 66, vice Capt. John P. Panarites.

XIV. BASE PROCUREMENT

Actions. Purchase actions during this period were 2170. Line items processed totaled 8125. Total monies spent amounted to \$2,092,462.

XV. SECURITY AND LAW ENFORCEMENT

Personnel. Captain Leslie G. Towers of the 7100 Air Police, has been reassigned to Otis AFB as a replacement for the Chief of Security and Law Enforcement, Captain Ronald T. Sebold, who has retired.

Inspections. The 551st Air Police Squadron passed the security portion of the 26th Air Defense Missile Squadron inspection by 1st Air Force. The security discrepancies noted during the 60th Fighter Interceptor Squadron inspection by 1st Air Force have been corrected. The squadron also passed the security portion of the ADC Capability Inspection.

XVI. BASE CHAPEL

Personnel. Father Henry Faucher replaced Father William M. Mackesy (Mayknoll Fathers) as Catholic Auxiliary Chaplain. Father Mackesy departed on 18 June and Father Faucher arrived 19 June 1966.

Chaplain, Major, David P. Jordan departed PCS on 13 June and Chaplain, Captain, William L. Borch was assigned to the Section on 15 June 66.

Programs. A Catholic Mass has been instituted at Shaw Hall Chapel to implement the Single airman's Religious Program.

A Mother-Daughter Banquet was held during Family Week through the combined efforts of the Catholic and Protestant Women of the Chapel. This is hoped to become an annual affair.

On 24 April, the Protestant Chapel sponsored the Barrington Choir from Barrington College, Barrington, R.I. A special musical program was presented at the Protestant Morning Worship services.

XVII. BASE SERVICES DIVISION

Personnel. Lt. Arthur J. Benson has been appointed Assistant Commissary Officer at North Truro AFS, "Breadwinner" commissary store, vice Lt. Ernest D. Lorenzen.

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MISSION ANALYSIS REPORT 66-4

APRIL 66

1. (C) Summary of Flying Activities:

	<u>SCHEDULED</u>	<u>FLOWN</u>	<u>+/-</u>	<u>PERCENT</u>
AAD	2310	2036	- 274	88
Training	336	295	- 41	88
Transition Diversions	-	-	-	-
Special	-	171	+ 171	-
Mission Support	245	213	- 28	89
Test/Ferry	29	11	- 18	38
LRH	95	148	+ 52	154
Total	3017	2879	- 138	95.4

2. (U) Flying time by type of aircraft:

<u>EC-121H</u>	<u>EC-121C</u>	<u>Total</u>	<u>C-47</u>
2576	303	2879	31

3. (U) Sorties Flown:

	<u>EC-121H</u>	<u>EC-121C</u>	<u>Total</u>
AAD	207	-	207
Training	56	2	58
Special	8	7	15
Mission Support	5	17	22
Test/Ferry	10	5	15
LRH	6	1	7
Total	292	32	324

4. (U) Flying Time by Squadron:

	<u>960</u>	<u>961</u>	<u>962</u>	<u>Maint</u>	<u>Total</u>
AAD	697	682	657	-	2036
Other	320	245	267	11	843
Total	1017	927	924	11	2879

5. (C) Monthly Average Possession:

<u>EC-121H</u>	<u>EC-121C</u>	<u>C-47</u>
24.0	2.6	1

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6. (C) Station Time:

<u>Station</u>	<u>Auto/Man Provided</u>
2	413:12/16:51
4	479:55/ 2:55
6	278:42/ 5:31
8	122:39/14:49

Total 1294:28/39:35

Total 1334:34

A. HRI Outage: 354:02

B. Comm Outage: 0:00

C. APS-95 Outage: 23:40

D. AGDL Outage 00:30

E. TDDL Outage 128:58

F. SIF Outage 51:26

7. (U) EC-121H Possession:

Hours Possessed: 17280

Ops Ready 11124

NORM 2880

NORS 882

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MISSION ANALYSIS REPORT 66-5

MAY 1966

1. (C) Summary of Flying Activities:

	<u>SCHEDULED</u>	<u>FLOWN</u>	<u>+/-</u>	<u>PERCENT</u>
AAD	2308	1913	- 395	89
Training	336	239	- 97	71
Special/ALRI Test	127	128	+ 1	100
Mission Support	254	206	- 48	81
Test/Ferry	30	19	- 11	63
LRN	96	98	+ 2	100
Total	3151	2603	- 548	83

2. (U) Flying time by type of aircraft:

	<u>EC-121H</u>	<u>TC-121C</u>	<u>TOTAL</u>	<u>C-47</u>
	2426	177	2603	51

3. (U) Sorties Flown:

	<u>EC-121H</u>	<u>TC-121C</u>	<u>TOTAL</u>
AAD	195	-	195
Training	42	7	49
Special/ALRI Test	14	1	15
Mission Support	8	16	24
Test/Ferry	24	1	25
LRN	3	-	3
Total	286	25	311

4. (U) Flying Time by Squadron:

	<u>960</u>	<u>961</u>	<u>962</u>	<u>Maint</u>	<u>Total</u>
AAD	673	685	555	19	1913
Other	220	225	226	-	671
Total	893	910	781	19	2603

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5. (U) Monthly Average Possession:

<u>EC-121H</u>	<u>TC-121C</u>	<u>C-47</u>
25.2	2.2	1

6. (C) Station Time:

<u>Station</u>	<u>Auto/Man Provided</u>
2	386:39/0:15
4	441:59/9:51
6	266:57/8:32
8	138:40/5:50
Total	1234:15/24:28
Total	1258:43

A. HRI Outage:	295:00
B. Comm Outage	-
C. APS-95 Outage	14:00
D. AGDL Outage	0:44
E. TDDL Outage	133:52
F. SIF Outage	62:00

7. (U) EC-121H Possession:

Hours Possessed:	18744
Ops Ready	10790
Norm	6468
NORS	1486

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MISSION ANALYSIS REPORT 66-6

JUNE 1966

1. (C) Summary of Flying Activities:

	<u>FLIGHT</u>
AAD	2080
Transition Training	297
Special/ALRI Test	63
Mission Support	246
Test/Ferry	24
LRN	96
Training Mission	<u>42</u>
TOTAL	2896
a. Allocated Hours:	2810
b. Hours Flown:	2896
c. +/-	+ 86

2. (U) Flying Time by Type of Aircraft:

<u>EC-121H</u>	<u>TC-121C</u>	<u>TOTAL</u>	<u>C-47</u>
2692	204	2896	34

3. (U) Sorties Flown:

	<u>EC-121H</u>	<u>TC-121C</u>	<u>TOTAL</u>
AAD	205	-	205
Transition Training	73	-	73
Special/ALRI Test	4	1	5
Mission Support	9	20	29
Test/Ferry	22	2	24
Training Missions	4	-	4
LRN	5	1	6
TOTAL	322	24	346

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4. (U) Flying Time by Squadron:

	<u>260</u>	<u>261</u>	<u>262</u>	<u>Maint</u>	<u>TOTAL</u>
AAO	702	700	668	-	2080
Other	275	229	293	19	816
TOTAL	977	939	961	19	2896

5. (C) Monthly Average Possession:

<u>EC-121H</u>	<u>EC-121C</u>	<u>C-47</u>
26	2.1	1

6. (C) Station Times:

<u>STATION</u>	<u>AUTO/MAN PROVIDED</u>
2	386:24/16:07
4	386:11/10:11
6	206:44/ 6:01
8	197:32/12:40
Total	1176:51/44:59
Total	1221:50

a. HRI Outage: 257:31
 b. GORM Outage: 3:23
 c. APS-95 Outage: 11:02
 d. AGDL Outage: 1:20
 e. TDDL Outage: 90:01
 f. SIF Outage: 57:04

7. (U) EC-121H Possession:

Hours possessed: 18507
 Ops Ready: 6308
 NORM: 5410
 NORS: 1285

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RETAIN OR DESTROY IN ACCORDANCE WITH AFR 205-1

This history is classified CONFIDENTIAL in accordance with the highest classification of the source materials used in its preparation. Appendix A contains classified materials. Chapters I through X used no classified material in their preparation and are, therefore, UNCLASSIFIED.

ESIA AEW wj

Downgraded at 3 - year intervals
Declassified after 12 years
DOD DIR 5200.10

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6-3017-12

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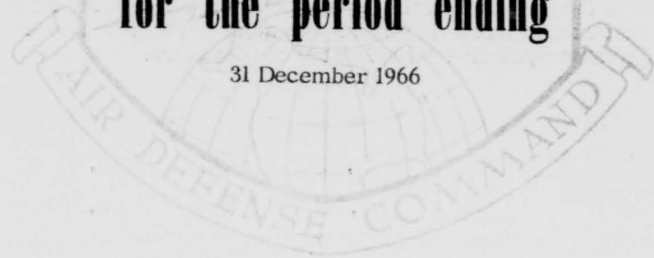
HISTORICAL RECORD

of the

551st Airborne Early Warning And Control Wing (ADC)

for the period ending

31 December 1966



SHIELD of FREEDOM

ADC FORM 102
FEB 64

PREVIOUS EDITION OF THIS FORM MAY BE USED FC: 5900

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Section I. REQUIRED DATA																
1. UNIT AND LOCATION 551st Airborne Early Warning and Control Wing, Otis AFB, Mass.	2. NAME AND GRADE OF COMMANDER James P. Lyle Colonel, USAF															
3. CHAIN OF COMMAND (Superior Echelons)																
United States Air Force Air Defense Command 1st Air Force	For Operational Control: North American Air Defense Command Continental Air Defense Command 1st NORAD/CONAD Region															
4. SUBORDINATE UNITS (Down to and including squadrons)																
960th AEW&Con Squadron 961st AEW&Con Squadron 962nd AEW&Con Squadron 551st Combat Support Group 551st Headquarters Squadron 551st Air Police Squadron 551st Electronic Maintenance Squadron 551st Field Maintenance Squadron 551st Organizational Maintenance Squadron 551st Civil Engineering Squadron	551st Transportation Squadron 551st USAF Hospital Squadron 551st Supply Squadron 551st WAF Squadron															
5. MISSION (Give authority and brief statement of primary mission)																
The 551st AEW&Con Wing mission was delegated by Major General Gordon H. Austin, former Commander of 1st Air Force, in 1st Air Force Regulation 23-2, dated 1 April 1966.																
The mission of the wing is to train, equip, operate, and administer AEW&Con forces and place these forces in a maximum state of readiness under the operational command/control of designated commanders.																
6. PERSONNEL																
	<table border="1"> <thead> <tr> <th></th> <th>OFFICERS</th> <th>AIRMEN</th> <th>CIVILIANS</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>AUTHORIZED</td> <td>346</td> <td>2,893</td> <td>668</td> <td>3,907</td> </tr> <tr> <td>ASSIGNED</td> <td>326</td> <td>2,814</td> <td>640</td> <td>3,780</td> </tr> </tbody> </table>		OFFICERS	AIRMEN	CIVILIANS	TOTAL	AUTHORIZED	346	2,893	668	3,907	ASSIGNED	326	2,814	640	3,780
	OFFICERS	AIRMEN	CIVILIANS	TOTAL												
AUTHORIZED	346	2,893	668	3,907												
ASSIGNED	326	2,814	640	3,780												
7. EQUIPMENT (Give official nomenclature and quantity of mission-type equipment)																
EC-121H	28															
TC-121H	3															
C-47	1															
Total	32															

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Section II.	COMMENTARY
(See ADC Supplement I to AFR 210-3 for additional guidance)	
PART A. This part should contain significant information relating to your unit's mission performance. Some basic subjects to include are: (1) operations and training; (2) changes in primary equipment such as radars, aircraft, etc.; (3) equipment performance; (4) facilities; (5) maintenance and supply problems; (6) personnel matters affecting the mission; (7) any other subjects bearing on mission performance.	
II. <u>INTELLIGENCE</u>	
<u>UFO Reports.</u> Four Unidentified Flying Objects (UFO) sightings were reported to the Intelligence Division during this quarter, but only one of the sightings (East Dennis, Mass. area) was forwarded to the Foreign Technology Division, Wright-Patterson AFB, Ohio for further investigation. Three others were investigated and properly identified by our intelligence personnel. An EC-121H also reported having cited an object in the vicinity of Station #4 on November 1, 1966. Immediate analysis found the object to be a friendly submarine.	
<u>Aircrew Training.</u> During the month of December Intelligence Lesson #6, "Communist Air Defense in Southeast Asia", was presented to 396 aircrew personnel and the quarterly recognition test and training was administered to 58 pilots.	
<u>Air Defense Exercises.</u> The Intelligence Division participated as part of the Battle Staff in Exercise Big Blast/Apache Brave IV on 27 thru 28 October 66. The interpretation and disposition of simulated intelligence reports received from Eastern NORAD Region was generally good.	
III. <u>STANDARDIZATION AND EVALUATION DIVISION</u>	
<u>Projects.</u> In October 66, Stan/Eval and Electronic Maintenance personnel accompanied First Air Force representatives to Hq ADC to present their respective views on the final report submitted by the ALRI Study Team. Recommended procedures and practices for enhancing the on-station effectiveness of the ALRI system, made at the meeting, were presented at the final conference held at Otis in November. These procedures and practices are now being implemented by the wing as directed by the appropriate manuals and directives.	
Wing Manual 55-7, "Operational Procedures for Electronic Technicians", was printed and distributed to all concerned personnel.	
IV. <u>COMMAND POST</u>	
<u>Manning.</u> Previously, Command Post duty officers were required to be qualified aircraft commanders. However, due to critical pilot manning, qualified navigators were assigned as duty officers on a trial basis. The experimental navigator demonstrated a thorough knowledge of Command Post responsibilities and duties, thus insuring a new source of duty officers.	
(If more space is needed, continue on blank sheets, size 8 x 10, numbered and securely attached hereto.)	

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Section II.	COMMENTARY (Continued)
<p>PART B: This part should include a list of key personnel and information on: (1) community relations; (2) awards and decorations; (3) morale; (4) any other subjects the commander may wish to include.</p>	
<p><u>Inspections.</u> The Flight Records Section received several write-ups during a recent IG inspection. Through the diligent efforts of the NCOIC and other section personnel all discrepancies were corrected, and records are now being accomplished on time and without error.</p>	
<p><u>Projects.</u> Plans to install a new dais in the Command Post were developed and submitted to Base Civil Engineering. After having compared the design, cost, and installation time of a commercially-made dais with one constructed by Civil Engineering, wing officials decided to purchase the commercial dais. Project approval has been received from ADC Headquarters.</p>	
<p>A complete and thorough evaluation of telephone and radio communications was conducted by the Chief, Command Post, and local telephone personnel. A significant change to the present equipment was determined essential for improved communications and management. The change will also simplify the use of equipment and save money in recurring telephone charges. The communications plan has been finalized and submitted for approval.</p>	
<p>The ALCOP Plan for expanded facilities is under development. The present ALCOP is not large enough to accommodate the Battle Staff and their assistants simultaneously. Through the expansion plan, additional space and facilities will be made available to staff assistants.</p>	
<p>Through the combined efforts of the weather detachment and the Command Post a revised television display was developed and implemented. The improved system is more beneficial to the weather station, HF station, and on-station aircraft.</p>	
<p>V. <u>OPERATIONS PLANS DIVISION</u></p>	
<p><u>Plans and Orders.</u> Significant plans and supplements accomplished during this reporting period include 551 AEW&Con Wg Sup 1 to ADC OPLAN 33-65 (Operation Southern Tip), and 551 AEW&Con Wg OPLAN 5-66 (Domestic Emergency Airlift). 551 AEW&Con Wg OPLAN 20-66 (Aircraft Flush Plan), 551 AEW&Con Wg OPLAN 4-66 (Hurricane Evacuation), and the resume of all plans and orders were updated.</p>	
<p>VI. <u>COMMUNICATIONS ELECTRONICS DIVISION</u></p>	
<p><u>Projects.</u> Division officials have coordinated with New England Bell Telephone Company and the Chief, Command Post on the communications network to be installed in the new Command Post dais. At present, a cost survey is being conducted by the telephone company.</p>	
<p>(If more space is needed, continue on blank sheets, size 8 x 10$\frac{1}{2}$, numbered and securely attached hereto.)</p>	
<p>PREPARED BY (Typed name and grade of Historian)</p> <p>EARL S. RICHARDSON, 2nd Lt., USAF</p>	<p>SIGNATURE</p> <p><i>Earl S. Richardson</i></p>
<p>APPROVED BY (Typed name and grade of Commander)</p> <p>JAMES P. LYLE, Colonel, USAF</p>	<p>SIGNATURE</p> <p><i>James P. Lyle</i></p>

VII. TRAINING DIVISION

Training. A total of 36 radar supervisors (CICO's), and four technicians (RICMET's) from the 21st and 35th Air Divisions completed the ALRI Crew Chief Familiarization Course (AZF 30XXX-2). Participation by the Air Divisions was drastically curtailed during this quarter due to a shortage of TDY funds.

The lack of TDY funds caused the Wing Cross-Training Program to be suspended also. However, the BUIC Cross-Training Program conducted at the 762nd Radar Squadron, North Truro, Mass., was continued since it did not involve the expenditure of TDY funds, and all assigned CICO's were able to complete this training before 1 Jan 67.

Quarterly exercise and training requirements such as the implementation of the Alert and Recall Plan, Aerospace Security Plan, Disaster Control (DECUF) Operations, Battle Staff Plan, and ALCOP operations were met through Wing participation in the Apache Brave Exercise.

Two new courses have been added to the curriculum of Initial Operational Readiness and Annual Continuation Training Programs for all crew members. The new courses are TC/EC-121 Bailout Procedures, and Inflight Fire Fighting.

With the exception of SAGE cross-training, all aircrew training requirements prescribed by ADCM 51-21, ADCR 501-5, and IAFM 50-1 were completed during the calendar year 1966.

VIII. WING SAFETY DIVISION

Flying Safety. During this reporting period only one major accident, and three minor aircraft incidents were reported to the Safety Division. The major accident involved the loss of aircraft 555262 and 19 aircrew members who were aboard the aircraft when it ditched at sea on November 11, 1966. An extensive and thorough investigation of the accident was held; however, conclusive causative factors are being withheld pending salvage of the aircraft.

Minor Incident I resulted in a loss of all brake pressure for Aircraft 55134 while it was taxiing. The aircraft developed a fire on the left brake, but incurred no serious damage to its brake system or landing gear components.

Minor Incident II involved a radar technician who received second and third degree burns of his right hand when he came in contact with residual high voltage flowing through the APS 95. The aircraft commander declared an inflight emergency immediately, and returned to Otis where the technician was given medical treatment.

In Minor Incident III, aircraft 533422 was being towed to the defueling area and the tow bar sheared. As a result the aircraft continued some 200 ft to the end of the taxiway. The aircraft incurred no damage.

Precautionary Landings. Forty precautionary landings were reported during this quarter. Of this number, 27 involved engine shut-downs; three resulted from propeller malfunctions; three were caused by unsafe gear systems; three were caused by CSD's; and four were attributed to miscellaneous malfunctions.

Ground Safety. Four USAF motor vehicles accidents, five privately owned vehicle accidents, and one industrial accident were reported in accordance with AFR 127-4. Together, these accidents caused six military personnel to be absent from duty for 69 days and four USAF motor vehicles to be out of service for 11 days. Personal injury accident costs amounted to \$4,584, and USAF motor vehicle accident costs totaled \$339.

Education and Training. Two airmen and 43 dependents completed the classroom phase of the Basic Driver Education Course while 18 airmen and 54 dependents were processed through the behind-the-wheel phase of the course. A total of 160 airmen completed the course requirements for the Standard Traffic Course and another 75 enrolled in the Driver Improvement Course.

Five consolidated New Arrival Safety Briefings were given to approximately 200 airmen during this quarter. In November a great percentage of all assigned airmen received the Winter Driving Briefings which were given at mandatory formations for all airmen below the grade of TSgt. On 15 Dec 66, the first Base Orientation Course was conducted with an attendance of 40 airmen.

Special Safety Promotions. Prior to the Thanksgiving holiday a traffic accident prevention campaign entitled "Holidays from Danger" was initiated to constantly remind everyone to use extreme precaution during the accident prone season. The campaign, extending through 2 Jan 67, levied the responsibility of program implementation on commanders, staff heads, and section supervisors alike.

IX. MAINTENANCE

Quality Control. Thirty-six phase inspections, 22 aircraft in-commission spot checks, and 26 build-up inspections were accomplished by Quality Control during this quarter. Other significant inspections accomplished include 16 781 jacket file inspections, 4 LASNY conducted inspections, 88 spot checks, and 73 inspections of AGE equipment.

A total of 31 Unsatisfactory Reports were submitted by this section. The majority of these reports concerned R-3350-93 engines, particularly fuel injection lines and constant speed drives. Other items reported were: one PRT, two MD-4 generators, three map transmitters, one APS-103 magnetron, one APS 103 magnetic clutch, two electronic tubes, 12AT7 and 2C43; one anti-exposure suit, one ARR-67 receiver, and one J-57 engine. The majority of these items were held for exhibit and returned to the manufacturer for further evaluation and inspection. The remainder were repaired at this station and returned to service.

The Flight Test Branch accomplished a total of 47 flights during this period. These included four functional check flights taken after major phase inspections, 20 flights after major control work and/or tension regulator change, five LASNY pick-ups, seven miscellaneous functional check flights, and 11 flights for compass swings.

Staff Electronics. The Staff Electronics Division was appointed as OPR for verification of electronic component TCTO historical records. This function requires periodic inventories of serial numbered electronics components and updating of historical records. The records must also be transferred to punch cards to implement the mechanized historical records system outlined in T.O. 00-20-10-4.

A special TDDL test was directed by IAF to test possible improvements in TDDL reception aboard the AEW aircraft to be gained by using an installed UHF antenna on top of the aircraft instead of the present antenna on the bottom of the aircraft. In addition, a high gain directional antenna was also entered into the testing program. The testing program is scheduled for completion in January 1967.

During this quarter the Pilots Steering Indicator was installed on aircraft by Lear-Siegler Corporation as an experimental effort. However, major difficulties were encountered and the effort was discontinued. A series of terminals to be used in the installation were not installed on the original aircraft. SMAMA is developing a change to the T.O. to remedy this problem.

Maintenance Supply Liaison. An increase in cannibalizations was noted for this reporting period. Monthly totals reflect 58 for October, 58 for November and 16 for December. However, the quarterly average was considerably less than the previous quarterly average.

By the end of December all of the key supply personnel from the Maintenance Supply Liaison and Repairable Processing Sections had departed PCS. At present, there are seven persons assigned to MSL, which is three below the minimum number needed to operate effectively on a seven-day week schedule. The RPS has 9 persons assigned which is 2 below the minimum requirement.

Workload Control. The operational readiness rate declined steadily during this quarter. This was attributed to the low skill level of personnel, a high NORS rate, an excessive amount of engine changes, and flight controls.

Deficiency Analysis. Service tests on internal stop fuel injection nozzles and modified test PRT's are progressing satisfactorily with no difficulties. Service tests of R-3350-90 engines incorporating improved planetary drive gear systems, rebuilt pinion carrier support thrust rings and revised exhaust valve seat angles are not meeting expectations. Two engines have failed since installation in early December 66; both with less than 100 hours operating time. In both instances, excessive metal contamination in the front oil sumps resulted in engine failure. EUR's have been submitted and further investigation is underway.

Technical Order IC-121-776, Installation of Master Control Equipped with Oil Heated Boost Venturi Hangar, is still being complied with at Otis. However, rendering the ram air door inoperative has been discontinued pending the result of tests being conducted by civilian airlines. The test consist of applying a dow corning compound around the ram air scoop inlet to prevent ice from building up, breaking off, and being digested by the engine.

A special test modification to monitor CSD oil temperatures has been initiated at Otis, as directed by SMAMA. The test will consist of a minor modification to the right CSD of three EC-121(E)H aircraft. The oil temperature of these three CSD's will be closely monitored during a ground and flight period. Tests will terminate when eight flights per aircraft (24 total) have been completed. These tests represent an attempt to solve CSD oil and overheat problems that have plagued the wing in the past.

Due to the constant lack of funds, very little facility type work was accomplished in the Chief of Maintenance Complex during this reporting period. Repairs and resurfacing recommended for the aircraft ramp were not accomplished and by next spring the ramp will be in critical condition.

Production Analysis. The man-hour per flying-hour ratio has increased and will continue to increase for some time because of the requirement to have skilled technicians accompany unskilled technicians on maintenance dispatch.

The supply depletion of many bits and pieces necessary for the repair of repair-cycle items continue to hamper the repair cycle program.

X. SUPPLY

Item Accounting Branch. The Document Control Section installed a Diebold Standard Power File for storage of documents required by the USAF Base level

Supply System. Records held from previous years can now be stored under one filing system; thus, five other filing cabinets can be eliminated to increase the size of the work area.

Fuels Management Branch. Toward the end of the quarter, the fuels inventory was intentionally increased to maximum. This action was promoted by a threatened Petroleum Industry Labor strike, and it affected fuel stock numbers of the 26th Air Defense Missile Sq and the 762nd Radar Sq, North Truro, as well as those of Otis AFB, Mass.

Materiel Facilities Branch. During December the function of Warehouse #16 (totaling 2,812 sq. ft.) was transferred from the Maintenance Support Branch to the MF branch. Electronic gear is presently stored in this area for the expeditious support of the Electronics Maintenance Squadron.

Explosive Ordnance Disposal. The EOD element responded to three requests for EOD assistance resulting in the collection and disposal of 80 items of explosive ordnance.

Equipment Management Branch. Of the approximate 690 discrepancies pointed out by the CEMT Team in September 66, 90 remain to be resolved. Those remaining reflect the custodians' reluctance to take positive action toward the submission of change requests directed by the CEMT Team.

Management and Procedures Branch. The financial status of this branch as of the end of 31 Dec 66 is as follows:

(a) <u>Supplies</u>	Requested FY 67	\$2,720,681
	Approved ABA FY 67	2,473,562
	Unfunded FY 67	\$ 247,119
	Approved Program thru 3rd Qtr, FY 67	\$2,034,911
	Obligated/Committed thru 31 Dec 1966	\$1,491,843
	Balance Available to 31 Mar 1967	\$ 543,068
(b) <u>Equipment</u>	Requested FY 67	\$ 471,262
	Approved ABA FY 67	155,079
	Unfunded FY 67	\$ 316,183
	Approved Program thru 3rd Qtr, FY 67	\$ 150,298
	Obligated/Committed thru 31 Dec 1966	71,261
	Balance Available to 31 Mar 1967	\$ 79,037

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MISSION ANALYSIS REPORT 66-10

October 1966

1. (C) Summary of Flying Activities:

	<u>Hours Flown</u>
AAD	1732.6
Special	46.7
Training	123.1
Test/Ferry	4.3
Trans	139.0
Prof Training	35.3
Total Flown	<u>2081.</u>

2. (U) Flying Time by Type of Aircraft:

	<u>EC-121H</u>	<u>TC-121C</u>	<u>Total</u>	<u>C-47</u>
Allocated	1785.6	155	1940.6	34.1
Flown	1898.	183	2081	32.0
Plus/Minus	+112.4	+28	+140.4	-2.1

3. (U) Sorties Flown:

	<u>EC-121H</u>	<u>TC-121C</u>	<u>Total</u>
AAD	173	0	173
Transition	32	4	36
Special	4	7	11
Prof Training	1	2	3
Test/Ferry	5	2	7
Training	2	16	18
Total	<u>217</u>	<u>31</u>	<u>248</u>

4. (U) Flying Time by Squadron:

	<u>960th</u>	<u>961st</u>	<u>962nd</u>	<u>Maint</u>	<u>Total</u>
AAD	570.3	610.9	551.4	=	1732.6
Other	119.8	85.7	137.6	5.3	348.4
Total	<u>690.1</u>	<u>696.6</u>	<u>689.0</u>	<u>5.3</u>	<u>2081.0</u>

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5. (C) Monthly Average Possession:

<u>EC-121H</u>	<u>TC-121C</u>	<u>C-47</u>
27	2.8	1

6. (C) Station Time:

<u>Station</u>	<u>Auto/Manual</u>
2	238+50/20+43
4	526+15/57+49
6	221+12/12+57
8	40+38/8+27
Total	1026+55/99+56
Total	1126+51

A. Equipment Outage:

APS-95	6+36
HRI	179+26
SIF	72+17
Comm	9+21
TDDL	175+02 (Function)
AGDL	22+24(Function)

7. (U) EC-121H Possessed:

Hours Possessed	19344
Ops Ready	12916
NORM	5569
NORS	862

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MISSION ANALYSIS REPORT 66-11

November 1966

1. (C) Summary of Flying Activities:

	<u>Hours Flown</u>
AAD	1487
Special	7
Training	122
Test/Ferry	10
Trans	149
Prof Training	<u>89</u>
Total Flown	1864

2. Flying Time by Type of Aircraft:

	<u>EC-121H</u>	<u>TC-121C</u>	<u>Total</u>	<u>C-47</u>
Allocated	1722.9	148.3	1871.2	25.9
Flown	1707.0	157.0	1864.0	32.0
Plus/Minus	-15.9	48.7	-7.2	46.1

3. (U) Sorties Flown:

	<u>EC-121H</u>	<u>TC-121C</u>	<u>Total</u>
AAD	156	-	<u>156</u>
Transition	34	2	36
Special	4	3	7
Prof Training	2	2	4
Test/Ferry	11	-	11
Training Mission	<u>10</u>	<u>7</u>	<u>17</u>
Total	217	14	231

4. (U) Flying Time by Squadron:

	<u>960</u>	<u>961</u>	<u>962</u>	<u>Maint</u>	<u>Total</u>
AAD	510	509	468	-	1487
Other	125	118	124	10	377
Total	635	627	592	10	1864

5. (C) Monthly Average Possession:

	<u>EC-121H</u>	<u>TC-121C</u>	<u>C-47</u>
	26.1	2	1

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6. (C) Station Time

<u>Station</u>	<u>Auto/Manual</u>
2	224:13/11:39
4	610:43/28:55
6	74:46/00:18
8	47:13/ 8:44
Total	956:55/49:36
Total	1006:31

A. Equipment Outage

APS 95	8412
APS 103	171402
SIF	16442
Comm	-
TDDL	123437
AGDL	1430

7. (U) EC-121H Possession:

Hours Possesses:	18766
Ops Ready:	11054
NORM:	5898
NORS:	1717

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MISSION ANALYSIS REPORT 66-12

December 1966

1. (U) Summary of Flying Activities:

	<u>Hours Flown</u>
AAD	1560
Special	33
Training Mission	92
Test/Ferry	10
Transition	109
Total Flown	<u>1804</u>

2. (C) Flying time by Type of Aircraft

	<u>EC-121H</u>	<u>TC-121C</u>	<u>Total</u>	<u>C-47</u>
Allocated	1745.3	161.2	1903.6	12.4
Flown	1671.3	132.9	1804.2	14.1
Plus/Minus	-74.0	-28.3	-102.3	+1.7

3. (U) Sorties Flown:

	<u>EC-121H</u>	<u>TC-121C</u>	<u>Total</u>
AAD	147	-	147
Transition	25	2	27
Special	--	7	7
Test/Ferry	10	1	11
Training Mission	4	10	14
	<u>186</u>	<u>20</u>	<u>206</u>

4. (U) Flying Time by Squadron:

	<u>960</u>	<u>961</u>	<u>962</u>	<u>Maint</u>	<u>Total</u>
AAD	496	534	530	-	1560
Other	75	90	70	9.0	244
Total	<u>571</u>	<u>624</u>	<u>600</u>	<u>9.0</u>	<u>1804</u>

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5. (C) Monthly Average Possession

<u>EC-121H</u>	<u>TC-121C</u>	<u>C-47</u>
26	2	1

6. (C) Station Time

<u>Station</u>	<u>Auto/Manual</u>
2	323:26/6:44
4	334:43/20:11
6	164.56/11:46
8	96:17/8:50
Total	919:22/47:31
Total	966:53

A. Equipment Outage

APS-95	8:59
APS-103	213:42
SIF	45:24
Comm	10:13
TDDL(Function)	14:00
AGDL(Function)	101:00

7. (U) EC-121H Possession

Hours Possessed	19488
OPS Ready	9345
NORM	7032
NORS	3711

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