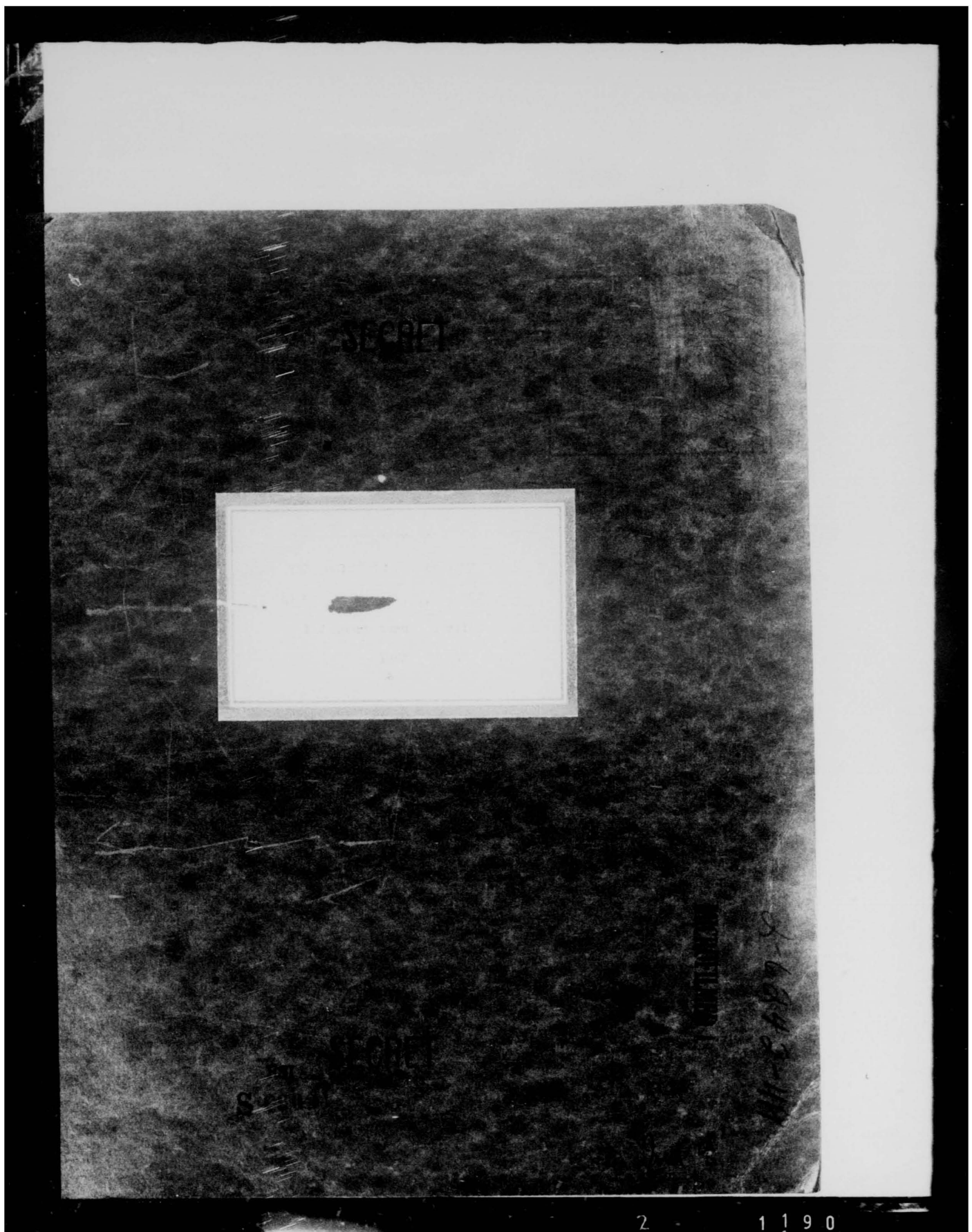


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HISTORY
OF
THE 5001ST COMPOSITE WING
LADD AIR FORCE BASE, ALASKA
1 January thru 7 April
1953

Prepared for Captain John E. Mead
Historical Officer
By
T/Sgt. John M. Bengt

ALASKAN AIR COMMAND

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INTRODUCTION

Herein recorded are the activities and events peculiar to the 5001st Composite Wing during its last three months of active service at Ladd Air Force Base, Alaska.

The many problems encountered in cold weather operations are still in evidence but with the continued efforts of all concerned, they will become fewer and less acute in time to come.

During these last months of operation, many of the supply problems encountered heretofore were eliminated or lessened to an appreciable degree. This was brought about by the cooperation between supply personnel of this base and personnel from the Sacramento Air Material Area. This among other accomplishments will be the last for the 5001st Composite Wing which was discontinued under the provisions of Headquarters Alaskan Air Command General Orders Number 30 dated 8 April 1953.

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CHAPTER I
ORGANIZATION & ADMINISTRATION
ORGANIZATION

Redesignation of Assigned AC&W Units

As of 1 February 1953, Air National Guard Units deployed to this theater and assigned to this command, were redesignated according to the following:

The 160th AC&W Group became the 548th AC&W Group at Ladd AFB

The 141st AC&W sq became the 712nd AC Sq at Ladd AFB

The 142nd AC&W Sq became the 714th AC&W Sq at Galena

The 143rd AC&W Sq became the 713rd AC&W Sq at Murphy Dome

Transfer of the 717th AC&W Squadron

On the 27th of February 1953, a group of officers from this command headed by Colonel Stephen B. Mack, Commanding Officer of the 548th AC&W Group, conferred with representatives from the 10th Air Division at the 717th AC&W Squadron concerning the transfer of that organization to the jurisdiction of the 5001st Composite Wing,²

* See Appendix 1 & 2.

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effective 1 March 1953. The representatives of the 10th Air Division were headed by Colonel Spain and Major Handy of that organization.

Out of a personnel authorization of sixteen (16) officers, one hundred eighty-eight (188) airmen and four (4) PL38 civilians, or a total of two hundred eight (208), there were assigned six (6) officers, one hundred forty-three (143) airmen, or a total of one hundred forty-nine (149). While some shortages naturally existed, there were sufficient personnel to operate the installation. It was agreed that personnel on requisition that had been committed for that station would be assigned by the 10th Air Division from March replacements and that this headquarters would be furnished a list of those assigned. It was further agreed that personnel authorization for the 717th ACGW Squadron would be transferred to the 5001st Composite Wing Table of Organization and/or Table of Distribution and Authorization, effective with the 1 April 1953 allocation.

It was concurred by both parties that an audit of the Post Exchange, Non-Commissioned Officers Club, Officers Club, Welfare, and Field Station Mess Fund would not be necessary, since there was no change in custodians (Colonel Evans concurred in this and arranged for one of his officers to visit the 717th ACGW Squadron soon to check the status of these funds).

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The 1 March 1953 payments to airmen were made through the 10th Air Division and the officer pay cards were dispatched to Ladd Air Force Base immediately subsequent to the 1 March 1953 payments of the officer personnel.

Major Cruikshank (A1 Section) and Major Dickerton (Adjutant of the 545th ACGW Group) had previously coordinated logistical problems during their visit to Alaskan Air Command. The depot had been contacted and was taking the necessary action to transfer paper work. A cut-off date was established as of 1 March 1953, and thereafter all requisitions would be forwarded through the 545th ACGW Group. All back orders were processed through the depot and shipped direct to the 717th ACGW Squadron, with transfer of the paper work to Ladd Air Force Base Supply. Paper transfers were also made on the yearly re-supply.

The buildings had not been turned over by the Engineers, and utilization was on a beneficial occupancy basis. The contractor will be required to complete his work this summer.

A contract was negotiated to unload re-supply material at Sterling landing, with the contractor delivering the material to the site. 10th Air Division representatives felt that the contract would be completed; however, if not, movement of this material would require approximately twelve (12) trucks and some additional personnel beyond the capabilities of personnel then assigned to the site.

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AFPO 912-6 was retained as the Post Office address and mail shipped by commercial means. Major Baker, the Alaskan Air Command Postal Officer was at Ladd Air Force Base on 28 February 1953, and agreed that this was the appropriate thing to do.

The Commanding Officer of the 717th ACGW Squadron advised that the landing strip was unusable for C-47 type aircraft from the early part of May until the first freeze and that light aircraft must be used.

It was agreed that the 717th ACGW Squadron would maintain their personnel records and morning reports until representatives from the 515th ACGW Group were able to return to assist them in preparing the records for return to the 515th ACGW Group Headquarters.

10th Air Division indicated that they had made considerable use of commercial aircraft in support of the 717th ACGW Squadron. They had one regular run for delivery of fresh vegetables. In regards to this, Lieutenant Colonel Goodrich stated that fresh vegetables are not a requirement but are provided for morale purposes.

* Colonel Mack indicated that he had a solution to this in a drainage system, but due to his emergency PCS to the ZI, this solution remained unknown.

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ADMINISTRATION

Review Panel

On 10 February 1953, Brigadier General Walter E. Agee, Commanding General of the Alaskan Air Command, forwarded to the Commanding General, 5001st Composite Wing, a letter which he had received from General Hoyt S. Vandenberg regarding the thoroughness in the way the Air Force Public Works Program was developed and reviewed by Air Force Commands. A Review Panel for Items of Air Force Public Works Program was appointed at this station for the purpose of reviewing all items of planned construction originating within this command and which would require review by the panel under the provisions of Air Force Regulation 36-7. A file of the regulations, directives, and policy statements pertaining to responsibilities of the panel was kept along with a record of the panel's meetings and actions.*

Staff Visits to Outlying Sites

In a letter to each of his staff members, General Smith stated that he had observed that there had been insufficient personal contact with the outlying sites by the senior staff members of this headquarters. It was the General's contention that the obvious weakness in essential staff supervision and command assistance which resulted

* These files and records were maintained by Major Fleischer of the Air Installations Office, Ladd Air Force Base.

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from this situation, the site commanders and their men often felt that they were neglected by their higher headquarters which appeared to have no interest in their problems, welfare, or the importance of their mission. This attitude, maintained the General, contributes to poor discipline, low personal standards of living, and general lack of initiative.

The General made plain his desire that the senior members of his staff make periodic visits to the sites in the normal course of performing their staff responsibilities. He directed that on all visits, including casual stops for airplane servicing or cargo flights, that they would contact the site commander for discussion and personal observation of general conditions of the installation. During these visits, particular attention was to be given in each instance to the following:

Fire prevention measures and vulnerability

Standards of housekeeping being maintained

Special problems on which assistance was, or would be required

It was indicated that staff members should maintain a helpful, rather than critical attitude; however, they must keep in mind that they are his representatives, and must be on the alert to observe and bring to his attention any important deficiencies that may exist.

General Smith directed that upon return to his headquarters, a personal informal written report would be submitted to him covering the visit and any matters discussed in which he had expressed interest in.

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Appropriations and Expense Accounting System

The A&E Accounting System which was implemented during the period of the last historical reporting period, was audited for the period 1 September 1952, through 28 February 1953. This A&E Accounting System replaced the USAF Cost Reporting System and was to collect, record, and report cost operations to the appropriate command. It also has the purpose of furnishing management, at unit level, with information on operating expenses, which can be used for management and budgetary purposes. Proper operation of the account is governed by Air Force Letter 177-4, and the changes thereto.

In the initial examination of the A&E Accounting System, special emphasis was placed on Internal Control and Reporting procedures. Since the inception of the account there have been several changes in coding, reporting, and general procedure. Proper cognizance of those changes has been taken by the A&E Section. Internal control was found to be satisfactory and reporting procedures were adequate and accurate.

The A&E Accounting Section is well briefed as to their responsibilities and agencies furnishing information to the A&E Section have been notified and instructed as to their responsibilities.

Conference on Cold Weather Operating Problems

The 5001st Research and Development Group received from the Western Air Defense Command representative stationed at this

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station, an information copy of his report highlighting the
topics which would have been of probable interest to this command.

Colonel Andrew E. Krieger, Jr., Commanding Officer, 5001st
MED Group, forwarded to General Donald B. Smith, Commanding General,
5001st Composite Wing, this information along with a proposed letter
to Headquarters, Alaskan Air Command, requesting that this command
be represented at this annual conference held alternately by the
Royal Canadian Air Force and the United States Air Force. If it
was not feasible for this command to be represented, it was strongly
encouraged that this command at least be furnished a copy of the
record of proceedings for file within this command.

Colonel Krieger stated that his command had considerable data
available on cold weather testing at Fort Churchill which might
have influenced the recommendation on topics such as:

Shelters for Arctic Operations which would house at least
four (4) fighter-type aircraft.

Operations on runways covered with ice and snow as well as
the different methods of removing same or otherwise rendering
them operational.

Ice fog, its prediction, prevention, and elimination.

Reciprocating Engines, cold weather starting, lubricants
for, and operations in general.

Gas turbine engines, fuel filter icing, lubrications, and
operations in general.

Frost, ice, and snow removal from aircraft. Use of covers,
removal by use of fluids, etc.

The determination of the feasibility of cold weather testing
of USAF Aircraft at RCAF stations particularly Fort Churchill,
Manitoba, Canada

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Fire Regulations

On 2 March 1953, a board of officers convened at this station
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to investigate fire prevention procedures at Ladd Air Force Base
and to determine the adequacy of regulations and the degree of
compliance by responsible personnel.

The personnel who appeared before the board were notified and
informed of the purpose of the board and individually informed that
the board was authorized to accept their unsworn testimony if the
board was assured that the testimony given was what it was purported
to be.

Lieutenant Cedric B. Snyder, Ground Safety Officer, Mr. Charles
Cory, and S/Sgt J. P. Evans appeared before the board without counsel
and testified substantially as follows: That the Ground Safety
Section had previously completed an inspection of industrial-type
facilities on the base and had filed reports with supervisory
personnel; that primary discrepancies were poor housekeeping due
to accumulation of rags, dust, trash, inadequate disposal of scrap,
leaking of oil lines, and oil debris on floors; that housekeeping
in facilities throughout the base varies from very good to very
poor; that when discrepancies were pointed out to supervisors they
are usually corrected expeditiously but often recur again; that
specific examples of deficiencies reported include the Air Installa-
tions Office Maintenance Shop due to poor plant facilities, the
new power plant due to accumulation of coal dust in the ceiling,

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theaters, dormitories, lack of explosion-proof hardware; that it was not considered essential to purge tankers prior to performance of minor repairs, but that an explosimeter and grounding facilities should be available, as well as adequate ventilation and non-ferrous tools; that normally discrepancies were reported to supervisors, but not to Group Commanders; that fuel unloading at the railroad spur is an outstanding fire hazard; that sufficient personnel are not provided in the Ground Safety Section for the amount of follow-up inspections considered desirable; and that technical safety inspections would be continued, with primary emphasis on industrial-type facilities, particularly those where the greatest danger existed.

The Base Fire Marshal, the Crash and Fire Rescue Officer, the Base Fire Chief, and the NCO of Fire Prevention Inspection Section testified that the Fire Inspectors attempt to make a complete base inspection monthly; that the Inspection Section frequently fails to receive all monthly Building Fire Warden Reports; that records of their office never contained a complete list of Unit Fire Marshals; that often they fail to receive replies to Inspection Reports, that they are conducting a program on explanation of the Fire Prevention System; that the Area Fire Marshal, being out of command channels, causes difficulty in fixing responsibility and following through on Inspection Reports; that Air Force Regulation 35-6 requires the use of Area Fire Marshals; that they had reported 100/130 octane

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gasoline had been used to wash floors in Building T-2079; that there was a considerable accumulation of trash near Building T-1129; that they had not informed Group Commanders after inspections, and only in exceptional cases of dangerous hazards had any notification been forwarded to Group Commanders; that they had encountered considerable difficulty in obtaining supplies; that in their opinion present stock levels of refilling agents were inadequate.

The Commanding Officer of the 5001st Air Base Group along with other members of his organization testified that there was considerable confusion in the designation of areas, in that personnel of his command were often appointed as Fire Wardens in buildings under another command jurisdiction, and that Area Fire Marshals under his jurisdiction often encountered difficulty in correcting discrepancies in buildings under jurisdiction of other commanders; that Fire Inspection Reports were not normally processed through his office, but went direct from the Area Fire Marshal to the Fire Inspection Section; that personnel who were signed for buildings should be the Building Fire Warden; that Group Commanders should be held responsible for buildings under their jurisdiction; that the Group Commander of the Air Base Group had not been informed of discrepancies found within this group; and that it was essential that Fire Prevention requirements be instilled in all personnel.

The Commanding Officer of the 5001st Maintenance and Supply

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Group along with members of his organization testified that the MES Group was confused as to the routing of reports and the difference in the function of the Area Fire Marshal and Unit Fire Marshal; that work orders had been submitted to correct discrepancies, but that delay was encountered in having the work accomplished; that discrepancies still existed in Buildings T-1613, T-1614, T-1616, and T-1617 as regards installation of heating equipment; that there had been instances when Fire Department Inspectors had reported no deficiencies at the completion of their inspection and that later a lengthy report of discrepancies had been received; that only a few discrepancies had been brought to the attention of the MES Group Commander; and that it was felt that Group Commanders should be held responsible for buildings under their jurisdiction. At the time this testimony was being given, Lieutenant Billy D. Biggs (Base Petroleum, Oil and Lubricants Officer) was informed of his rights under Article 31, and that the board considered it necessary to obtain sworn testimony as some question would be asked that might involve him from a standpoint of command or pecuniary responsibility. He was sworn by the president and testified that he recognized the extreme danger involved in handling petroleum products; that having worked in an oil field, he had learned to actually fear the danger; that he impressed personnel under his jurisdiction with the danger; and in his opinion they also feared the possibility of fire and were cognizant of the

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disastrous results that fire could cause; that to the best of his knowledge, gasoline had not been used to clean the floors but that a "gunk" was used to clean the floors, and it was considered acceptable; that to the best of his knowledge there had been no smoking in the working area of Building T-2073; that he had a demanding job between responsibilities of the POL Office in Base Supply and the distribution section and was unable to spend as much time as he felt necessary in either place; that he had instructed personnel with regard to parking vehicles too close to the building and had not personally observed any violation with the exception of a few instances when a driver stopped within the minimum clearance distance only for a short period to obtain instructions or a relief driver; that actually his responsibility pertained to the refueling, but there was some overlap in the responsibility of maintenance; that a change in responsibility had been made whereby maintenance was a responsibility of the Motor Vehicle Squadron.

Personnel from the 74th Air Rescue Squadron testified that the Area Fire Marshal was required to spend considerable time in performing the Area Fire Marshal duties; that they were thoroughly familiar with the responsibilities and regularly instructed Building Fire Wardens; that there had been occasions where Fire Prevention Inspectors reported no discrepancies upon completion of an inspection but subsequently forwarded a report listing numerous discrepancies.

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It was determined by the board that in an effort to comply with paragraphs 10a, and 29b of Air Force Regulation 85-6, which requires an Area Fire Marshal, and paragraph 5a(1), Alaskan Air Command Regulation 92-2, and Alaskan Air Command Letter 92-20 (since superceded), which require Organizational and Unit Fire Marshals and Fire Wardens, a cumbersome inspection reporting system had resulted. Also, that in an undetermined number of cases, serious fire preventive and safety deficiencies had not come to the personal attention of Group Commanders; that discrepancies noted, which required construction were not corrected expeditiously; that supply action with respect to the requirements of the Fire Department were unsatisfactory; that Fire Department Inspectors had failed to impress on responsible persons the necessity for correcting deficiencies on the spot; that Fire Prevention training had been inadequate; that poor housekeeping principles in shops, warehouses, living quarters, and places of public assembly increased the fire danger; that, in regard to the fire at Building T-2079, major discrepancies existed in compliance with fire regulations, namely, lack of a facility on the base in which to perform refueling equipment maintenance that met all requirements of existing fire regulations; that this, coupled with the general condition of refueling equipment which required considerable maintenance and the extreme weather condition which required inside work, had resulted in personnel violating fire regulations; consequently, with major violations existing, other violations such as the presence

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of paint, oily rags, and trash inside the refueling storage and maintenance building, did not receive the attention they deserved, and a general laxness on the part of the working level resulted.

It was recommended by the board that the Base Fire Prevention System be reviewed to charge Group Commanders with the fire prevention responsibility in designated areas. Also recommended was: that designated areas be assigned to groups based on the scope of activity within the area; that to comply with paragraph 10a, Air Force Regulation 25-6, and paragraph 5a(1), Alaskan Air Command Regulation 92-2, each Group Commander be required to appoint a Group Fire Marshal to monitor Group Fire-Prevention responsibilities within the Group, and that the Group Fire Marshal be given the additional duty of Area Fire Marshal to monitor the responsibilities of Fire Prevention within the Group area; that the Base Fire Regulations be re-written to establish these changes; that when fire or safety inspectors detect serious deficiencies in fire prevention matters, they immediately report these to the responsible Group Commander; and that upon completion of an inspection, the results be critiqued with the appropriate Group Commander and Fire Marshal; that the Air Installations Officer review the procedure in processing work orders with a view to establishing a method of establishing special handling for work orders which affect fire protection or will eliminate fire hazards; that the Base Fire Marshal and the Commanding Officer of the M&S Group designate representatives to jointly review requirements for

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Fire Department supplies, and report to the deficiencies in supply action that cannot be solved, and that the Base Fire Marshal and Commanding Officer of the M&S Group initiate aggressive action to solve such problems, and report to the Commanding General those that cannot be solved; that Fire Department Inspectors point out and explain deficiencies noted during the course of inspections and insure that the maximum number of on-the-spot corrections be made; that a Fire Prevention Training Program be developed and conducted by the Fire Department since the board was of the opinion that Fire Department Personnel would be more competent to give this training than inexperienced personnel; that use be made of the Airman Information Program to further Fire Prevention Training; that the Wing Training Officer provide staff supervision in the scheduling and conduct of Fire Prevention Training; that Group Commanders make or cause to be made an inspection of all buildings on the base, with a view to correcting deficiencies caused by poor housekeeping; that the Base Fire Marshal develop a plan for Spring cleaning, so that advance publicity can be planned to accomplish a thorough clean-up of fire hazards; that in view of the lack of adequate facilities for repair and maintenance of refueling equipment and the cumbersome fire inspection reporting system that existed, the board recommended that no administrative or disciplinary action be taken against any individual, but that action indicated heretofore be vigorously pursued so that education and training would reach each individual on the base as well as at the satellite stations.

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Off Base Employment

Lead Air Force Base Regulation 35-12, 16 July 1952, subject: "Employment of Military Personnel off the Military Reservation", was re-written placing more rigid controls on off-base employment. This was done because of the availability of civilian labor in Fairbanks and does not require military augmentation any longer. With the opening of new base housing units, personnel do not have the need to supplement their earnings in order to live in town.

A limitation was placed on the number of hours an individual could work off-base during any twenty-four (24) hour period in an effort to prevent excessive fatigue detracting from a man's efficiency while on the job. More emphasis was given to determining whether or not off-base employment requested is of a hazardous nature, in which case approval will not be given. Provisions as apply to employment in liquor dispensing establishments, rendering service to the public and depriving civilians of employment remain unchanged.

Midnight Sun

With the signing of an agreement between the Public Information Office and Jessen's Weekly, the base newspaper, the "Midnight Sun", as of last week, is being published by Jessen's Weekly with commercial advertising. This change has resulted in a saving of approximately one thousand (\$1,000.00) dollars per month to the Consolidated

* See Appendix 3.

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Non-appropriated Welfare Fund. The agreement specifies the printing of a minimum of five thousand (5,000) copies per week. On the first issue, seven thousand (7,000) copies were published. Units were requested to submit news for publication in this newspaper; under this new agreement, there is no limit to the size of the paper.

* See Appendix 4.

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CHAPTER II
PERSONNEL

Due to the urgent need of replacement airmen, particularly at AC&W Squadrons, special emphasis was placed on the need to speed the processing required at the main base. The Transient Barracks was reorganized and an officer assigned as Officer in Charge of Personnel Processing. Personnel Processing was given the responsibility of air-mailing service records and allied papers direct to processing unit in the Zone of Interior. Result of this procedure considerably improved expedient receipt of records since ordinary mail had been the method of forwarding. Considerable extra details were established for which personnel requirements resulted. The fire in the Main Power Plant required three hundred (300) airmen working on a twenty-four (24) hour basis for sixteen¹ (16) days.

Airmen utilized in non-technical jobs such as engineer equipment had to be processed and moved to the engineer sub-depot yards in a short period of time during extremely cold weather. Thirty (30) airmen were utilized for seven (7) days in order to meet the port call.²

Approximately thirty-five (35) airmen were detailed from various organizations on Project Counterchange, loading and unloading construction supplies and equipment from aircraft, to and from Barter Island.

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Announcement was received from Alaskan Air Command of the initiation of a new rotation policy for airmen. Assignment of stations by AFSC within the Zone of Interior are furnished and airmen are permitted three (3) choices. Final selection of assignment is made by Alaskan Air Command and it is anticipated that the majority of airmen will be able to obtain the station assignment of their choices in the near future.

In the February replacement shipment of airmen approximately fifty (50) airmen basics with AFSC 00010 were received to augment the Air Police Squadron. As additional air policemen become available, these basics will be screened to determine skills that they are better qualified to pursue. Ten (10) airmen of this category are presently training in other career fields.

Strength

As of 1 January 1953, the 5001st Composite Wing had assigned fifty-three (53) officers and one hundred forty-four (144) airmen. This reporting period ended with seventy-one (71) officers and one hundred fifty-one (151) airmen assigned. Attached Air Force Units, on the 2nd of January 1953, had fifty-four (54) officers and four hundred nineteen (419) airmen. On 3 April 1953, the attached Air Force units had fifty-three (53) officers and three hundred ninety (390) airmen assigned. This increase in the assigned strength of attached units was credited to the absorption of the 832nd Engineer Aviation Battalion, which was attached to this command

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for the summer construction season. Ladd Army had two hundred eighty-two (282) officers and four thousand eight hundred eighteen (4,818) enlisted men assigned. As of 3 April 1953, they had two hundred eighty-three (283) officers commanding as assigned three thousand seven hundred seventy (3,770) enlisted men. The civilian personnel strength at the beginning of this reporting period was eight hundred eleven (811) employed including fifty-three (53) ungraded temporary positions. The civilian personnel strength at the close of the period was eight hundred four (804) employed which included thirty-six (36) ungraded temporary employed.

Key Personnel

CG, 5001st Composite Wing	Brig. Gen. Donald B. Smith
Chief of Staff	Colonel Clair L. Wood
AC/S Personnel	Lt. Col. Thomas B. Goodrich
AC/S Operations & Training	Lt. Col. Allen A. Lathan
AC/S Comptroller	Lt. Col. George R. Ungemach
Air Inspector	Lt. Col. George S. Kilpatrick
Staff Judge Advocate	Capt. Robert M. Haynes
AC/S Material	Maj. Charles B. Cruikshank
AC/S Combat Operations	Lt. Col. Russel G. Ogan
Wing Communications Officer	Maj. Ralph R. Brooks
Wing Adjutant	Capt. John E. Mead
CO, 5001st Air Base Group	Lt. Col. William L. Koob
CO, 548th AC&W Group	Col. Stephen B. Mack
CO, 5001st B&D Group	Col. Andrew E. Krieger, Jr.

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CO, 449th Ftr-Intop Sq	Lt. Col. George W. Kemp, Jr.
CO, 5001st M&S Group	Lt. Col. Sylvan D. Hand
CO, 5001st Medical Group	Lt. Col. Robert B. Zerbe
CO, Hqs. Sq. Sec., Wing	Capt. George G. Bennett

Manpower Requirements

As a result of the request for manpower requirements submitted
 *
 by this Command to Headquarters, Alaskan Air Command, and as a
 result of the comprehensive study, a total of five thousand seven
 hundred one (5,701) Table of Organization, Table of Distribution
 and Allowance and Table of Distribution spaces were required for
 this command. This was broken down into:
 4

477 Officer Positions

4,310 Airmen Positions

914 Civilian Positions

As a result of further screening by the Commanding General, Headquarters, Alaskan Air Command, a total decrease to this figure of thirty-one (31) officers, thirty-four (34) airmen, and nine (9) civilians was made. These decreases were effected in Comptroller, Manpower, Inspection, Chaplain, the 449th Fighter-Interceptor Squadron, and the Aircraft Control and Warning Units. While a decrease was effected in these areas, it was directed that an increase be effected for Nome and Galena, totalling an increase of four (4)

* These requirements were submitted to Hq AAC in compliance with a letter from that command dated 23 December 1952, subj: AAC requirements.

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officers, one hundred twelve (112) airmen, and thirteen (13) civilians. This amounted to a net of minus twenty-seven (27) officers, plus seventy-eight (78) airmen, plus four (4) civilians.⁵

As a result of the screening by Headquarters, Alaskan Air Command, this command represented a requirement in Headquarters Air Force for four hundred fifty (450) officers, four thousand three hundred eighty-eight (4,388) airmen and nine hundred eighteen (918) civilians for a total of five thousand seven hundred fifty-six (5,756). This is compared against a current authorization of four thousand seven hundred seventy-five (4,775), or a total increase of nine hundred eighty-one (981).⁶

Resulting from a detailed screening of the above requirements by officials in Headquarters, USAF, certain minor reductions were made within various sections, such as:⁷

Headquarters Squadron Section (Wing)
Delete Supply Officer

Assistant Chief of Staff Materiel
Delete Supply Officer

Air Base Group, Special Services
Delete one (1) Athletic Officer

Headquarters, R&D Group
Delete one (1) Adjutant

Maintenance & Supply Group
Delete one (1) Adjutant

Assistant Chief of Staff, Comptroller
Original requested a total of seven (7) officers, fifty (50) airmen, and seventeen (17) civilians. Application of yardsticks by Headquarters, USAF, this section was reduced to seven (7) officers, forty-eight (48) airmen, and sixteen (16) civilians.

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449th Ftr-Intop Sq
Delete twenty-five (25) officers, based upon one and one-half (1 1/2) crew per aircraft.

The authorization for the 5001st Medical Group was thirty-five (35) officers, one hundred thirty-five (135) airmen, and nine (9) civilians. This command requested a total of fifty-nine (59) officers, one hundred sixty-two (162) airmen, and fourteen (14) civilians. Based upon the operation of a two hundred (200) bed hospital by the first part of the fiscal year 1954, the Air Force authorized manning of this organization is seventy-five (75) officers, two hundred twenty-six (226) airmen, and fifteen (15) civilians, for a total of three hundred sixteen (316).

The increases approved by Headquarters, USAF, for manning requirements of this command were:

77 Officers
839 Airmen
144 Civilians (Total - 1,060)

This figure represents a total increase over Table of Organization, Table of Distribution and Allowance and Table of Distribution authorizations. The only reduction in Table of Organization strength is that of twenty-five (25) officers, based on one and one half (1 1/2) crew per aircraft within the 449th Fighter-Interceptor Squadron. While the requirements for one hundred forty-four (144) civilians was recognized and basically approved, Headquarters, USAF, could not provide these positions. Instead, to substitute for our civilian requirements, this Command necessarily accepted fifteen (15) officer and one hundred twenty-nine (129) airman spaces, bringing out total final approval by Headquarters, USAF, for this command to one hundred eighteen (118) officers and nine hundred sixty-eight (968) airmen. (T/D and T/D-A increase)

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In addition to the foregoing, Headquarters, Alaskan Air Command, was authorized in December a total of two hundred fifty (250) ungraded civilian positions on a temporary basis. This command accordingly was authorized ninety-one (91) ungraded civilian positions on a temporary basis. These positions are now authorized on a permanent basis and can be admitted to the Table of Distribution for this command. However, it was understood that these spaces have not been approved for the fiscal year 1954, and very probably will be withdrawn at the end of this fiscal year.

The authorization of ninety-one (91) civilian spaces was over and above the 1,060 military spaces approved by Headquarters, USAF. The 1,060 spaces represented a total requirement by this command and, therefore, the ninety-one (91) spaces are over and above the total number approved. By rights, the figure of 1,060 should be reduced by ninety-one (91) spaces. Headquarters, Alaskan Air Command, may take this into account when giving our final authorized ceilings.

While no official authorization has been given to this command for these increased spaces, it was anticipated that Headquarters, Alaskan Air Command, would, in the near future, issue authority to increase this command's then current allocation by the totals indicated by the foregoing. Immediately upon receipt of this authority, the Manpower and Management Office would take action to implement the then current Table of Distribution.

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There was a total of \$20,410.00 loss suffered by the Government through injuries (both civilian and military), vehicle and property damages during the first quarter of calendar year 1953.

To enable a detailed concept of the losses, the following are listed:

Civilian Injuries	----	1	----	\$10,640.00
Military Injuries	----	6	----	6,982.00
Vehicle Damages	-----	12	----	710.00
Property Damages,	-----		-----	2,378.00

The one (1) civilian injury occurred during the month of January. There was one (1) military injury in January, two (2) in February and three (3) during March. Vehicle damages were incurred during all three (3) months of the period covered by this report. There were eight (8) in January, three (3) in February, and one (1) in March. Property damages were suffered during January and March only.

During the reporting period, the Ground Safety Office completed formal safety inspections of all active industrial and hazardous type operations of this command. USAF Driver Safety Meetings were conducted during each month of this period. Attendance was mandatory for all drivers possessing USAF Vehicle Operators Permits. During this period, all military personnel assigned and present for duty, attended a general safety meeting held once each month. Safety training films, demonstrations and lectures were presented to

* These figures do not include any claims which may be, or have been, made against the Government.

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personnel during these meetings. Weekly safety meetings were held in sub-sections throughout all activities.

Accident prevention publicity was conducted through the Daily Bulletin, Base Newspaper, AFRS, Special Bulletins, posters, and other media. Special emphasis was placed on a winter driving campaign.

Accident statistics for the period 1 January through 31st March revealed that the cumulative combined accident rates for this command were 4.83, or a reduction of 54 per cent over the 1952 average combined rates.

This record indicates that top management of this command recognizes the need for, and has given wholehearted support to the Ground Accident Prevention Program at Land Air Force Base
Dentists

The Dental Surgeon advised that as of Monday, 19 January 1953, this command will have lost nine (9) Air Force Dentists which meant that there were only four (4) left until replacements would arrive; hence, care of dependents was curtailed until such time as replacements arrived.

The Commanding General conferred with the Army commander on supplementing the staff with Army Dentists. Evolving from this was the removal from field duty of Army Dentists, and their placement on duty at the Base Clinic daily until Air Force replacements would arrive.

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Civilian Personnel

The Civilian Personnel Officer received instructions from Alaskan Air Command to place two hundred nineteen (219) extra personnel on the payroll in temporary positions to cover emergency requirements. This necessitated the employment of approximately twenty-five (25) people per day to meet these requirements. The new people were all processed and on payroll per instruction. Agency check necessitated the separation of over fifty (50) of these people for falsification of employment application.

Two projects concerning authorization of a civilian visiting nurse and the acquisition of commissary privileges for heads of families residing off base have been initiated.

As a result of the power plant fire a considerable amount of overtime was required. Employees were working to clear the debris and restore the main power plant to operation; and were required to make repairs that resulted from freezeups while the steam was shut down during the fire. Another project requiring considerable overtime was the Spring Cleanup Project authorized by Alaskan Air Command for the purpose of selecting and turning in surplus and repairable supplies from Base Supply.

It was requested of Alaskan Air Command that authority be granted to extend the appointment of Charles Horvath from ninety (90) work days in the fiscal year of 1953 to one hundred and eighty (180) work days in the fiscal year 1953, in accordance with the

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provisions of AF A7.6-6b, (2)(a), Air Force Manual 40-1. The original appointment of Charles Horvath was made in accordance with AF A7.6-5a, Air Force Manual 40-1.

This request was made in order to continue the employment of an individual with outstanding experience and ability for conducting investigations into the marine biology of the central arctic basin in the neighborhood of T-3, "Ice Island". A satisfactory individual of comparable experience is not available at present under the regular fulltime salaried type of employment. Furthermore, Charles Horvath had been on T-3 as a biologist since the last re-supply mission in October 1952. Information received recently from Mr. Horvath indicated that he has been exceptionally successful in his work since that time, having collected several thousand marine and biology specimens, many of which are probably new to science and the numbers of which are far greater than anything previously suspected for the central arctic basin. The positive results obtained to date indicate that the findings will be more important biologically than all previous expeditions into the central arctic basin by all nations. It is believed especially important at this time to keep Charles Horvath on T-3 until such time that he has been able to secure more bottom samples and to continue all collections on a seasonal basis, until such time that general plans in the operation of T-3 change. It is planned at present that a different arrangement for biological studies on T-3 will be made within the

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next three (3) months when responsibility for the support of project Ice Island will probably have passed from the Alaskan Air Command.

This request was approved by Headquarters, Alaskan Air Command on 10 January 1953. However, it was directed that the extension must remain within the limitations of funds available for authorized services at this installation. It was also requested that Headquarters Alaskan Air Command be notified upon expiration of the appointment.

Overtime of Civilian Personnel at AC&W Sites

On the 21st of January 1953, the 160th AC&W Group submitted a letter request to the Commanding General, 5001st Composite Wing, requesting that Squadron Commanders under the jurisdiction of the 160th AC&W Group be authorized to request and certify overtime for civilian personnel performing Air Installations Office duties at isolated AC&W Sites.

The letter stated that civilian personnel must be utilized because of the degree of skill required. Saturday and Sunday overtime was required on occasions to fully utilize the skill of the personnel during his stay at the sites. This was a primary factor, because of the transportation difficulties which arose from weather conditions and availability of aircraft.

During the time that this was in channels, the 160th AC&W Group Headquarters made a request to Ladd Air Force Base Air Installations Office for qualified general utilities men to

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accompany the Group Staff Engineer on a field visit to F-4 and F-7 to make recommendations for repairs and modifications, in existing facilities, during the summer season.

The Wing Personnel Section informed the 160th AC&W Group that the Commanding Officers of its component units were responsible for determining the necessity of overtime duty to accomplish tasks of an emergency nature wherein normal action would result in undue risk or would involve the safety, health, or damage to Government property or personnel. When work of an emergency nature at their stations is determined to be necessary it is also their responsibility to insure that overtime work does not continue beyond the absolute need for it.

When an occasion occurs whereby a commander determines that it is to the best interest of the service to accomplish emergency work on an overtime basis, he was authorized to complete the necessary arrangements and would without delay furnish a certificate to the responsible officer who certifies pay records of the employees concerned. Such certificate to include, but not limited to, the following:

That overtime was required to meet an emergency condition.

The nature of the emergency, and why it was determined impracticable to accomplish through normal action.

The hours reported were actually worked by the employee.

In the event the authority set forth was not considered sufficient, it was desired that the 160th AC&W Group inform Headquarters,

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5001st Composite Wing of any additional authority that the Squadron
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Commanders may require.

Flu Outbreak

The Wing Surgeon reported that the recent outbreak was influenza of the mildest form type virus, and was an epidemic. Two hundred seventy (270) were hospitalized; five hundred forty (540) Air Force outpatients; or 15 per cent of the military personnel were affected on the base. Approximately four thousand (4,000) personnel were inoculated here and at Nome.

Quarters Cases

A Base Regulation will be published covering the new policy on quarters cases. However, the Surgeon explained briefly that quarters cases are hospital admissions administratively. The patient reports to the hospital to be admitted and reports to the hospital to be discharged. No patient will be sent to quarters unless he has private quarters. Only by permission of his organization commander will a man be sent to his barracks. Organizations are officially notified of admission to quarters by a phone call to the morning report section from the Hospital Registrar's Office.

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CHAPTER III
OPERATIONS & TRAINING
OPERATIONS

Squadron Commanders' Conference

A Squadron and Site Commanders' conference was conducted from 15 through 17 January 1953, at this station. The 5001st Air Base Group site commanders were also present. This meeting was monitored by the 160th AC&W Group, and covered virtually all phases and aspects pertinent to the operation and maintenance of an installation.

It was directed by the Commanding General that all staff Officers of this Headquarters would be present, or available, on the 19th of January 1953, to render any assistance requested by any site commander.*

Ground Observer Reports & Stations

To fulfill a requirement of Headquarters, Alaskan Air Command for an itemized list of all Ground Observer Reports received during the period 1 January 1953 through 31 January 1953, showing ultimate identification of each plot received and the lapsed time between origination and receipt of each message, the following was submitted:

* See Appendix 5.

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<u>STATION</u>	<u>IDENT.</u>	<u>ELAPSED TIME</u>	<u>DATE</u>
Gambel	None	15 hrs 50 min	9 Jan 53
Nome	None	0 hrs 16 min	11 Jan 53
Nome	None	0 hrs 20 min	15 Jan 53

It was also requested that this command provide Headquarters, Alaskan Air Command with a list of all operational Ground Observer Stations within Air Defense Area II, showing the type of stations and location as of 31 January 1953. The following information was forwarded as a listing of all stations within Area II that had submitted Ground Observer Reports over a period of twelve (12) months:

Ft. Yukon - CAA	Little Diomed Is. - ANS
Hughes - CAA	Teller - ANS
Galena - CAA	Tanacross - ANS
Solomon - ANS	North East Cape - AC&W
Wales - ANS	Savoonga - ANS
Point Hope - ANS	Big Delta - CAA
Kivalina - ANS	Umiat - UNK
Moses Point - CAA	Shung Nak - ANS
Circle - ANS	Gambel - CAA
Lake Minchumina - CAA	Shishmaref - ANS
Unalakleet - CAA	Teller Mission - ANS
Nome - CAA	Manley Hot Springs - CAA
Kotzebue - CAA	

F-94 Aircraft

Upon request from Headquarters, Alaskan Air Command, regarding maintenance problems which were considered to be of major concern, it was determined that the outstanding problems encountered by this command were:

Slave Gyro Compass trouble was the largest single factor that reduced the combat ready status below that of the in-commission status. There was every indication that considerable magnetism existing in the aircraft section, which caused readings to vary from 20° to 40° off. These errors were not correctable nor were they predictable.

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The stand-by compass was extremely unreliable. Caging mechanisms broke down after a few hours of operation. Internal electrical trouble seemed to be the predominant reason for failure of the instrument. Operating time did not average seventy-five (75) hours.

Instrument inverter system was over-designed. The use of two (2) inverters and the stratopax (Automatic change-over relays) increased the possibility of electrical malfunction. Suggested was the use of two (2) inverters, warning light and a pilot operated change-over relay.

Canopy actuator motor, relays, etc, were inadequate. During cold weather, canopy could not stand the constant usage. Canopy system was over-designed. The use of a manually operated actuator would eliminate the electrical troubles encountered and save weight. During cold weather, canopy was not operated on battery, but manually, due to high current drain, therefore, electrical system could be eliminated easily.

The location of switches, lights, circuit breakers, etc, on left right consoles were extremely hard to see and operate when winter flying gear was worn. This was especially true on aircraft which had ejection seats because the seat was so close to the instrument panel. All emergency lights and switches should be located on the instrument panel where the pilot could readily see and operate them. Much space was wasted on the instrument panel which could have been used for these switches and lights.

Brake pedals were designed to sit straight up and down, i.e., 90° to aircraft axis. With winter flying shoes this made for uncomfortable taxiing, take-off, and landing due to the cramped position of the pilot's feet and the possibility of landing with the brakes on.

It was also pointed out to Headquarters, Alaskan Air Command,
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that the following were in very short supply:

- J-8 Attitude Indicators
- Canopy Actuators
- Starters, Engine
- Turbine coolers
- Emergency Hydraulic Pumps
- Afterburner Pressure Switches
- Radio Compass Cables

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Navigation Lights Flasher Units
Flex Hose, Afterburner Pump
Gun Mounts
600° C. Fire Warning Switches

8 Winter Aircraft Operations

In fulfillment of a request from the Director of Flying Safety Research of Norton Air Force Base, California, this command submitted information concerning operation of aircraft during the winter months along with some tips on winter operations in this command. This information was obtained from the 449th Fighter-Interceptor Squadron and the 5064th Cold Weather Materiel Testing Squadron through the Flying Safety Section at this base.

This information which was dispatched to the Director of Flying Safety, Norton Air Force Base, California, had previously been put to practice and proved to be worthwhile in saving manhours. In regards to maintenance on C-47, C-54, and L-20 type aircraft, the following was pertinent:

When an aircraft was moved from a warm hangar to extreme cold weather, it was found that bleeding oil pressure lines just before movement saved a lot of loss of oil pressure indication troubles.

On shut down of engines leaving throttles in closed position and carburetor head doors closed would prevent blowing snow from entering induction system.

Installation of engine covers after engine shut down would conserve heat and also aid when heating engines for next run up.

When heating aircraft engines keep heater ducts away from oil cooler and surge valve. This will save changing many coolers due to split cores because when surge valve is

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warm, oil flow is directed directly through coolers cores and when engine is started, oil with high viscosity may be forced by scavenger pump through cooler thus a possibility of splitting exists.

When heat is applied to engines, a duct placed in the wheel well and directed to the oil tank will save a lot of trouble with the propeller feathering system, for then, hot oil is available for the feathering pump to feather the propeller.

When ignition trouble arises, and indications show a bad spark plug or two, in order to conserve time, chalking the exhaust stacks with red chalk and noticing a pigmentation change after running engine on faulty magneto will tell which cylinders had the bad plug or plugs. This method is much preferred over the magic wand test because more than one run up will be required during extreme cold weather to perform a perfect magic wand test.

Concerning F-94 type aircraft primarily but in part applicable to F-82, C-47, C-54, and L-20 type aircraft, the following was submitted:

Fuel de-icing system, F-94 type aircraft. Provisions for alcohol de-icing of the low pressure filter are included in this aircraft. One hundred percent (100%) alcohol, specification AN-A-18 is used in the de-icing system.

The de-icing injection switch is located on the left hand auxiliary panel. A red warning light, operated by pressure differential is located to this switch. When the pressure differential in the filter reaches two (2) PSI, the warning light comes on, hold the injection switch on until the warning light goes out. This switch should not be actuated for more than 30 seconds, and if after this time the light fails to go out, the switch should be turned off and the process repeated. If the warning light fails to go out after several attempts are made, the filter may be clogged and the possibility of a flameout exists.

On occasions, the warning light fails to come on when ice has accumulated in the filter. The pilots first indication of icing will be a fluctuation of fuel pressure and RPM. As the ice builds up, this fluctuation increases and a

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surging motion of the aircraft will be felt. It is pointed out that at five (5) pounds pressure differential the fuel will by-pass the low pressure filter. If the injection system is not used by this time, the fuel will carry water and ice crystals into the three high pressure filters and eventually into the nozzels. Ice in the nozzels will eventually collapse the screens and flameout will result. No restart can be made.

It is brought to the pilots attention that a fluctuation of fuel pressure and RPM does not necessarily mean ice in the low pressure filter. In order to definitely establish that ice is causing this fluctuation, the pilot will use his injection switch in the manner prescribed heretofore. If the fluctuation ceases when alcohol injection is used, it will be definitely established that icing has occurred. In case the fluctuation continues, power will be retarded to seventy per cent (70%) and the emergency system will be actuated. Power will be increased and if the fluctuation ceases, return the system to normal operation. A continued fluctuation at this time will indicate a restriction in the main control (ice or deterioration) and the aircraft will be returned to the field immediately.

One caution is pointed out in the use of the injection switch. When the switch is actuated, the drain on the battery is excessive. Fifteen minutes of continuous operation of this switch will either burn out the fuel injection pump or drain the battery. Draining the battery when the generator is malfunctioning can cause a complete electrical failure. No airstart can then be made.

Ice formation is more prevalent in aircraft using JP-1, and JP-3 fuel, but occasionally ice will form in aircraft using gasoline. In order to preclude the formation of ice in the fuel system during takeoff, pilots will, in temperatures below 0° Fahrenheit, hold the alcohol injection switch on for twenty (20) seconds prior to takeoff.

Recommended takeoff RPM for F-94 type aircraft:

In cold temperatures takeoff RPM must be controlled in order not to exceed the design limitations of the engine. The J-33 engine was designed for 4600 pounds of thrust. At a given engine RPM the static thrust output increases directly as the free air temperature decreases because of the density of the air entering the compressor increases

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as the temperature decreases. In addition fuel pressure increases under these conditions because more fuel is necessary to deliver the additional thrust. At the air densities encountered in Alaska during winter operation it is possible to exceed the design limitation of the engine if one hundred per cent (100%) RPM is used at all times. Therefore, the pilot must adhere to a procedure of decreasing takeoff RPM, as the free air temperature decreases except for emergency conditions when RPM percents versus temperature differences. The table is based on obtaining 4700 pounds of thrust.

<u>Fahrenheit Temperatures</u>	<u>Desired RPM</u>
+60	100
+50	100
+40	99
+30	98
+20	97
+10	96
0	95
-10	94
-20	93
-30	92
-40	91
-50	90

It is pointed out that exceeding these limits will impose high stresses on the engine. On a minus 40° temperature day, one hundred per cent (100%) RPM will give approximately 6200 pounds of thrust. This is 1600 pounds over the design limitations of the engine and the danger involved is obvious. During the winter months operations will check the temperature each day and post the take off RPM for that day.

Canopy Difficulties, F-94 type aircraft:

In extreme cold temperatures, there is a tendency for the canopy to contract and cause canopy to malfunction. This tendency is more prevalent when an aircraft is removed from a warm hangar into the outside cold air. In order to decrease canopy malfunction, all pilots will adhere to the following precautions.

Before taxiing each pilot will make sure that the canopy is closed. If the canopy cannot be closed, the canopy has undoubtedly contracted and forcing the canopy will

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warp it. The aircraft will be returned to the line.

In the event of a cross-country flight, when the aircraft is placed in a warm hangar overnight, pilots will attempt to take off immediately upon removal of the aircraft from the hangar.

During cold temperatures, frosting of the canopy will occur if a descent is made from high altitude with a low power setting. This condition could be of serious consequence in the case of a wing man flying formation. All descents from altitude will be made with high power settings and with the canopy defrosting switch on.

Icing and Frosting, all types of Aircraft:

Due to limited facilities at this field, it is impossible to store aircraft in hangars during adverse weather; consequently, the aircraft will remain outside. Any time there is moisture in the air at freezing temperatures, ice and frost can and does accumulate on the wings and tail surfaces of the aircraft. This accumulation occurs even though wing and tail covers are used.

Pilots will insure, before takeoff, that the wings and tail surfaces are cleared of frost and ice.

If a ground haze is present during takeoff, the pilot must realize the possibility of windshield icing or frost formation. Taking off under this condition, the pilot must be ready to go on instruments at any time during the takeoff run.

Battery Care, all types of Aircraft:

Special consideration must be given to the battery when operating under extreme cold conditions. The power output of a battery decreases as the temperature drops, so batteries must be kept fully charged at all times. The electrolyte in a fully charged battery has a lower freezing point than that in a partly discharged battery.

All pilots, when away from this station, will insure that the following precautions are followed. No battery starts will be made unless an emergency exists. In cold temperatures, a well charged battery will only be good for one ground start of F-24 type aircraft. In the event a battery start is necessary, the pilot will, upon returning to his

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home station, notify his crew chief of the fact in order that the battery may be checked.

In cold temperatures (-30F), whenever the aircraft is to be grounded any length of time, the batteries will be removed and stored in a warm place. Special care should be exercised when removing the battery from the aircraft not to damage it or bump it against anything or set it on snow covered ground. Battery cases are brittle when cold and will crack easily. If the batteries cannot be removed to a warm room, they should be heated with a hot air heater prior to starting.

Operations, all types of Aircraft:

There are several problems which each pilot should be cognizant of when operating under arctic conditions.

One of the greatest hazards of snow-operations is its effect on the pilots depth of perception. This effect makes it difficult to judge heights on newly formed snow. All fields in this theater have evergreen trees set up along the runways as reference markers to aid perspective.

The pilots greatest concern while operating an aircraft in this theater is the condition of the field he is flying off, and the effect it will have on his equipment. The condition of the runways and taxiways are of prime importance to each pilot. Generally, there are three conditions that prevail at this base:

Snow: This field is generally blanketed with snow throughout the entire winter (October through March). The snow on the runways is packed tight and rarely does the loose snow exceed five inches in depth.

Take-Off: Take-off from a runway covered with snow offers no problem provided the snow is not too deep. The aircraft will accelerate slower and consequently the take-off run will be longer.

Landing: On landing, the aircraft will deaccelerate more quickly and the landing roll will be shorter than that on a dry runway. The aircraft will not slide unless the brakes are locked. Brakes should be used sparingly and intermittently.

Ice: Occasionally the runways become icy due to thaw

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conditions. Although the runway may be covered with ice, there is usually a coating of snow on top of it, lessening somewhat the slick condition.

Take-Off: The take-off end of the runway used by jet aircraft is usually icy. The jet blast will melt the snow and after the aircraft takes off, the melted snow will freeze. Due to this slippery condition, it is impossible to run up to full power before starting the take-off roll. The pilot will release the brakes when eighty five per cent (85%) RPM is reached and complete the power setting during the first few seconds of the roll. Brakes should be used sparingly once the aircraft begins rolling.

Landing: With F-4 type aircraft, the pilot should not land with an excessive airspeed and should touch down lightly as possible. Avoid landing the aircraft in a crab or with any sideward motion. Use the brakes intermittently and sparingly. In the event that the pilot ascertains the aircraft will not stop before the end of the runway is reached, he will place the throttle in the off position.

Slush: This condition offers the most difficulty, and is most prevalent when the temperature varies around the freezing level; both in the early winter and when the spring thaw comes.

Take-Off: Taxiing to the take-off position and on the take-off run, slush and water are thrown into the wheel wells and on the landing gear struts. After take-off, this accumulation freezes and can cause the landing gear to freeze in the up position. On occasions the slush will accumulate so thick as to prevent the gear from fully retracting. In order to keep the gear from freezing in the up position and to break some of the frozen slush accumulation, pilots will raise and lower their gear three times immediately after take-off during slush conditions.

Landing: Slush and water freezing on the alighting gears causes the gear warning light micro switches to freeze, thereby causing the lights in the cockpit to function improperly. When dropping the gear, prior to landing, if all the gear warning lights are not in the green, the pilot will have the tower visually check the gear before landing. If fuel permits, the pilot will make a touch and go landing. Occasionally, touching the gear down on

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the runway will break loose the micro switches and allow a proper indication of the lights in the cockpit. Landing on a runway covered with slush and water will offer the same characteristics as a snow covered runway in that the aircraft will deaccelerate more quickly. The runway will be inclined to be more slippery, consequently, brakes should be used sparingly.

Another obstacle to successful snow operations is the banks on the sides and approaches to the runway; also along the taxiway. These banks are usually three to four feet in height and extreme caution should be exercised not to run into them.

The pilot will be most concerned with these banks during the landing approach and on the landing. As was pointed out previously, snow greatly impairs the pilots depth perception. Although the sides of the runway have trees to aid the pilots perspective, the approaches do not. Consequently it is difficult to estimate the height of the bank on the approach, making it possible to snap the landing gear off. The following precautions will be followed:

- Avoid dragging the aircraft over the fence.
- Do not attempt to land on the edge of the runway.
- Do not land too close to the sides of the runway.

When landing at a strange field, the pilot will check with the tower as to the height of the snow bank on the approach and its distance from the edge of the runway. If fuel permits, the pilot will make a pass down the landing runway and check the condition visually.

It is pointed out that all the taxi strips leading off the runways are not cleared of snow. During night flying this situation could prove serious if the pilot attempted to turn off on to one of these uncleared strips. The pilot must be certain that the strip he uses to turn off the runway on is cleared of banked snow.

Two cautions must be pointed out regarding the condition of the ramp.

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Due to the jet blast constantly melting the snow and then having it freeze, the ramp is usually slick. Pilots when taxiing in and out of the parking area, will proceed slowly. In the event the aircraft begins sliding toward another, the engine will be cut off immediately.

When the ramp has several inches of snow on it, it will be necessary to use an excessive amount of power to start the aircraft rolling. F-94 type aircraft on the line are parked at an angle of 45° and the pilot must move well forward from the line before starting a turn when pulling out in order not to blow snow and slush on the other aircraft. It is cautioned that moving out of position a sharp turn will cock the nose gear and cause it to slide. It will be necessary for a ground crew to straighten the gear. All turns will be made gentle and not too sharp.

A few cardinal rules to remember when operating an aircraft during the winter months in this theater are:

Taxi slowly.

Do not taxi or stop close behind another aircraft due to the possibility of having snow and water blown on your aircraft. This snow and water may frost your canopy or freeze on the wings and greatly impair flight.

Take precautions to prevent your jet wash from blowing on personnel or other aircraft.

Brakes will be released on take-off at 85% RPM.

Raise and lower your landing gear three (3) times when there is water and slush present on the runway.

Do not attempt to drag the aircraft in on the approach.

Do not attempt to land too close to the approach end of the runway.

Do not touch down at excessive airspeeds and land with the least amount of sideward motion as possible.

Do not land too close to the sides of the runway.

Use brakes sparingly.

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Make sure the taxi strips off the runway are cleared of snow.

Taxi into the parking area as slow as possible. If the ramp is too slick, cut off the engine and have the aircraft towed into its parking spot.

Armament Officer Activities

Inspection of transportation at Ammunition Section revealed the fact that some kind of warm storage for vehicles was critically needed and should be provided for in the new area on Birch Hill at Ladd Air Force Base.¹⁰

A visit by the Wing Armament Officer to Headquarters, Alaskan Air Command, revealed the indication that temperature controlled storage igloos for 2.75 inch rockets would not be required. However, storage of forty-eight (48) hours basic load may be possibly have to be temperature controlled.¹¹

An inspection of the Yukon Bomb Dump proved it to be in excellent condition.¹²

Project "PINBALL"

Project "PINBALL", the collection and analysis of information pertaining to unidentified activities as gathered by the outlying radar sites, is being continued; graphs were being prepared daily. All plots compiled by the Intelligence office are forwarded to the Alaskan Air Command Intelligence Directorate for further collation and evaluation. The results of this project are estimated to be good.¹³

A total of four unidentified flying objects reports had been

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received by the Intelligence Office during this quarter. The Intelligence Section was credited with the finding of a solution to these reports and those received during October, November, and December of 1952. After careful examination of the facts submitted with the reports and after thorough interrogation of the personnel who made the observations, it was discovered that every report had some instances of similarity. Major Walter K. Henry, Commander of the Weather Detachment at Ladd, was consulted and invited to review the subject reports.

The theory of weather phenomena was disregarded and the theory of astronomical bodies entering into our atmosphere was set aside in view of the fact that the similarity of these reports and the facts submitted in them was such that could be readily explained. It was agreed to conduct an experiment at Ladd Air Force Base with the belief that a solution to these unidentified objects could be reached. On the night of 17 February 1953, at approximately the same hour as most of the sightings were observed, and under almost the same weather conditions, a group of all available personnel who had reported such sightings were assembled with Major Ahlstrom in charge. At a given time, a PIBAL weather balloon with a light was released. It was agreed by all persons that what they saw that night was beyond a doubt the same object reported in their sightings. A check-back of PIBAL reports, for times coincident with observations, further substantiated those findings.

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Emergency Destruction of Intelligence Material

The Emergency Destruction Plan of the Intelligence Section was reviewed and rewritten. All personnel of the Intelligence Section were assigned specific duties to perform in the event an emergency destruction was ordered. A mock destruction was ordered and the results were excellent.

A demonstration was conducted to familiarize the personnel of the Intelligence Section with the capabilities of the AN-M-14 Incendiary Grenade. Results of the demonstration were excellent, and it is believed that in the event of an emergency, there would be a complete and speedy destruction of all classified material.

New Aggressor Order of Battle

A new aggressor order of battle and intelligence estimate of the situation which is to be used for all Command Post Exercises and Maneuvers of the Alaskan Air Command were received and preparations began for preparing a briefing; the posting of essential information on an overlay showing the entire aggressor order of battle in areas adjacent to Alaska has been completed.

Capabilities of Various Types of Soviet Aircraft

Several large charts have been completed by the maps and charts department of the Intelligence Office showing the capabilities of various types of Soviet aircraft. It is intended that reprints of these will be made and "Combat Operations" given a sufficient supply for identification purposes. It was believed that they would also serve a very useful purpose in future maneuvers and

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Command Post Exercises.

Microfilming Records

Verbal permission has been granted to microfilm old records retained at the Intelligence Office. This project will be undertaken by Lieutenant Purtzer upon his return from the outlying sites, and will be reported in the next submission from this organization.

Staff Visits to Radar Sites

Staff visits were made to all radar sites in Area II during the period covered by this report. Recommendations were made for improvements in operations, training and administration. Also, visits were made to Alaskan Air Command by Major Ogan on Air Defense Command matters and Major Burris on the coordination of the SCAT plan.

New Plotting Board

A new plotting board for the Air Defense Control Center was completed and put into use. At the same time, new plastic raid stands with larger and more readable letters and numbers replaced the old metal stands which were previously utilized.

New Identification Procedures

New identification procedures were set up for Loon Echo and Ptarmigan flights and used for fourteen (14) days as a trial period. The procedures proved so satisfactory that they will be incorporated into a Tactical Standard Operating Procedure to be used in the identification of these flights.

* See Appendix 6.

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System Check and Alerts

On the request of the 10th Air Division (Defense), F-24 and C-47 type aircraft from the 449th Fighter-Interceptor Squadron and the 506th Cold Weather Materiel Testing Squadron participated in system check and alerts for Area I on 21 February 1953 and 28 March 1953. Coordination and briefings for these operations was done by the Combat Operations Section.

17

Tracking Practice

Low level tracking missions for the Automatic Weapons positions of the Antiaircraft Artillery at Ladd and Eielson Air Force Bases were scheduled on a bi-weekly basis with F-52 type aircraft for maximum practice in tracking aircraft on low level strafing or bombing runs.

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Air Defense Training

Air Defense Training Missions were revised to include all Ladd based C-47 type aircraft returning to Ladd Air Force Base to afford a maximum amount of training for Antiaircraft Artillery, Ground Control Intercept, and Automatic Weapons fighter units.

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Combat Readiness

The combat readiness and effectiveness of Ladd Air Force Base and its component organizations may be ascertained by viewing Appendixes 7, 8, and 9.

*

* The Combat Readiness Summary is forwarded as an appendix in lieu of a detailed narrative regarding the combat readiness of this command, thereby affording a more complete and documented revelation of the status of the many phases of operation pertinent to this command.

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Aircraft Accidents

During the period covered by this report, this command was charged with six (6) accidents, and one (1) incident of which two (2) were classified as major and four (4) as minor. Following is a brief resume of each accident:

The first accident involving a F-94 from the 449th Fighter-Interceptor Squadron, occurred at Galena, Alaska, on 6 January 1953, which resulted in minor damages. This accident was attributed to improper taxiing procedures as specified in AFR 62-10. This accident was brought to the attention of all pilots assigned to the 449th Fighter-Interceptor Squadron with special emphasis on proper taxiing procedures as outlined in AFR 62-10.

The second accident which occurred at Barter Island, Alaska involved a C-47 assigned to the 5064th Cold Weather Materiel Testing Squadron. This accident happened on 14 January 1953 and was classified as minor. It was found by the Aircraft Accident Investigating Officer that; numerous large pieces of frozen snow six (6) to twelve (12) inches high on the runway caused this accident while taxiing for take-off. Pilots of the 5064th Cold Weather Materiel Testing Squadron were cautioned to be extremely careful when operating from Barter Island or any other site under this command.

The third accident involving a F-94 on 6 February 1953, at Galena, Alaska, was attributed to the 449th Fighter-Interceptor Squadron. Except for the salvage of parts, this aircraft was totally destroyed. The accident occurred when the engine flamed out and crashed. It was determined by the Aircraft Accident Investigating Board that a few probable causes could have caused this aircraft to have a flameout, but no definite cause could be determined. The engine and accessories were shipped to MAAMA for further study.*

The fourth accident concerned a F-94 from the 449th Fighter-Interceptor Squadron on 22 February 1953, and resulted in minor damages. This accident happened while the pilot was

* See Appendix 7, 8, and 9.

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performing a low level mission and struck a tree. The pilot violated the Squadron Standard Operating Procedure, which stated that no aircraft would fly below the two hundred (200) foot minimum. This accident was brought to the attention of all pilots of the 449th Fighter-Interceptor Squadron, with special emphasis placed on the common sense and judgement required of pilots when performing this type mission.*

The fifth accident resulted in minor damages to a F-94 from the 449th Fighter-Interceptor Squadron on 22 February 1953, at Galena, Alaska. While landing the aircraft, it stalled out about five (5) feet above the runway, and on landing, caused minor damage to the tail cone and tip tanks. Due to his limited supply of fuel the pilot was committed to land and poor weather at this time was also a contributing factor towards the accident. This accident was brought to the attention of all pilots of the 449th Fighter-Interceptor Squadron. Evolving from this was action taken to mark the runways with dye marker and small evergreen trees at all outlying sites so these visual aids * may be utilized by pilots when encountering these conditions.

The sixth accident involved a F-82 from the 449th Fighter-Interceptor Squadron, and occurred at the Elair Lake Gunnery Range on the 6th of March, 1953. This accident, classified as a major accident, was caused by a weak locking pin spring, causing the 50-caliber machine gun to malfunction causing damage to the blast tube and leading edge of the center wing around the gun ports. An Unsatisfactory Report was submitted on this spring. As with all accidents, this one was also brought to the attention of all pilots of the organization.**

On 11 March 1953, the 449th Fighter-Interceptor Squadron was charged with an aircraft incident pertaining to a F-94. This incident occurred at Ladd Air Force Base while the crew chief was trying to determine why the aircraft wouldn't start. After the ignition was changed and the aircraft was operating normally, a loud explosion was heard from the plenum chamber. Pressure check of the engine, both on the aircraft and removed from the aircraft, failed to show evidences of fuel leaks. The cause of the blowout was undetermined.

* See Appendix 8.

** See Appendix 9.

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TRAINING

On the Job Training

During the month of January 1953, the series of staff visits that had been started during the months of November and December 1952, were continued. The visits revealed continuing progress on the part of the various groups in the improvement of their On the Job Training Programs. The Air Base Group revealed that progress was being made in the organization of a Program.

The Maintenance and Supply Group and the 449th Fighter-Interceptor Squadron were continuing the program as originally set up, and continued progress was made.

The Medical Group had active training going on in some sections and were integrating the other sections into the program.

The Research and Development Group conducted a program on some phases, but had not completed the final plans for their program.

The 160th AC&W Group had just gone through a new organization and had set up a Group Training Section, which was busy integrating the program throughout the Group. During a Group Conference, all the site commanders were briefed on the On the Job Training Program, and given instructions on setting it up.

The new Alaskan Air Command Regulation 50-5 was received 14 January 1953, and on 20 January 1953, Captain Barney C. Tiller,

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First Lieutenant James J. Bores, and one non-commissioned officer of the training division, Office Deputy Chief of Staff Personnel, arrived for a staff visit on the On the Job Training Program. All of the groups in the wing were included in this visit with the main activities in each group being contacted. As a whole, the report of their visit was very satisfactory. Comment was made on the progressive action taken by Wing Personnel to implement a comprehensive On the Job Training Program. Comment was also made on the organizations requiring more assistance to develop an effective coordinated program as well as on the organizations having a well established and continuing program.

The new Air Force Regulation 50-23 on On the Job Training was received in February 1953. This regulation did not greatly change the program as was then established, but did bring out a new Air Force wide training form to be used for On the Job Training. The Alaskan Air Command notified this headquarters by TWX that they would continue to use the Command form until receipt of the new Air Force form, and at the present time, this is being done.

The Research and Development Group as well as the Medical Group have reorganized their group training sections since the last staff visit by Alaskan Air Command and appear to be exercising close supervision of the Program.

Training Film

Headquarters, Alaskan Air Command requested the comments of

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this command regarding requirements for a film "Survival on the
²⁰Sea Ice". Consideration for the preparation of this film evolved
from increased operation of aircraft over areas covered almost
year around by floating sea ice.

The research and Development Group of this command stated
that a requirement for a training film treating this phase of
Arctic Indoctrination did exist.²¹ The training unit has been crit-
icized by students for teaching very little pertaining to survival
on sea ice.²² A color film was the more desirable and the objectives
of the film was to instill confidence in Air Crew members and to
teach survival techniques.

It was requested that the delivery date of this film be no
later than 1 November 1953, this being the approximate opening
date of the next Arctic Survival School term.

General Military Training

The Training Officer advised that approximately twenty per cent
(20%) of the military personnel on the base have not been trained
insofar as theater indoctrination and one-time training, as out-
lined in Alaskan Air Command Letter #50-3, is concerned. Quotas
were established during December 1952, for the three (3) days
training period in hopes that the training could be brought up-to-
date except for the new arrivals as they report in. The response
to this was not gratifying and the Training Officer solicited the
cooperation of all unit commanders in that respect for future
training periods.

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The Commanding General directed that he be furnished a list of all units who do not meet the quotas and also, that the quotas, as established by the Training Officer, will be filled by the unit commanders.

Flying Training

Training of all aircrew personnel was continued with particular emphasis being placed on the training of newly assigned aircrew members. Five (5) pilots and fifteen (15) radar observers joined the 449th Fighter-Interceptor Squadron during the period covered by this report. The five (5) pilots and three (3) of the radar observers were graduates of the All-Weather Interceptor School at Tyndall Air Force Base, Florida. Two (2) of the pilots had tactical experience. The other twelve (12) radar observers reported to the 449th Fighter-Interceptor Squadron directly from the Observer Training School at Connally Air Force Base, Texas.

It was anticipated that the intensive training program, both in the air and in the classrooms, would considerably increase the experience level of all flying personnel by mid-summer.

The AACUPD 10-1 requirements for aircrew training were complied with, and in most instances exceeded the minimum requirements for the first quarter of calendar year 1953.

A detailed picture of the types, amount programmed, amount of training accomplished, and the over-all status may be ascertained by reference to Appendixes 6, 7 and 8.

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Alaska Theater Indoctrination

Phase I. This phase of the indoctrination was conducted on the 5th, 6th, and 7th of January; 2nd, 3d, and 4th of February, 2nd, 3d, and 4th of March 1953, and was attended by a total of four hundred forty-six (446) officers and airmen.²⁶

Phase II. This consisted of the "one time training" and was conducted in conjunction with the Alaskan Theater Indoctrination with the exception of the survival training. Eight (8) hours of instruction were given by officer and enlisted personnel of the Fourth Regimental Combat Team. The training furnished by the Fourth Regimental Combat Team was of a very high standard.²⁷

Phase III. This phase, annual training, was cold weather familiarization firing, and was conducted from the 24th of March through the 27th of March 1953. One thousand five hundred sixty-five (1,565) officers and airmen were trained in this phase.²⁸

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CHAPTER IV
MAINTENANCE & SUPPLY
MAINTENANCE

Aircraft Maintenance

During this reporting period, aircraft maintenance was plagued by an extremely high AOCF rate. The average for these three (3) months was thirteen per cent (13%). The average C-47 AOCF was twenty-one per cent (21%).

Continuous efforts were made to establish procedures which would insure location and issue of every needed part. It was recommended that the best available personnel be placed in the priorities section of Base Supply. By the end of the reporting period, the AOCF rate had been reduced to an acceptable figure and the in-commission rate was improving.

During the extremely cold weather, minus 25° Fahrenheit and below, difficulty was encountered in starting jet engines when using JP-4 fuel. This headquarters requested JP-3 to use during extreme cold but none was available, so 100/130 grade aviation fuel was used. During the period 27 January to 5 February 1953, a test was made using six aircraft and listing both ground and air starts with JP-4 and 100/130 aviation fuel. The results of these tests are in

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Alaskan Air Command Letter, subject: "Grounding of V-GLB Aircraft", dated 10 February 1953.

For some time, the greatest single factor which reduced the combat ready rate below that of the flyable rate was slave gyro compass trouble. The compass indications were erratic, dependable, and unpredictable. Unsatisfactory reports and requests through command channels for a fix were to no avail. Technical representatives were unable to correct the trouble. After a series of tests, it was determined that magnetism in the aft section of the aircraft was the major reason for the erratic readings. Due to the inaccessibility of the parts at fault, this Headquarters recommended relocating the compass transmitter to a position which would permit the magnetized parts to be corrected easily. This fix apparently corrected the trouble, but at the end of the reporting period, authority to continue the modification had not been received.

Maintenance of Heavy Equipment

During the period covered by this report, strong emphasis was placed on the maintenance of heavy construction equipment, particularly that of the Aviation Engineer Battalion. Ninety some Pieces requiring depot maintenance were shipped to the Zone of Interior for repair by replacement. A small percentage of the replacements have arrived and there is a definite indication that the majority of replacement equipment will arrive prior to 1 June 1953.

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Alaskan Air Command recently made arrangements with Headquarters, Air Materiel Command to repair much of the heavy equipment by replacements from the Zone of Interior. Upon receipt of the replacements, Limited Technical Inspections are accomplished on all like items and the item requiring the most field maintenance is to be reported to Headquarters, Alaskan Air Command for disposition. Basically, this program is sound - operationally it presents certain problems which were not initially apparent, i.e., items reported for field maintenance may now require depot maintenance; replacements are, in some instances, unsuitable for operation during the winter months; in other instances, the items are of a make which is new to this theater and no provisions have been made for parts. It is estimated that this headquarters will receive some eighty-two (82) pieces of equipment on this program.

Arrangements were made with Alaskan Air Command and the 39th Air Depot Wing to provide depot maintenance at the site for the rebuild of heavy equipment of the Engineer Aviation Battalion at F-16. The team of twenty (20) men provided by the depot anticipates completing the project by 15 May 1953.

At the direction of the Assistant Chief of Staff, Materiel, Headquarters, Alaskan Air Command, a program to rebuild fifty-eight (58) pieces of ordnance type vehicles for the Engineer Aviation Battalion for use during the coming construction season was initiated. It is anticipated that the program, entailing depot maintenance, will be completed 1 June 1953.

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SUPPLY

Satellite Support Procedures

On 9 October 1952, Ladd Air Force Base Regulation 65-7, Subject: "Satellite Support Procedures", went to press. This regulation provided all satellite activities with a consolidated guide on matters pertaining to all phases of supply and maintenance; i.e., Post Exchange supply, mail, movies, rations, plant account, UPREAL, Air Force and Technical Service supplies, fuel, receiving of supplies and services direct from vendors and depots, special services equipment and supplies, payment of service personnel, cash sales clothing, salvage, reclamation, destruction and abandonment of supplies, reparables, evacuation, transportation, maintenance of vehicles, radar and vehicular equipment and establishment with responsibilities of a Site Supply Expediter. This Regulation proved a valuable guide as pertinent data on all of the above subjects were briefly discussed in one regulation.

Weekly Report of Petroleum Products

On 17 November 1952, Ladd Air Force Base Regulation 67-9, Subject: "Weekly Report of Petroleum Products, Aviation and/or Ground", was prepared by the Base Petroleum, Oil and Lubricants

* See Appendix 10.

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Section upon request of the Supply Division. The purpose of this regulation was to establish a procedure whereby the Ladd Air Force Base Petroleum Section could be provided with a weekly inventory and consumption for all petroleum products both aviation and/or ground through the media of a locally prepared standard form. Therefore, at any given time, this headquarters can immediately indicate the quantity on hand, quantity consumed, and quantity for replenishment of any satellite activity. This regulation has proven to be all that was anticipated in that the Petroleum, Oil and Lubricants Section has all desired information readily available.

Supply of Decentralized ACGW Squadrons

On 15 January 1953, Ladd Air Force Base Regulation 67-10, Subject: "Supply of Decentralized ACGW Squadrons", was prepared. The purpose of this regulation was to establish a uniform supply procedure and establish separate Memorandum Receipt accounts for each ACGW Squadron, not physically located on Ladd Air Force Base. Upon site squadronization this regulation became necessary as heretofore the parent unit on Ladd Air Force Base maintained the Memorandum Receipt account who in turn maintained a hand receipt account to the site. The regulation provided a guide to govern Memorandum Receipt transactions directly to and from base supply and the satellite stations.

* See Appendix 11.

** The publishing of this regulation was briefly treated in the last submission from this organization but nevertheless is worthy of mention due to its proven value to Ladd AFB as a whole.

*** See Appendix 12.

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Petroleum, Oil & Lubricants Storage Tanks at Galena

During February 1953, representatives of the Supply Division proceeded to Headquarters, Alaskan Air Command, in an effort to firm up the bulk Petroleum, Oil and Lubricants storage tanks at Galena Auxiliary Field. Also, Air Installations Office was requested to requisition and pool all requirements to complete the tankage. An Aviation Engineer Detachment was to proceed from Elmendorf Air Force Base during May 1953, and utilize the pooled equipment from Ladd's Air Installation Office, and complete this tankage for our resupply via barge during the summer of 1953.

Goal

A meeting was held in General Smith's office on the 12th of February 1953, to determine what the situation would be in regards to requisitioning the 249,700 tons of coal which would be required for use during the Fiscal Year 195⁵4.

Captain Gochenaur had previously attended a conference at Washington D. C., on 5 February 1953, between himself and the Navy Contracting Officer. The Navy contracting officer expressed the opinion that the coal mines serving the Army, Navy, and Air Force bases within the Alaskan Theater would not be able to meet the scheduled deliveries. Therefore, Captain Gochenaur was instructed to visit each mine and determine their capabilities, and to contact Ladd Air Force Base especially due to the fact that no coal deliveries had been requested for the months of December 1953, and January,

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February, and March 1954.

Captain Gochenaux explained that the Healy mine would not be able to ship except during the colder months of the year, due to the non-existence of a road suitable for year-round traffic until the fall of 1954. The capability of this mine was estimated to be approximately 7,500 tons per month during the months of January and February only, unless there should be a late spring thaw.

The Cripple Creek could furnish approximately 30,000 tons per year and the Usibelli mines could furnish up to 30,000 tons per month. This would give a total of approximately 400,000 tons, which would be the maximum figure. Taking into consideration that the weather and climatic conditions would be a controlling factor in determining the capability of the mines, it was suggested by Captain Gochenaux that the mines be allowed to start deliveries in June of 1953 instead of July. By so doing, it would mean that the delivery schedule for that month would be increased from 6,900 tons to 16,900 tons. Further, Captain Gochenaux recommended that the months of July, August, September and October 1953, May and June 1954, be decreased by 10,000 tons and 10,000 tons be added to the months of November and December 1953, January, February, March and April 1954.

This recommendation was considered by Lieutenant Colonel Suhrman, Captain Besaw, and Mr. Aley of Air Installations Office, who agreed to all changes, and requested that they (Air Installations Office), be authorized to determine and schedule by type and number the cars

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to be delivered daily. Captain Gochenaur assured that a clause would be incorporated in the contract which would spell out definitely the responsibilities.⁶

Headquarters, 548th AC&W Group expressed their intention of processing and submitting to Air Force 1174 Supply Office, all paper transition to cover the Radar and Communications Equipment existing at remote AC&W Stations. The estimated date of completion of this project was 1 May 1953. This date was set to preclude any conflict with the Mona Lisa Mission.⁷

This was accomplished through the combined efforts of a qualified Base Supply Plant Account representative who was placed on Temporary Duty with the 548th AC&W Group for a period of sixty (60) days, and the team from the 548th AC&W Group.⁸

Fire Extinguishers for AC&W Sites

To the AC&W comment that they are encountering extreme difficulty in obtaining a sufficient amount of extinguishers for their sites, the Fire Marshal advised there are plenty available now since the 807th Engineer Aviation Battalion area has been closed up. The Commanding General reminded that we cannot depend wholly upon those from the 807th Engineer Aviation Battalion since there will be another battalion here next spring, and requested that follow-up action be taken on the requisition that has been submitted for the additional extinguishers, and if necessary, a strong letter be drafted for his signature in getting this requisition filled promptly.

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Project Spring Clean

This operation under Air Materiel Command involves excess equipment world-wide. This command received funds in the amount of approximately \$33,000,00 to handle excess property under this program.

The status and progress of this project was as indicated in the following excerpts from monthly reports which were submitted to Alaskan Air Command and the 39th Air Depot Wing.

The initial excess report as submitted on 11 February was:

Total value of property shipped to ZI	\$276,044.26
Total tonnage of property shipped to ZI	499,789 lbs
Total line items shipped to ZI	381
Total value of property shipped to AF 970 CSD	\$1,513.11
Total tonnage of property shipped to AF 970 CSD	141 lbs
Total line items shipped to AF 970 CSD	9
Total value of property transferred to salvage	0
Total tonnage of property transferred to salvage	0
Total line items transferred to salvage	0

Information indicated by part two (2) above is applicable to Phase one (1) (reparable) property only.

On 6 March 1953, this command had shipped and transferred the following under Project Spring Clean:

Total value of property shipped to ZI	\$254,987.79
Total tonnage of property shipped to ZI	128,556 lbs
Total line items shipped to ZI	1,193
Total value of property shipped to AF 970 CSD	\$10,201.22
Total tonnage of property shipped to AF 970 CSD	19,601 lbs
Total line items shipped to AF 970 CSD	12
Total value of property transferred to salvage	\$4,132.77
Total tonnage of property transferred to salvage	4,466 lbs
Total line items transferred to salvage	61

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10,774 units of property inventoried, inspected, and processed to shipping. Approximately 19, 543 units of property have been inventoried, inspected, and processed to shipping and base disposal yard since 1 January 1953.

Information indicated by paragraph one (1) above is applicable to Phase one (1) (reparable) property only.

Report of action in connection with Spring Clean for the month of March 1953:

Total value of property shipped to ZI	\$230,438.85
Total tonnage of property shipped to ZI	60,681 lbs
Total line items shipped to ZI	837
Total value of property shipped to AF 970 CSD	\$63.90
Total tonnage of property shipped to AF 970 CSD	4 lbs
Total line items shipped to AF 970 CSD	1
Total value of property transferred to salvage	\$5,258.81
Total tonnage of property transferred to salvage	2,083 lbs
Total line items transferred to salvage	98

2,871 units of property inventoried, inspected, and processed to shipping. Approximately 25, 126 units of property have been inventoried, inspected and processed to shipping and base disposal yard since 1 January 1953.

Supply Operations

From the 19th through the 21st of January 1953, a visit was made to the supply activities of this command by personnel from the Sacramento Air Materiel Area Headquarters. The purpose of this visit was to assist in resolving supply problems, to recommend measures for improving of local supply operations, interpreting and implementing prescribed procedures, and determining adequacy of pre-

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scribed procedures.

Such problems as; processing of back order releases, stock list changes, stock levels, requisitioning schedules, reduction of files, requisition registers, the base supply report, pipeline times, receiving and processing of materials, and the many other phases conducive to an efficient supply set-up were investigated thoroughly. Many advantages were gained from this visit, and the many recommendations made by the visiting personnel were put into effect and where possible, it was effected "on the spot".*

* See Appendix 13.

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CHAPTER V
FACILITIES

General Purpose Vehicle Transportation

A survey of General Purpose Vehicle Transportation was necessitated due to the over-all ineffectiveness of the Base transportation system. A survey revealed the trouble was caused primarily by an accumulation of minor deficiencies on the part of the Motor Vehicle Squadron and the using organizations. Some of the deficiencies were:

The Motor Pool's slow method of dispatching "on-call" vehicles.

Shortage of drivers which was a major deficiency in the motor pool. (Maintenance of these vehicles was found to be far above standard and averaging around 85%.)

Evidence of poor utilization and control on the part of the using organizations. Also, numerous organizations were found to have an excess of vehicles assigned on 8- and 24-hour dispatch.

Remedial action taken to correct above deficiencies was:

The system of dispatching "on-call" vehicles was streamlined and if executed properly should result in efficient and prompt dispatch of vehicles.

Action was taken to supply additional drivers.

Various organizations will be assigned vehicles by type and serial number on a 24-hour dispatch. The new vehicle assignments will represent some cuts based on observations of vehicle utilization, however the cuts are not drastic and it is believed that with resulting improvement in "on-call" service, no one will be hurt and will be in fact, in a better position than formerly.

Organizations will pick up their supplies from the warehouses, utilizing their assigned vehicles, when so notified by the Base Supply Officer.

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Each organization or section assigned vehicles is being directed to appoint a Motor Pool Officer who will be responsible for proper utilization of transportation; control of requests for "on-call" vehicles; daily dispatch from the Motor Pool; and warm storage. This officer will be particularly watchful that personal transportation is not being enjoyed by all.

Whenever possible, the base shuttle bus will be utilized and all concerned will be enjoined to use this facility which is adequate under the revised schedules.

All organizations with the exception of Ration Breakdown and the trash detail will be required to absorb their routine maintenance loss on vehicles assigned.

The study which was accomplished was considered excellent. It showed that there was adequate vehicles available for the needs of the base. With full cooperation in carrying out the measures outlined, it is believed that everyone will be able to meet their transportation requirements.

AN/TTQ Equipment

The AN/TTQ1 and AN/TTQ2 equipment utilized by the 518th Aircraft Control and Warning Group in the operational center has become unreliable due to the fact that sufficient supplies cannot be obtained to keep the equipment in correct operational repair.¹

This equipment was designed for the Marine Corps and for use as a portable unit under field conditions. The control center of the 518th Aircraft Control and Warning Group has expanded above the rated capacity of this equipment. It has also become unreliable in this type of operations because of its age and type of use. The electrical connections, relays and component parts are faulty due to extensive use beyond their capacity.²

During this reporting period, this equipment was operating under a 92% load and an additional 6% of the circuits were out due to faulty equipment, leaving a balance of 2% for expansion.³ This 2% balance would not

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cover any future expansion. In view of this the 742nd Aircraft Control Squadron suggested that adequate equipment be placed on a project as soon as possible to replace this obsolete equipment. Desired by the 742nd Aircraft Control Squadron was a complete Connecticut Telephone and Electric System which would take care of any type of communications and expansions.

The 548th Aircraft Control and Warning Group approved of the request of the 742nd Aircraft Control Squadron and added that the installed equipment was designed for mobile use and had been in continuous use since early 1941. It was further stated by the 548th Aircraft Control and Warning Group that the equipment was no longer adequate for the mission performed by the 742nd Aircraft Control Squadron because of the condition of the equipment and the magnitude of the operation performed by that organization. In view of that, the 548th Aircraft Control and Warning Group forwarded the request to Headquarters 5001st Composite Wing requesting that expedient action be taken to provide a new control room communications system for the 742nd Aircraft Control Squadron before the Air Defense Operations and capabilities of this Wing were seriously affected.

The Communications and Electronics Section, of the 5001st Composite Wing Headquarters, approved the request and forwarded it to Headquarters Alaskan Air Command with the statement that it was understood by them that Headquarters, Alaskan Air Command had previously initiated action to obtain a Connecticut Telephone and Electric System for the Air Defense Control Center in Area I, and therefore requested that a Connecticut Telephone and Electric System be procured for the Air Defense Control Center in Area II.

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Radome Loss

F-4, at Cape Prince of Wales, suffered the loss of its radome before the new installation had been completed and could become operational. On 5 January 1953, winds of hurricane force damaged the radome and antenna.

Necessary parts for replacement were cannibalized from Site 16 at Indian Mountain.

F-7 Becomes Operational

The radar set at F-7, Cape Lisburne, became operational on 12 February 1953. As specified by Alaskan Air Command regulations, the station operated on a limited basis, a period of approximately 300 hours.

Calibration and final video adjustments were made after the completion of this "shakedown" period. The remaining video cable, to the lower camp, was not scheduled for completion until late in the summer of 1953.

Galena Identifying Aircraft

The intermediate GCI at Galena had been delegated the responsibility for identifying aircraft for the coastal radar stations. During a part of this period the communications were unreliable. In such cases the Air Defense Control Center at Ladd Air Force Base had to assume the identification functions, which ordinarily would have been discharged by the Intermediate GCI, with a consequent increased time lag.

Transfer of Responsibility

The newly acquired site at Takotna, the 717th, had formerly been responsible for identification, surveillance and control in that area. On 1 March 1953, after the transfer of this site to the 5001st Composite Wing, responsibility for identifying aircraft in that area was turned over to the

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744th at Galena for area II and to Mira Island for Area I. This eliminated the movement and identification section at Takotna.

Test A-3 for Traffic Control

Traffic control tests of the capabilities of A-3, the standby set for F-2 and located on Ladd Air Force Base, were conducted during the third week in January. The AN/CPS-5 radar set at this standby site had been operable during January but in actual use only when F-2 had preventative maintenance periods.

These traffic control tests, conducted jointly by Air and Airways Communications System, Aircraft Control and Warning and Civil Aeronautics Administration, were made to determine the feasibility of radar traffic control for the International Airport of Fairbanks, Ladd Air Force Base and Eielson Air Force Base. The tracking of aircraft to International Airport and the Ladd Air Force Base area was feasible but, due to some undiscovered reason, aircraft in the Eielson area could not be tracked.

Very High Frequency Air/Ground Frequency Change

Fighter control in this area was continually hampered by spillover interference between channels Alfa (135.9 Mcs) and Echo (135.72 Mcs). Various technical methods were employed in attempts to correct the condition, without success. It was determined that the cause of this type interference was due to the closely related frequency assignments on channels Alfa and Echo.⁵

In view of this, it was requested of Alaskan Air Command that Echo channel, utilized by the 449th Fighter-Interceptor Squadron, aircraft, be assigned a more compatible frequency.⁶

Effective 1 April 1953, frequency assignment 135.72 was cancelled and the following assigned:⁷

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<u>Frequency</u>	<u>Designator</u>	<u>Emission</u>	<u>Max. Power</u>	<u>Use</u>
11.3 Mc	EP	6A3	50 W	A/G Tactical

Authority was also granted to draw crystals from the Depot Crystal Bank which had sufficient crystals on hand to fill requirements.

A-3, Ladd Air Force Base

With the arrival of ROCP parts and consequent return to operational status, personnel temporarily assigned to the Air Defense Control Center were relieved and resumed working shifts at the radar site. In the interim period three airmen rotated which reduced our operations crew to four. This number of men has proven very unsatisfactory, especially during times an intercept is in progress.

The new IR-23 (IR tube) has made a complete change in the efficiency of the set. An average ring time of 11 miles has been realized for the past several days. With this in mind plus an unofficial calibration starting 19 May 1953 a more accurate evaluation of the station can be made. The calibration will be flown by a B-50 and B-26 Aircraft and is primarily for the benefit of AAA radars, however it will provide an excellent opportunity to calibrate A-3.

Coverage to the north and northwest is limited by the screening effects of Birch Hill as was anticipated in choosing the site.

Coverage to the Northwest	15,000	70 miles
	8,000	50 miles

During the first two months of this report our maintenance problems aside from waiting for ROCP parts, centered around the:

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PU 39 (Amplidyne Generator).
PU 40 (400 cycle Generator).
Antenna selsyns not operation due to sheared shaft.
Antenna drive systems

Trouble was noted as the Amplidyne became noisy and started to vibrate. Bearing at gen. end was found baked dry and the outer part actually rotating in the end housing. The wear at this point allowed the rotor to rub the stator when under varying conditions of load. Upon inspection it was found that the felt pad in the bottom of the oil hole was so badly caked with baked grease that the preservative oil could not reach the bearing. Difficulty was encountered obtaining proper bearing due to an error in the part number in the "TO'S". The error follows through base supply and TO'S as far as we could check. The part was finally obtained by local purchase using the new departure number. A DR is being submitted to correct this.

Machine shop in shop "A" reamed housing and fitted bushing to fit amp. Rotor properly but they were sceptical when questioned about expected results. On testing it ran very well, but began pounding again after only a few hours of status six (we are now using the CPS/4 Amplidyne which is in fair condition only).

The nose of the 400 cycle generator (PU40) had gradually increased to the point where action was required January 3rd. Strip down and inspection showed that the flexible couplings were badly worn and causing the noise. The bolts that drive the disks were also worn supposedly due to the hard material of which the disks were made. New disks were made with shoe leather (only suitable material available to us at the time) and the PU 40 placed back in operation. ROCP parts arrived the 15th of January. Status changed from

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2 to 3. Placed one amp fuse in primary circuit of keep alive transformer to protect it from overloads in the future.

On 27 January the third of our major maintenance problems came up as the antenna was rotating out of control, that is the selsyn information found to be static. Investigation disclosed the pinion gear shaft designed to rotate the selsyns to be sheared. After several attempts it was definitely determined the antenna reflector and turntable would have to be removed in order to replace the shaft.

Permission was received from Capt. King to go ahead with the project. The broken shaft was removed and taken to "A" shop for duplication. With the turntable removed a thorough inspection of the system was made. Two Zirk fittings were found to be disconnected internally, and the main shaft in the center of the turntable completely dry, the grease line to it was plugged and the straight brass bearing badly worn. The bearings were all removed cleaned and lubricated with low temperature grease.

On 12 February status 2 was realized due to being open. Also went ROCP for a charging choke. It was decided to take this chance to overhaul the antenna drive system to preclude going status three with it in the near future. The oil seal in the gear box above the motor was leaking and letting oil down on the motor. Disassembly of gear train disclosed leaking gaskets and bad bearings, a requisition was put in for bearings RWFP and the gear train reassembled on instructions from group.

Radar Maintenance problems for the month of March were fewer than any month since the set was installed. Ring time averaged eleven miles. In

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addition, the auxillary power equipment was also in good running condition for the first time. A critical shortage of 1B23 TR tubes, 1N21B crystals, and 371-B rectifiers existed. It was necessary to try various combinations to find the best of the weak ones on hand.

It is a discouraging situation to have a set RSCP for tubes advertised in "Television and Radio News" at prices a fraction of the cost the Air Force pays for these items. Examples of this are:

Item	Advertised Price	Cost to Air Force
Tube 371-B	\$.29	\$11.00
Tube 1B23	\$ 3.75	\$17.73
Tube 5022	\$29.50	\$59.82

Fire Protection

The Commanding General of Ladd Air Force Base, acting in behalf of the United States Government, and the City of Fairbanks, Alaska, entered into an agreement to afford both parties more and better fire protection by rendering assistance one to the other in fighting fires on Ladd Air Force Base and within the City of Fairbanks.

This agreement was entered into on the 27th of March 1953, and would remain in force for an indefinite and unspecified period of time, but may be revoked by either of the parties involved, upon written notice of thirty (30) days in advance of the date upon which termination is specified or otherwise desired.

* These advertised surplus tubes are brand new JAN packed.
 ** See Appendix II.

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Maintenance and Joint Operation of Galena Airport

On the 26th day of January 1953, Headquarters, Alaskan Air Command forwarded Supplemental Agreement No. 1 to Agreement No. AF 65 (501)-3, which they had received from the Department of Commerce, Civil Aeronautics Administration, Anchorage, Alaska.

This Supplemental Agreement No. 1, was initiated to effect correct method of funding. There was also some question as to whether the basic agreement, then in effect, represented requirements as they existed at that time.

It was requested that the agreement be revised concurrently with Supplemental Agreement No. 1, to determine its validity and recommend any necessary changes.

The basic agreement along with Supplemental No. 1 was considered by this command to be satisfactory and was returned to Headquarters, Alaskan Air Command on the 21st day of March 1953.

Inspection of New Power Plant

A safety inspection of the new power plant (Building 3395) was conducted on the 27th and 28th of January 1953, by the Wing Ground Safety Officer and Technician. The discrepancies and hazards were noted:

The heavy accumulation of coal dust and fly ash throughout the plant created a definite fire hazard.

Open and unguarded man holes and floor openings were noted throughout the plant. Some locations were provided chain guards, but were not in place or use.

* See Appendix 15. (Supplemental Agreement No. 1)
** This inspection was in accordance with AFR 32-1 and AFM 32-3, and did not include contractor operation and construction activities.

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Oil soaked rags were being used as oil plugs on oil feeders to main electric motor drive bearing.

Oil soaked rags were encountered in open containers and on the floors.

The fifty (50) pound CO₂ fire extinguishers were not sealed. Release handles were secured in a closed position with heavy wire.

Monthly inspection of fire extinguishers was not being maintained with some inspection tags indicating that the last inspection was completed during June of 1952.

An excessive amount of "temporary" wiring was evident throughout the plant.

A very heavy accumulation of coal dust was observed in unsealed electric meters.

There was no method of discharging static electricity from the air compressor drive belts.

The extension cords were not explosion-proof and many of the permanent explosion-proof electrical light fixtures were broken or missing.

The insulation and seal was broken on the headers of numbers 1 and 2 boilers. As a result of this, live sparks and fly ash escaped through these openings and created a fire hazard in the event coal dust was present.

Many covers were missing on electric junction boxes.

All electric motor drive shafts were unguarded. Many of the drive shaft guards were originally installed but have since been removed.

Unguarded drive belts on electrical motor driven air compressors on the fourth floor.

There was no evidence of daily inspections and drain of air compressors.

All the air compressors in the basement were connected through one main air receiver, thus, if this air receiver and compressor should develop mechanical trouble and the need for repair existed, all air for boiler regulating instruments would be cut off. At the time this inspection was conducted, there was no method or means of bypassing this "Key" air receiver.

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When coal froze or became lodged in the coal storage bunkers, it became necessary for a person to go down into the bunker and dislodge the coal so that it would feed into the elevator. In order for a person to descend from the 4th floor into the bunker, 40 to 60 feet down, it became necessary to rope several sections of wooden extension ladders together. This length of ladders was then tied with rope to an overhead beam on the fourth floor or to a handrail around the top of the catwalk inside the top of the bunkers. The ladder would swing and was in no way stable. Very often there was not enough sections of ladder available (depending upon the amount of coal in the bunkers) to reach the coal, it then became necessary for the person to climb down the ladder and then slide down concrete supports to the coal. When this condition existed, this person descends into the bunker without a lifeline and without wearing a dust respirator. Inasmuch as this person worked alone, no one would have knowledge of his location. To climb down and back up this swinging length of ladders, was a task not easily accomplished, especially by older persons who performed the job.

The changing of overhead light globes required that ladders be placed on overhead beams and then reset ladders on higher beams to reach the globes. To change light globes in the ceiling of the coal storage bunkers, personnel were required to place extension ladders across hand rails extending over the bunkers and then lay planks on this ladder to form a platform for a step ladder. The distance from this ladder to the bottom of the bunker is approximately 50 feet, depending upon the amount of coal contained in the bunkers. These ladders were not equipped with safety shoes.

No guard rails were mounted around the outside coal Grissley thereby increasing the danger of personnel falling into the opening during the hours of darkness.

There was no protective equipment available for use by personnel required to handle chemicals nor were there safety goggles or dust respirators available for use by any personnel working in the plant.

Low overhead beams were prevalent throughout the plant and greatly increased the danger of possible head injuries to personnel.

The method, then utilized, for moving coal cars in the car shed was very inadequate and dangerous. The original "snatch blocks" and "anchor" (side) blocks were of no value in that they were improperly located. The cable which was utilized to move cars, in addition to being very cumbersome to handle, was too hard and caused excessive wear on the Capstan. The hook on the end of the cable was awkward to use and due to the hook not being of a swivel mounted

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type, caused excessive wear on the cable. The capstan was badly worn and warranted replacement.

The personnel working in the power plant were exposed to dusts almost continually but were not being given periodic physical examinations.

The Inspectors recommended the following to rectify or alleviate the situations noted them:

Removal of the present accumulation of coal dust with subsequent cleaning to prevent excess accumulations in the future.

That all open man-holes and floor openings be guarded by handrails or chain guards at all times even though they may be opened for short periods of time only.

All oil soaked rags be stored in self-closing metal containers and then emptied into covered metal containers outside the building at the end of each shift.

The practice of using rags to plug oil feeders be discontinued. In the event the bearing ran dry, it would heat and could very easily ignite this rag causing a fire.

All fifty (50) point CO₂ fire extinguishers be inspected and the release handles resealed with accepted seals and wire.

All fire extinguishers be inspected monthly and this inspection be recorded on the inspection tags. Further, that all water extinguishers be emptied, cleaned, and refilled. Further, that extinguisher locations be adequately and properly marked and that extinguishers not be moved from these locations.

That all temporary wiring be replaced with permanent wiring.

All dust be removed from unsealed motors daily.

Static discharge brushes be installed on all belt driven equipment to discharge static electricity that builds up on the moving belts. This is necessary to prevent accidental discharging of a static spark into coal dust.

Only explosion-proof extension cords be used. To use a common extension cord, completely nullifies the purpose of the installed explosion-proof electrical system. Further, that all explosion-proof electrical light fixtures be required.

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The headers on number 1 and 2 boiler be re-sealed and insulated to prevent leakage of fly ash and live sparks. A serious fire could result in the event these live sparks fall into the coal dust.

All junction boxes be repaired and covers installed.

All electric motor drive shafts be completely covered and guarded. Further, that these guards be replaced immediately upon completion of any repair work.

Exposed motor driven belts and pulleys be completely guarded with either a sheet metal or wire mesh guard.

Each air receiver be stenciled with the necessary inspection schedule performed i.e., monthly, weekly and daily. Further, that the actual date of inspections and initials of the inspector be written in crayon or chalk opposite the inspection performed. Further, that the words "Drain Daily" be stenciled permanently on each air receiver as a constant reminder to all maintenance personnel.

That "by-pass" air lines with shut-off valves be installed in the main air lines to by-pass the "key" air receiver in the event of an emergency. This would alleviate complete shut-down of the plant air needed to operate the air instruments.

Steel ladders be permanently installed to facilitate entry into the coal bunkers. It is recommended there be at least one such ladder into each bunker. Further, that this ladder be cage enclosed.

When it becomes necessary for a person to descend into the coal bunkers it is strongly recommended that his person wear a life line, and that a second person standing up on the top hold the line in the event of an emergency. Further, that the person when entering the bunkers, wear at all times, a dust respirator as approved by the Ground Safety Officer.

All overhead light fixtures not accessible by a fixed ladder, be attached to a rope and pulley so that the light fixtures can be lowered when it becomes necessary to change globes. It is strongly recommended that personnel not be authorized to change these globes until safe procedures as approved by the Ground Safety Officer has been established.

Present light fixtures be removed and flood lights be installed on the wall immediately above the cat-walk around the top of the

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bunkers. With the fixtures in this location, personnel could effect repairs without endangering their lives. It is recommended that no person be authorized to change these globes until this recommendation is complied with.

All ladders be equipped with safety spces.

Guard rails be installed around the coal hopper located outside the plant to prevent personnel from falling into the opening.

All personnel when handling chemical solutions, wear rubber gloves, aprons, boots or overshoes, and goggles or face shields.

Faulty or broken ladders be repaired or replaced. Further, that all ladders be maintained in safe repair at all times.

Personnel working near coal movement and/or handling operations wear dust respirators as approved by the Ground Safety Office. Further, that personnel working near coal hoppers and those who break coal by sledge, wear safety goggles at all times.

Overhead beams and trusses under six (6) feet from the floor or walking surface that are located over ladders, walkways, etc., be painted white to indicate the danger.

A power driven winch and cable system be installed to facilitate easy movement of coal cars into and out of the car unloading shed.

That all personnel working in this and all other power plants be given physical examinations and that records of these examinations be filed in the office of the Superintendent of Power Plant Operations.

Upon notification of these discrepancies, the AIC promptly initiated action to correct them insofar as was possible. Following is a resume of
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action taken on each of the discrepancies noted during the inspection:

The presence of, and the accumulation of coal dust is definitely a problem. But to eliminate the formation of coal dust using the existing equipment, would be impossible. It was believed the only precaution that could be taken, without completely rebuilding the entire system, would be to exert extreme caution in the hazardous areas when coal is being handled. A project has been submitted to install a ventilating system that will reduce dust hazard a

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great deal in the under bunker and crusher area. This would be accomplished during the summer of 1953. Since the plant was finished, many conveyor and chute covers have been installed to decrease dust accumulation to a minimum amount, however only one or two men are available each shift and they have only a small amount of time available to clean up dust. At least four men each shift would be required to keep dust within safe limits at all times. Fly ash will be stopped as indicated in paragraph eleven. Much dust of a mineral nature prevails thru out the boiler and turbine area, which is due to the construction now in progress. As an example, on the afternoon of 10 March 1953, three jack hammers and one large gravel conveyor was in operation in the auxiliary bay, much concrete dust problem was apparent prior to completion of plant, situation was brought to the attention of the District Engineer, as may be seen in the following lists, however, they presumably did not feel it was important enough to make necessary changes.

All manholes have been covered and all guard chains are in place.

Oily rags are disposed of immediately, clean rags stored in covered containers.

Rags have been removed from the oil feeder and the proper plug installed.

Extinguisher Shop was contacted 10 March 1953, and no CO₂ was available to refill units. As soon as CO₂ is available extinguishers will be filled, (they are partly full now). Also, the heavy wire has been removed.

Extinguishers were inspected monthly by fire warden. Due to improper instructions he did not initial inspection tag, believing tag was reserved for initials of fire department inspector only. Situation has been corrected.

All temporary wiring is being replaced as rapidly as men and material permit. One extension cord is used to provide power to ash conveyor control, it replaces burned out transformer. Transformer is in electrical shop being rewired and will be installed as soon as repairs are completed. Two other cords are in use, one in coal shed and one on water treatment system. They will be replaced within the month.

Unsealed motors are cleaned at least once per month more often is possible with number of personnel available.

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Static electricity hazard should be investigated further. All units have V-belt drives and metal pulleys. Electrical motors are grounded. Compressors in the basement for instance, are not in hazardous area.

Many outlets are not explosion proof, therefore explosion proof cords would be of no value. Open extension cords will not be used in hazardous areas until necessary changes in system are made to give safe operation.

This weakness in the construction of the boilers has become very evident since boilers have been put into continuous heavy operation. To make air tight seal, it will require shut down of boilers. It is not possible to shut down boilers until outside temperatures are high enough so that serious freezing is not possible. Several days would be required to accomplish the job. No combustible material is in the immediate area and no coal dust is present in this area, therefore the fire hazard at present is not considered great. Seal will be installed as soon as weather permits.

All live junction boxes have been covered.

Guards have been provided and installed on all drive shafts, where guards were available. A work order has been submitted to have guards fabricated and installed on all remaining units, approximately twenty. When new plant was turned over to using agency for operation, only one or two guards were installed, since then guards have been fabricated and installed as men and material permitted. This item was noted as a deficiency to construction of the plant.

Guards have been placed on drive shafts and drive belts.

Air compressors are inspected and drained each shift. Air compressors have operated continuously without difficulty since 2 November 1951. Therefore necessary service and preventive maintenance must have been given to make this operation possible. Due to dry atmosphere in plant, very little water accumulates.

Four compressors are connected to two tanks. If master receiver were to blow up then and only then would air not be available. This blow up is considered extremely unlikely. In case of failure of compressed air, boilers may be operated manually.

If personnel have entered thru this area without taking necessary safety precautions, it was strictly against orders. Respirators are available and instructions have repeatedly been given never

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to enter this area unattended. When ladder is installed and personnel are again permitted to enter coal storage area, they will be adequately attended and life lines will be provided.

Globe stick long enough to change lamps has been requisitioned and no lamps will be changed until this arrives.

Lamps in this area will not be changed until safe system is installed. Possibility of using one or two explosion proof flood lights is being investigated. If this system does not work lights will be relocated in such a manner that lamps may be changed without danger to personnel.

Ladders, when in use, will be tied down or held in place until a proper shoe may be procured.

Hepper has been covered with 5/8" plywood.

Chemicals used are sodium hexameta phosphate, hydrated lime and soda ash. None of these are detrimental to clothing and to skin only when in contact for prolonged periods. Goggles and respirators have been provided.

Adequate ladders have been provided.

Personnel are wearing goggles and respirators where needed.

White paint and brushes have been requisitioned. Low beams will be painted by plant personnel when material is available.

Due to the fact that this coal handling equipment will be used only for emergency purpose when addition now under construction is completed it is not deemed feasible or economical to make an expensive revision at this time. System has proven adequate and safe during eighteen (18) months operation though difficult to operate.

A new capstan has been ordered. The heavy cable does cause wear and is heavy to handle, however, a lighter, more flexible cable is very expensive. Therefore it is not believed good economy to procure a new cable until the existing one is worn to its safe limits. A swivel will be provided.

A program for physical examinations has been set up by the civilian personnel office. Official records will be kept in personnel files. Records of dates for re-examination will be kept in the power plant office and will be controlled by Chief Engineer.

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Prior to completion of the plant it was felt that coal dust accumulation would present a definite fire hazard and would be aggravated by installation of unauthorized standard electric wiring and equipment. Also, it was known that a clean plant would be impossible designed as it was. Steps were taken to correct deficiencies but to no avail. Enclosures will verify actions taken prior to completion of plant. Several other items of a safety nature may be noted among them shaft guards. Also, many design deficiencies are listed that are not of a safety or fire hazard nature but contribute to an expensive difficult operation.

Banking Facilities

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A survey directed by Alaskan Air Command on 23 January 1953, in regards to the banking facilities, and conducted by Finance Officers, revealed that approximately 10,000 persons were serviced by the facilities at Ladd Air Force Base. These services were in the form of savings accounts, checking accounts, collections, cashiers checks, drafts, travelers checks, and cash sales of Defense Bonds to all personnel, military and civilian, stationed or employed on the base. The Commanding General expressed the opinion that the banking facility was adequate and rendered a much needed service both to organizations and individuals at this station.

Barter Island Landing Strip

Deputy Chief of Staff Operations was directed to issue necessary instructions restricting C-54 operations at Barter Island on account of snow banks which was reported as unsafe by CO 74th Air Rescue Squadron, Major Hunt, Air Base Group, was requested to take a reading on the runway conditions and see if anything could be done to make it safe for C-54 operations since the amount of cargo hauled makes 54 operations more economical.

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Air Raid Sirens

Plans were formulated to install eleven (11) additional air raid
sirens, by civilian contractor, at designated places in the new areas.

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CHAPTER VI
SPECIAL SUBJECTS

Management Improvement Program

During the period covered by this report, a total of four (4) verified management improvements were accomplished, estimated at \$23,109.00 in annual savings, and five (5) intangible improvements¹ were effected.

As a part of the aggressive management improvement program now being emphasized in accordance with certain directives, each commander and section head is taking steps to insure the most effective and economical utilization of all resources. Organizational procedures and methods are being surveyed and revised for overall economy of man hours, money, and materials, throughout this command.

A detailed description of these improvements is included for reference, as Appendix 16.

Sanitation

Bacteriological testing of water samples from Nome Field by the Arctic Aeromedical Laboratory on 6 March 1953, revealed that raw water² from Snake River contained coliform bacteria. (Implied fecal contamination.) The raw water from Pioneer Wells was found to be free of any coliform organisms.

The specimen from Cape Lisburne was broken in-transit thereby precluding the bacteriological testing.

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The program which was implemented for the purpose of testing water provided for four (4) daily bacteriological tests on raw and finished water from the base water plants. Tests of both raw and finished water from outlying wells were conducted weekly, and monthly samples were flown in from the outposts for bacteriological testing. All of these water sources were to have a daily determination of chlorine content.

The Ladd Air Force Base water sanitation facilities were made available to the Army upon request.

Tuberculosis

Six (6) cases of active tuberculosis were found in military personnel within a few days time during the latter part of April and the fore part of March of this year. This was considered to be a somewhat alarmingly high incidence. Three (3) of the patients were from the Fourth Regimental Combat Team and three (3) from different Air Force organizations on Ladd Air Force Base. A notice was placed in the Daily Bulletin alerting all personnel to the early symptoms of tuberculosis, and the hospital notified the First Sergeants of the organizations concerned to send contacts to the hospital for X-Ray examination.

Arctic Bibliography

On 28 January 1953, Standard Form 1080, Bill Number ONR 53-42, was forwarded to the Staff Finance Officer at Bolling Air Force Base, Washington, D.C., for the completion of necessary actions. This advance of Air Force Funds was for the purpose of extending the Office of Naval Research Contract N7 ONR 367, with the Arctic Institute of North America, for an additional period of one (1) year to prepare a third supplement

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to the Arctic Bibliography which is being prepared under that contract.

The ONR would continue the administration of the contract, and in as much as the emphasis of this Bibliography during the coming year will play on Arctic medicine, health, native peoples, physical and psychological effects of Arctic environment as well as other aspects of Arctic knowledge important to the Air Force as well as the other services, the Director of the Arctic Aeromedical Laboratory considered it essential that this project be supported to the utmost as it was considered as being in the best interest of the Air Force to assure that the money is available.⁶ Because of the excellent manner in which the ONR has administered this contract in the past, it was considered most economical to simply continue the work as an extension of the contract and leave the administration of the present contract in the hands of the ONR. The chief of the ONR had previously indicated willingness and desire to continue the administration of the contract.⁷

Character Guidance Council and the Airman Clubs

The Commanding General, at one of his Staff Meetings, referred to a proposal made by the Character Guidance Council, that all airman clubs on the base be operated by the Post Exchange, and asked for comments by the various organization commanders.⁸

The Air Base Group Commander stated that such an operation would be foreign to the business of the PX; that it should be remembered that the profits from these clubs revert to the individual organization operating it. To this the Commanding General stated that the only base that permits this is Ladd Air Force Base and by so doing, that Alaska Army-Air Force

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Central Welfare Fund was suffering an injustice at the hands of Ladd Air Force base by retaining the profits from such an operation within the organizations.

The Commander of the Maintenance and Supply Group favored turning all such clubs over to the PX. By doing this, the squadrons would be relieved of the manning requirements necessary for the operation of these clubs.

It was pointed out by the Commander of the 74th ARS that their club was a source of unit pride and did not favor turning it over to the PX, but if the change was deemed necessary, his organization would support it 100%.

The Commanding General injected that, if the organizations continued to operate the clubs, the sale of merchandise would have to be prohibited.

The Commander of the 449th FIS was very much against turning their club over to the PX. He made it clear that they had a nice little club which was built up practically by the men themselves and that it was a source of relaxation. He also stated that they had never sold merchandise. The 449th Commander felt that the club was being run in a good manner by the men and that he did not think his men would benefit more if the club was turned over to the PX.

The 5001st Medical Group had recently reorganized their club. The Commander of the Medical Group stated that the men were very conscientious and eager to operate it themselves. He also indicated that he knew of no evidence of abuse and favored leaving it in the hands of his men.

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The Resident Auditor was called upon for comments due to his close association with the various clubs. He was in favor of the clubs being operated by the organizations with the policy of buying their stocks from the PX and local commissary. He explained that in making the rounds of the clubs, he noted that most of them do buy their merchandise from the base. The sale of razor blades, candy, and gum should be discontinued. He reminded that some of these clubs have considerable furniture and fixtures; that from their profits, they occasionally have a night of free entertainment for the men in the organization; that these clubs have donated generously to the various drives on the base.

Evolving from this discussion was the drafting of a regulation at the direction of the Commanding General, with an eye toward avoiding criticism from doing something that other bases were not doing. Other points considered were: What the clubs would be permitted to sell. Whether they should operate on a non-profit basis, i.e., products sold at cost and purchased from the Post Exchange, and any other matters that could have a bearing on this matter.

Cold Weather Test Projects

The U.S. Navy Mark IV Anti-Exposure Suit was described in detail in the last submission from this organization. During this reporting period the suit was tested by personnel of the 449th Fighter-Interceptor Squadron, along with three (3) other Fighter-Interceptor Squadrons located in the Alaskan Theater. In addition, the project officer was sent to FEAR to obtain data concerning the suit under operational combat conditions. The

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following tentative conclusions and recommendations were the results of the low temperature tests.

The suit, as presently manufactured, is not satisfactory, especially for winter use by aircrew members in unheated type aircraft.

The suit, when modified as recommended, will be satisfactory for use in fighter-interceptor type aircraft.

The material of which the garment and pockets are made are not satisfactory.

The Anti-G Suit hose covering seal was not satisfactory.

The junction of the neck seal and front of the outer garment was unsatisfactory.

With the foregoing in mind, recommendations were made as follows.

The suit, when modified as recommended, be adopted for limited use in the USAF, as an interim emergency equipment item, by those organizations engaged in operations under low temperature conditions and over-water operations.

The inner liner should be redesigned so that it will be consistent as to size, with the companion outer garment. The slide closure fastener should be lengthened down to the crotch. Also, the ankle opening should be enlarged to facilitate donning or, provide a slide closure.

The possibility of replacing the materials of which the outer garment and pockets are made should be investigated.

More effective utilization of the pockets on the outer garment could be realized by relocating them.

The junction of the neck seal and the outer garment should be deepened at the front to a "V" type.

Only through the cooperation of the 449th, 64th, 65th, and 66th Fighter-Interceptor Squadrons was the completion of the operational suitability testing of the Mark IV Anti-Exposure Suit possible.

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* Also see Appendix 17.

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The M-108 Truck Mounted Hydraulic Cranes arrived at Ladd Air Force Base in April 1953; however, due to the late arrival of the test items, it was not possible to test them during the 1952-1953 season.

The E3R2 Incendiary Oil Mixing and Transfer Unit was fully described in the last submission from which the object of the test may also be extracted. During this season, twenty (20) missions were flown and forty (40) bombs dropped on the Blair Lake Gunnery Range. The bombs were dropped on the array of targets and terrain at temperatures down to -37 degrees Fahrenheit. F-94B type aircraft assigned to the 449th Fighter-Interceptor Squadron were utilized for the missions. Test results indicated that the E3R2 Mixing Unit is suitable for operation at temperatures down to -45 degrees Fahrenheit; however, starting difficulties with the Homelite engine will be encountered at temperatures below -25 degrees Fahrenheit unless preheat or direct fuel priming techniques are used. Generally, the test results closely followed the results obtained from previous tests conducted in the Climatic Hangar at Eglin Air Force Base, Florida.

The E-74 Fire Bomb and the necessary components were found to be functionally suitable. The operational suitability of incendiary gels, when dispersed by this type bomb under low temperatures, is limited by the ignitability of the target. Fire bombs are of doubtful value for use on most tactical targets likely to be encountered in cold weather, unless these targets are highly inflammable and not covered with ice, frost, and/or snow. This project required the cooperation of the 449th Fighter-Inter-

* See Appendix 17.

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ceptor Squadron and was conducted quickly, efficiently, and effectively without any problems being encountered which had not been anticipated during the planning phases of the test. These results are tentative, awaiting the publishing of the Air Proving Ground Command's final report.^{12 *}

During the period from October 1952, to April 1953, a B-47B aircraft assigned to the Wright Air Development Center at Wright-Patterson Air Force Base, Ohio, was attached to the 5064th CWMS for the purpose of obtaining low temperature evaluation on the aircraft. During this reporting period, the aircraft was flown approximately eighty (80) hours under low temperature conditions. Since the test was of a design and development nature, the majority of the data must be analyzed and reduced at Wright Field. Consequently, the results of the test and the impact of the data obtained are not apparent to this command. A report of the results will be published by the WADC at a future date.

During this period, numerous UR'S were submitted during the test pertaining to fuel cells, boost pumps, canopy release handle, fuel cell installation, flap power drive gear failure, landing gear operating time was too slow at low temperatures, windshield defroster inadequate, A-21D Auto Pilot unsatisfactory, changes in fuel cell inspections, pilots' seat adjustment unsatisfactory and etc. Twenty (20) test flights were flown of a total duration of 64 hours and forty (40) minutes. This made a total of seventy-eight (78) hours and forty (40) minutes flown during

* See Appendix 17.

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the cold weather test. Numerous difficulties were encountered during the test which had not been considered in the pre-planning phase; however, it was generally possible to obtain a temporary workable solution to the problems prior to the end of the cold period. A scheduled test of fuel icing to be made at Elmendorf Air Force Base late in the season was cancelled due to the advent of warm weather. The aircraft returned to Wright Field without incident.^{13 *}

F-86D testing was also of a design and development nature; consequently, a report of the results will not be published by the WADC until the data accumulated during the 1952-1953 test season has been reduced and analyzed. Twenty-four (24) test flights were flown during this period with total flight time for the season amounting to forty-four (44) hours and five (5) minutes.

The fire control system and the radar systems were not tested during this season. It is quite probable that a low temperature operational suitability test will be conducted in this theater in the future. An indication of the troubles encountered with the aircraft and component systems are listed in the UR's which were submitted. Some of these were: Leakage of aileron boost; forward main brake hydraulic line leak; nose wheel fairing door cylinder leaking; interchangeability of canopy difficulty; bearing failure in cabin air turbines; canopy wiring breaks in extremely cold weather; inverter failure believed due to low temperatures; redesign of battery compartment to facilitate removal of battery; inadequate access provisions when wearing arctic clothing, and etc. The aircraft returned to Wright Field early in April without incident.^{14 *}

* See Appendix 17.

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Hot Air Priming vs. Hot Fuel Priming On C-119 Type Aircraft

The hot air and hot fuel priming methods were described in the previous history from this organization. The data obtained from these tests have not been completely reduced; a report by the Wright Air Development Center will be forthcoming when data reduction has been completed. However, the hot fuel system seems to be superior for cold weather starting reciprocating type engines under low temperature conditions. Successful starts were obtained on both systems at temperatures as low as -41°F ; however, a much greater cranking time was required for the hot air system than for the hot fuel system. More research on these systems will be required before a standard procedure for cold soaked reciprocating engines can be adopted over the present system of using external preheat.

15 *

Diverter-Segregator Finned Hopper Oil System

Oil pressure of fluctuation which occurred throughout this test was still occurring at the end of the test season. While the fluctuation was greatly reduced over that which happened early in the test the problem was not solved. Additional design and developmental work will be required before this particular system will be operationally suitable.

16 *

Environmental Temperature Survey B-47 and C-119 Aircraft

The required data was obtained at temperatures below -45°F and the data returned to Wright Field for evaluation and utilization in future design of aircraft and components.

17 *

* See Appendix 17.

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26 x 6.6 Synthetic Casings

The test tires from five tire manufacturers arrived too late in the season to obtain sufficient data from which objective conclusion could be obtained. However, at the temperatures encountered (approximately -30°F) no flat spotting, fuze down, or split casings were encountered. This apparently indicates that synthetic rubber may, in the near future, be used as a substitute for natural rubber under low temperature conditions.

18 *

Status of Testing Program

The only projects that remained unfinished insofar as the activities on Ladd Air Force Base are concerned, were terminated due to non-availability of extreme low temperatures with the exception of the M-108 Hydraulic Bomb Heist which was cancelled. To present a clear picture of the progress of the CWMTS at this station, the Bi-Weekly Cold Weather Test Progress Chart as of 31 March 1953, has been included as Appendix 17.

* See Appendix 17.

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FOOTNOTES

Chapter I

Organization & Administration

1. Ltr AACPR-1 322, Hq AAC to CG, 5001st Comp Wg, 20 Jan 53, subj: Redesignation of Assigned ACAW Units. In Hq 5001st Comp Wing Cen Files 322. (UNCLASSIFIED)
2. DF, LFWPA to LFWCS, 3 Mar 53, subj: Transfer of 717th ACAW Squadron. In Hq 5001st Comp Wing Cen Files 322. (UNCLASSIFIED)
3. DF, LFWPA to LFWCS, 3 Mar 53, subj: Transfer of 717th ACAW Squadron. In Hq 5001st Comp Wg Cen Files 322. (UNCLASSIFIED)
4. Ltr, Gen Agee, CG, AAC TO CG 5001st Comp Wing, 10 Feb 53, subj: Review of Air Force Public Works Program. In Hq 5001st Comp Wg Central Files 040. (UNCLASSIFIED)
5. Ltr, Gen Vandenberg, to Gen Agee-CG, AAC, 26 Jan 53, regarding Public Works Program. In Hq 5001st Comp Wg Cen Files 040. UNCL)
6. DF, LFWCS to AIO, 16 Feb 53. Regarding Public Works Program. In Hq 5001st Comp Wg Cen Files 040. (UNCL)
7. Ltr, Gen. Smith-CG 5001st Comp Wg to All Staff Members of Hqs 5001st Comp Wg, 3 Apr 53, subj: Visits by Staff Officers to Outlying Sites of this Command. In Hq 5001st Comp Wg Cen Files 333x 313.1 (UNCL)
8. Ltr fr Aud Gen, USAF, Wes Dist, Res Off Ladd APB to CG, AAC, 23 Mar 53, subj: Report of Audit No. W48-043-27, A-E Accounting System, Hq 5001st Comp Wg Cen Files 132.2 (UNCL)
9. Report, WADC to Hq WADC, 24 Dec 52. subj: Joint RCAF-USAF Conference on Cold Weather Operating Problems. In Hq 5001st Comp Wg Cen Files 333. (UNCL)
10. DF, LFWRD to LFWCS, 28 Jan 53. subj: Joint RCAF-USAF Conference on Cold Weather Operating Problems. In Hq 5001st Comp Wg Cen Files 337. (UNCL)
11. Same as 9.
12. Same as 10.

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13. Par 23, SO No. 35, Hq 5001st Comp Wg. 19 Feb 53. In Hq 5001st Comp Wg Cen Files 337. (UNCL)
14. Historical Information Report fr LFNPA. 1 Jan--31 Mar 53. In Hq 5001st Comp Wg Hist Sec Files. (UNCL)
15. Same as 14.

Chapter II

Personnel

1. Historical Information Report fr LFNPA, 1 Jan--31 Mar 53. In Hq 5001st Comp Wg Hist Sec Files. (UNCL)
2. Same as 1.
3. Same as 1.
- 4 thru 9. Memo, LFWOP-2 to LFWIS, 2 Feb 53. subj: Trip Report. In Hq 5001st Comp Wg Cen Files 318.1. (UNCL)
10. Interview, Author with Lt. Snyder-Base Ground Safety Officer, 22 Jul 53.
11. Ltr, Hq 160th ACMW Group to CG, 5001st Comp Wg. 24 Jan 53. subj: Request for Overtime of Civilian Personnel at ACMW Sites. In Hq 5001st Comp Wg Cen Files 230.45 (UNCL)
12. 1st Ind, 4 Mar 53, to ltr Hq 160th ACMW Group to CG, 5001st Comp Wg, 24 Jan 53. subj: Request for Overtime of Civilian Personnel at ACMW Sites. In Hq 5001st Comp Wg Cen Files 230.46. (UNCL)
13. Same as 12.

Chapter III

Operations & Training

1. Ltr, AAOFN-3D, Hq AAC to CG 5001st Comp Wg, 26 Jan 53. In Hq 5001st Comp Wg Cen Files 311. (RESTRICTED)

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2. 1st Ind, 11 Feb 53, to ltr AACTN-3D, 26 Jan 53, Hq AAC to CG 5001st Comp Wg. subj: Ground Observer Report. In Hq 5001st Comp Wg Cen Files 311. (RESTRICTED)
3. Same as 2.
4. Same as 2.
5. Ltr, AAMMD-7A, Hq AAC to CG 5001st Comp Wg, 30 Mar 53. subj: Base - Depot Conference on F-94 Aircraft. In Hq 5001st Comp Wg Cen Files 337. (UNCLASSIFIED)
6. 1st Ind, 9 Apr 53, to ltr AAMMD-7A, Hq AAC to CG 5001st Comp Wg, 30 Mar 53. subj: Base - Depot Conference on F-94 Aircraft. In Hq 5001st Comp Wg Cen Files 337. (UNCLASSIFIED)
7. Same as 6.
- 8 thru 12. Historical Information Report fr LFWOP for the period 1 Jan--31 Mar 53. In Hq 5001st Comp Wg Hist Sec Files. (SECRET)
13. Historical Information Report fr Intelligence for the period 1 Jan--31 Mar 53. In Hq 5001st Comp Wg Hist Sec Files. (SECRET)
- 14 thru 19. Historical Information Report fr Combat Operations for the period 1 Jan--31 Mar 53. In Hq 5001st Comp Wg Hist Sec Files. (CONFIDENTIAL)
20. Ltr, AACTN-3A, Hq AAC to CG 5001st Comp Wg, 7 Jan 53. subj: Sea Ice Survival Training Film. In Hq 5001st Comp Wg Cen Files 062.2 (UNCLASSIFIED)
21. Ltr, LFGRD-B-L, Hq 5001st Comp Wg to CG AAC, 27 Jan 53. subj: Sea Ice Survival Training Film. In Hq 5001st Comp Wg Cen Files 062.2 (UNCLASSIFIED)
22. Same as 21.
- 23 thru 25. Page 9, History-449th Ftr*intep Sq for the period 1 Jan--31 Mar 53. In Hq 5001st Comp Wg Cen Files. (SECRET)
- 26 thru 28. Historical Information Report fr Wg Training Officer. 20 Apr 53. In Hq 5001st Hist Sec Files. (UNCLASSIFIED)

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CHAPTER IV

Maintenance & Supply

1. Chapter IV, History--449th FIS, 1 Jan-31 Mar 53. In Hq 5001st Comp Wg Hist Sec Files. (SECRET)
- 2 thru 4. History, 5001st Maintenance Squadron, 1 Jan-31 Mar 53. In Hq 5001st Comp Wg Hist Sec Files. (RESTRICTED)
5. Historical Information Report, from LPWMA for the period 1 Jan-31 Mar 53. (RESTRICTED) In Hq 5001st Comp Wg Hist Sec Files.
6. Same as 5.
7. Ltr, LPACW to CG 5001st Comp Wg, 11 Feb 53, Regarding Radar and Communications Equipment at remote sites. In Hq 5001st Comp Wg Cen Files. (RESTRICTED)
8. 1st Ind to ltr LPACW to LPWCG, 11 Feb 53, Regarding Radar and Communications Equipment at remote sites. In Hq 5001st Comp Wing Cen Files 142.1. (RESTRICTED)
9. Ltr, LPMS12 to CG AAC, 11 Feb 53, subj: Project Spring Clean. In Hq 5001st Comp Wg Cen Files 319.1 (UNCLASSIFIED)
10. Ltr, LPMS12, to CG AAC and 39th ADW, 6 Mar 53. subj: Project Spring Clean. In Hq 5001st Comp Wg Cen Files 319.1 (UNCLASSIFIED)

CHAPTER V

Facilities

1. Ltr, 742nd AC Sq to CO 548th ACMW Gp, 13 Mar 53. subj: AN/TTQ Equipment. In Hq 5001st Comp Wg Cen Files 311. (UNCLASSIFIED)
2. Same as 1.
3. Same as 1.
4. 1st Ind, 16 Mar 53, to ltr, 742nd AC Sq to CO 548th ACMW Gp, 13 Mar 53. subj: AN/TTQ Equipment. In Hq 5001st Comp Wg Cen Files 311. (UNCLASSIFIED)

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5. 2nd Ind, 20 Mar 53, to ltr, 742nd AC Sq to CO 548th AC&W Gp, 13 Mar 53, subj: AM/TTQ Equipment. In Hq 5001st Comp Wg Cen Files 311. (UNCLASSIFIED)
6. Ltr, LFWOP-4, Hq 5001st Comp Wg to CG AAC, 14 Mar 53, subj: Request for VHF A/G Frequency Change, In Hq 5001st Comp Wg Cen Files 211.23 (RESTRICTED)
7. 1st Ind to ltr AACCE-8, Hq AAC to CG 5001st Comp Wg, 20 Mar 53, subj: Request for VHF A/G Frequency Change. In Hq 5001st Comp Wg Cen Files 311.23 (RESTRICTED).
8. Same as 7.
- 8A. Information furnished by A-3, Ladd Air Force Base.
9. Ltr, AAAIC-4, Hq AAC to CG 5001st Comp Wg, 26 Jan 53, subj: Maintenance and Joint Operation of Galena Airport, Agreement No. AF 65(504)-3. In Hq 5001st Comp Wg Cen Files 161. (UNCL)
10. Same as 9.
11. Same as 10.
12. 1st Ind to ltr AAAIC-4, Hq AAC to CG 5001st Comp Wg, 17 Mar 53. Subj: Maintenance and Joint Operation of Galena Airport, Agreement No. AF 65(504)-3. In Hq 5001st Comp Wg Cen Files 161. (UNCLASSIFIED)
13. Ltr, LFWPA2, Ground Safety Office to LFWA1, 11 Feb 53, subj: Safety Inspection of Building No. 3595. In Hq 5001st Comp Wg Cen Files 333.6 (UNCLASSIFIED)
14. Same as 13.
15. 1st Ind, 11 Mar 53, to ltr, LFWPA2 to LFWA1, 11 Feb 53, subj: Safety Inspection of Building No. 3595. In Hq 5001st Comp Wg Cen Files 333.6 (UNCLASSIFIED)
16. Ltr, AAKFN, Hq AAC to CG 5001st Comp Wg, 23 Jan 53, subj: Banking Services Facilities. In Hq 5001st Comp Wg Cen Files 004.2 (UNCLASSIFIED)
17. Wing Staff Meeting Report dated 22 Jan 53. (UNCLASSIFIED) In Hq 5001st Comp Wg Cen Files.
18. Wing Staff Meeting Report dated 5 Feb 53. In Hq 5001st Comp Wg Cen Files. (UNCLASSIFIED)

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CHAPTER VI

Special Subjects

1. Ltr, DOP-2 to CG AAC, 14 Apr 53, subj: Transmittal of Management Improvement Report for the Quarter Ending 31 March 1953, in Hq 5001st Comp Wg Cen Files 300 x 319.1 (UNCLASSIFIED)
2. DF, LFGMD to LFWCG, 17 Mar 53, subj: Sanitation at Nome Field, in Hq 5001st Comp Wg Cen Files 333 (UNCLASSIFIED)
3. Same as 2.
4. Wing Staff Meeting Report, 5 Mar 53, in Hq 5001st Comp Wg Cen Files (UNCLASSIFIED)
5. Ltr, LFGRD-C-1, Hq 5001st Comp Wg to Staff Finance Officer, Bolling AFB, 28 Jan 53, subj: Air Force Funds for Support of Project ONR 162-296-296, Arctic Institute of North America, in Hq 5001st Comp Wg Cen Files 120. (UNCLASSIFIED)
6. Same as 5.
7. Same as 5.
8. Wing Staff Meeting Report, 2 Apr 53, in Hq 5001st Comp Wg Cen Files. (UNCLASSIFIED)
10. Progress Reports of the 1952-1953 Cold Weather Test Projects, in 5064th CWMTS files. (SECRET)
- 11 thru 18. Same as 10.

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APPENDIX

1. General Orders Number 5, Headquarters Alaskan Air Command, 30 January 1953. (UNCLASSIFIED)
2. General Orders Number 6, Headquarters Alaskan Air Command, 30 January 1953. (UNCLASSIFIED)
3. Ladd Air Force Base Regulation Number 35-12, Subj: Employment of Military Personnel Off the Military Reservation. (UNCLASSIFIED)
4. Agreement by and between the Public Information Office, Ladd AFB and Jessen's Weekly, dated 2 April 1953.
5. Squadron Commanders Conference, Minutes, Headquarters, 160th AC & W Group, Ladd AFB, (SECRET)
6. Photographs of new plotting board in the ADCC at Ladd AFB, (SECRET)
7. Combat Readiness Summary, January 1953, (SECRET)
8. Combat Readiness Summary, February 1953, (SECRET)
9. Combat Readiness Summary, March 1953, (SECRET)
10. Ladd AFB Regulation Number 65-7, 9 October 1952, Subj: Satellite Support Procedures. (UNCLASSIFIED)
11. Ladd AFB Regulation Number 67-9, 17 November 1952, Subj: Weekly Report of Petroleum Products, Aviation and/or Ground. (UNCLASSIFIED)
12. Ladd AFB Regulation Number 67-10, 15 January 1953, Subj: Supply of Decentralized AC&W Squadrons. (UNCLASSIFIED)
13. Letter SMSD 319.1. from Headquarters, Sacramento Air Materiel Area to CG, 5001st Composite Wing, dated 3 March 53, Subj: Report on Scheduled Field Visit. In Headquarters, 5001st Composite Wing Central Files 319.1. (UNCLASSIFIED)
14. Fire Protection Mutual Aid Agreement
15. Supplemental Agreement No.1, regarding operation of Galena.

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16. Management Improvement Report, 31 March 1953 (UNCLASSIFIED)
17. Cold Weather Test Progress Graph, 31 March 1953. (UNCLASSIFIED)

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APPENDIX I

GENERAL ORDERS NUMBER 5

HEADQUARTERS ALASKAN AIR COMMAND

ELMENDORF AIR FORCE BASE

1303

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HEADQUARTERS ALASKAN AIR COMMAND
ELMENDORF AIR FORCE BASE
APO 942, US AIR FORCE

GENERAL ORDERS)
NUMBER 5)

30 January 1953

RELIEF FROM ACTIVE MILITARY
SERVICE OF CERTAIN UNITS

1. The following Air National Guard units, having been ordered into the active military service under Public Law 599 for a period of twenty-one (21) consecutive months, are relieved from active military service in the United States Air Force, less personnel and equipment, effective 1 February 1953, and will revert to state control:

Headquarters, 160th Aircraft Control & Warning Group
141st Aircraft Control Squadron
142nd Aircraft Control & Warning Squadron
143rd Aircraft Control & Warning Squadron
110th Radar Calibration Squadron

2. Personnel assigned to units being relieved from active military service will be absorbed by replacement units or reassigned in accordance with current directives.

3. UPKRAL and all equipment on hand will be transferred to the Regular Air Force replacement units, or turned in to the appropriate Air Force Supply Officer for further disposition.

4. Records will be disposed of in accordance with instructions contained in AFM 181-5, AFR 31-9 and AFR 31-10.

5. When the action directed herein has been accomplished report will be made to Headquarters USAF by the 27th Statistical Services Flight by means of the Air Force Organization Change Report (RCS: AF-01) in compliance with current instructions.

6. Authority: Message, Headquarters USAF, dated 31 December 1952, AFOMO-A 55622 and Department of Air Force Letter (AFOMO 271H) dated 15 December 1952, Subject: (Unclassified) Relief of Certain Units of the Air National Guard of the United States from Active Military Service.

BY COMMAND OF BRIGADIER GENERAL SMITH:

OFFICIAL: J. W. BRITT
Colonel, USAF
Chief of Staff

/s/ F. A. Dunphy
/t/ F. A. DUNPHY
Colonel, USAF
Air Adjutant General

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Hardesty Ave., Kansas City, Mo.
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3-27th Stat Svs Flt
1-AMC(MCCXS)
1-DCS/Compt, ATTN: AAKMA
1-P&R Dir, DCS/O, AAC
10-Ea orgn concerned

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APPENDIX II
GENERAL ORDERS NUMBER 6
HEADQUARTERS ALASKAN AIR COMMAND
ELMENDORF AIR FORCE BASE

1306

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HEADQUARTERS ALASKAN AIR COMMAND
 ELMENDORF AIR FORCE BASE
 APO 942, US AIR FORCE

GENERAL ORDERS)
 NUMBER 6)

30 January 1953

ACTIVATION OF UNITS

1. Effective 1 February 1953, the following units, having been constituted and assigned to Alaskan Air Command, will be activated as indicated.

UNIT	T/O COMPOSITION	AUTH STRENGTH		
		OFF	WO	AMN
Hq 548th Aircraft Control & Warning Group	<u>1-2129P. 1 Jan 52. 1 x parts</u> <u>IIAA, ID, SA, SD, SN</u>	19	1	42
742d Aircraft Control Squadron	<u>1-2129P. 1 Jan 52. 1 x parts</u> <u>CB, CA, CC, CD, CF, CI, OI,</u> <u>SB, SN, 2 x parts IICH, CG,</u> <u>QA, SD, 15 x parts IICH;</u> <u>plus 1-2129P-A, 1 Apr 52,</u> <u>1 x part IIAC: 1-8015, 1 Jan</u> <u>52, 1 x parts IIBA, BB</u>	<u>17</u>		<u>175</u>
743d Aircraft Control & Warning Squadron	<u>1-2129P. 1 Jan 52. 1 x parts</u> <u>CB, IICA, CD, CF, CI, OA,</u> <u>RB, SH, SK, SN, CH, 2 x</u> <u>parts IICE, SL, 3 x part</u> <u>IISE, 5 x part IISD, 6 x</u> <u>part IICH: plus 1-2129P-A,</u> <u>1 Apr 52, 1 x part IIAC;</u> <u>1-8015, 1 Jan 52, 1 x parts</u> <u>IIBA, BB</u>	<u>11</u>		<u>159</u>

RESTRICTED

744th Aircraft Control
& Warning Squadron

RESTRICTED

1-2129P, 1 Jan 52, 1 x parts 25 220
IICA, CC, CD, CF, CI, OA,
OI, RA, SH, SK, SM, SN, 2 x
parts IICH, CB, SE, SL, 3 x
part IICH, 5 x part IISD:
plus 1-2129P-A, 1 Apr 52,
1 x part IIAC: 1-8015,
1 Jan 52, 1 x parts IICA,
CB

2. Concurrent with this activation, the assignment of the following squadrons is made to the 548th Aircraft Control & Warning Group with no change in personnel or station:

- 708th Aircraft Control & Warning Squadron
- 710th Aircraft Control & Warning Squadron
- 711th Aircraft Control & Warning Squadron
- 712th Aircraft Control & Warning Squadron

3. The 548th Aircraft Control & Warning Group is further assigned to the 5001st Composite Wing, Ladd Air Force Base, Alaska. Specific station assignments of the above squadrons will be as shown in the Alaskan Air Command Operating Program document (Secret).

4. Personnel will be furnished from sources under control of the Commanding General, Alaskan Air Command.

5. The above units are authorized Unit Essential, Base Support and Field Support Equipment as listed on the Unit Property Record Equipment Authorization List. The UPREALS will be prepared based on Column 3a, b and c of the MEALS, and the above T/O composition.

6. When the actions directed herein have been accomplished, report will be made to Headquarters USAF by the 27th Statistical Services Flight by means of the Air Force Organizational Change Report (RCS: AF-01) in compliance with current instructions.

7. Authority. DAF Letter 322 (AFOMO 274H) dated 15 December 1952, subject: (Unclassified) Constitution and Activation of the Hq 548th Aircraft Control and Warning Group and Certain Other USAF Units.

RESTRICTED

BY COMMAND OF BRIGADIER GENERAL SMITH:

OFFICIAL:

F. A. Dunphy
F. A. DUNPHY
Colonel, USAF
Air Adjutant General

J. W. BRITT
Colonel, USAF
Chief of Staff

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- 1 - All major AF commands
- 1 - Postal Directory, US Army & US Air Force, APO 942, US Air Force
- 5 - AF Liaison Representative, Kansas City Records Center, 601 Hardesty Ave., Kansas City, Mo.
- 1 - 1003d IG Unit, Kelly AFB, Texas
- 3 - 27th Statistical Services Flight
- 1 - AMC (MCCXS)
- 1 - DCS/Comptroller, AAC, ATTN: AAKMA
- 1 - Hq Sq Sec, Hq AAC
- 5 - Ea activity concerned
- 1 - Plans & Requirements Directorate, DCS/O, AAC

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APPENDIX III

LADD AIR FORCE BASE REGULATION 35-12

EMPLOYMENT OF MILITARY PERSONNEL
OFF THE MILITARY RESERVATION

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BASE REGULATION)
NUMBER 35-12)

WADD AIR FORCE BASE, ALASKA
16 July 1951

MILITARY PERSONNEL

Employment of Military Personnel
Off the Military Reservation
(This regulation supersedes Base Regulation 35-12, dtd 2 June 1950)

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1. References: AAC Letter 35-20, dated 22 May 1951.

2. Purpose: The purpose of this regulation is to promulgate policies relative to "off base" employment of military personnel in any pursuit, business or performance in civil life, for emolument, hire or otherwise, and to establish a uniform procedure governing the submission of applications for "off base" employment.

3. General Principles: "Off base" or non-service connected employment of military personnel is based on the following extracts from regulations:

a. "Military personnel will not be detailed, ordered or permitted to leave his or her post to engage in any pursuit, business or performance in civil life, for emoluments, hire or otherwise, when it will interfere with the customary employment and regular engagement of local civilians in the respective arts, trades, and professions."

b. "Army or Air Force bands or members thereof shall not receive remuneration for furnishing music outside the limits of military posts when the furnishing of such music places them in competition with local civilian musicians."

c. "A disease or injury that a militarized person contracts or sustains while in the active military service of the United States will be presumed to have been incurred in line of duty, unless there is substantial evidence to show that such disease or injury -

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.....
"Occurred as a result of the individual's outside activities, not of a class authorized or encouraged by the War Department."
.....

"A militarized person who engages in outside activities (as distinguished from everyday affairs), not incident to his military status and not essential to the furtherance of national interest and military effort, assumes responsibility for any disease or injury to himself resulting from such activities unless the activities are of a class authorized or encouraged by the War Department. Such a disease or injury, and any condition directly resulting from such a disease or injury, will be regarded as having been incurred not in line of duty (with no misconduct involved). The line of duty will be recorded in such instances as "LD: No"."

d. "Disability incurred while engaged in any activity not "authorized or encouraged", either explicitly or tacitly, by the Department of the Army or the Department of the Air Force would, in all probability, affect the rights of military personnel to disability benefits and pensions, hospital benefits administered by the Veterans' Administration, retirement for physical disability, retention beyond expiration of enlistment for purpose of hospitalization, and eligibility for admission to the Soldier's Home."

4. Limitations: There are limitations upon the activities of military personnel subject to military law. Personnel shall refrain from all business and professional activities and interest not directly connected with their military duties when it would tend to interfere with or hamper in any degree their full and proper discharge of such duties. Any departure from this principle would undoubtedly constitute conduct punishable under the "Articles of War".

5. Conditions of Employment: Military personnel may be employed by civil agencies or otherwise (i.e., where military personnel are employed by other military personnel) off the military reservation only when authorized by this headquarters and provided such employment comes within the purview of existing directives and the following conditions:

- a. That such employment or activity will not tend to deprive civilians of employment.
- b. That such employment will not tend to bring discredit upon the Military Service.
- c. That liquor is not sold or consumed at the place of employment.

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d. That direct personal service is not rendered to the general public, such as taxicab, bus, or passenger car drivers, salesmen, store clerks, waiters, etc. (Employment which renders direct personal service to military personnel only is permissible).

e. That no military personnel employed by a civilian agency or otherwise will be allowed to be absent from regular military duties by reason of such employment, except in cases where the individual has accrued leave and desires to use same for the purpose of civil employment, provided such employment has been authorized by this headquarters.

f. That the hours of outside employment will not begin less than two (2) hours following the completion of an individual's daily military duties.

g. That employment will not exceed eighteen (18) hours in any one week.

6. Individual Enterprise: Military personnel will not conduct private enterprise off or on the military reservation or engage in any remunerative activities except as specifically authorized by this headquarters.

7. Applications:

a. Applications for permission to be employed or to engage in a remunerative activity under paragraphs 5 and 6 above will be submitted on LAFB Form #3-17, "Request for Employment Off Military Reservation", in triplicate, by individuals concerned, through normal channels to this headquarters.

b. Unit Commanders will indicate approval or disapproval with reasons therefor.

c. The reverse side of the LAFB form is provided for the prospective employer who will sign before a Notary Public attesting to existing conditions specified. Requests by individuals to engage in private enterprise (i.e., where the individual is his own employer) will have a statement from the local Chamber of Commerce to the effect that the individual will not be depriving any civilian of work.

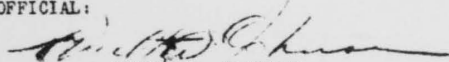
8. Termination: Individuals authorized employment under these provisions will report termination of such employment through their Unit Commanders to this headquarters immediately.

BY COMMAND OF BRIGADIER GENERAL BAKER:

1 Incl.
LAFB Form #3-17
(revised 16 Jul 51)

EARL C. ROBBINS
Colonel, USAF
Chief of Staff

OFFICIAL:


WALTER E. JOHNSON
1st Lt., USAF
Asst. Adjutant

DISTRIBUTION: "A"

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APPENDIX IV
CONTRACT FOR MIDNITE SUN

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A G R E E M E N T

This agreement made and entered into this 2nd day of April, 1953, by and between the Public Information Office, Ladd Air Force Base, Alaska, party of the first part and Jessen's Weekly, a corporation, party of the second part, witnessed:

Whereas, the party of the first part is desirous of having the party of the second part publish the Ladd Air Force Base weekly newspaper, the Midnight Sun; and

Whereas, the party of the second part has expressed the desire to publish the Midnight Sun:

Now, therefore, in consideration of the mutual covenants, agreements, and desires, it is mutually agreed between the parties hereto as follows:

1. The party of the first part agrees to permit party of the second part to publish its weekly newspaper, the Midnight Sun.
2. The party of the second part agrees to publish the Midnight Sun one day per week, said edition appearing on Wednesday of each and every week.
3. The party of the second part agrees that the Midnight Sun will be at least an eight-page paper of which the content thereof will be no less than fifty percent news coverage, and the balance of said space may be in the form of advertisement.
4. The party of the second part agrees to publish and deliver no less than five thousand (5,000) copies of the newspaper per week.
5. The party of the second part agrees and covenants that all soliciting for advertisement will be at an established advertising rate to all businesses solicited, and that there will be no discrimination or preferred treatment.
6. The party of the second part agrees that no advertising will be accepted from (a) liquor-dispensing establishments; (b) any establishment declared off-limits by Ladd Air Force Base or any higher authority; (c) any establishment that practices racial discrimination; (d) any lottery; (e) any political activity; and it does likewise agree that all advertising will be of good taste.

7. The party of the second part agrees and covenants that the publishing of the Midnight Sun by the party of the second part shall be at no expense to the Public Information Office, Ladd Air Force Base, the U. S. Air Force, and/or the U. S. Government, and it does further agree to save and hold harmless the Public Information Office, Ladd Air Force Base, U. S. Air Force, and/or the U. S. Government from any and all claims or causes of action for damages resulting and growing from the publishing of the said Midnight Sun whether for personal injury, contract and/or otherwise.
8. This agreement shall be and remain in effect from the day and year first above written, terminable by either party upon thirty (30) days written notice.
9. It is expressly understood and agreed by and between the parties hereto that the party of the second part will in no way represent this publication to be the publication of any military unit, and the party of the second part agrees to refrain from using the name, insignia or emblem of a military unit in a manner to imply that the publication is an official Air Force publication. It is further understood and agreed that the party of the second part will publish in each and every issue of the Midnight Sun a statement in a prominent place in the newspaper to the effect that the publication is in nowise the publication of the U. S. Air Force nor any of its subordinate units, and is in nowise to be construed as an official publication.

Whereas and witnesseth whereof, the parties hereto have set their hands and seals this 2nd day of April, 1953.

/s/ Captain Joseph W. George

/s/ Mr. V. Maurice Smith

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APPENDIX V

MINUTES OF SQUADRON COMMANDERS CONFERENCE

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SQUADRON COMMANDERS CONFERENCE

MINUTES

HEADQUARTERS
160TH AIRCRAFT CONTROL AND WARNING GROUP
LADD AIR FORCE BASE

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BRIGADIER GENERAL DONALD B. SMITH, COMMANDING GENERAL 5001ST COMPOSITE WING

ADDRESS

I am very happy to have this opportunity to say a few words about the outlying sites and express my policies.

When I came up here, about one and one half years ago, most outlying sites did a pretty good job, but they were not, in a sense, run as a Military Organization. Men fought with each other about the length of their beards; detachment bunks were made up haphazardly and some of the sites had no United States flag. It was a struggle to get the situation conquered. We are a military organization and should take pride in so being. In order to have efficiency, one must have a strict standard. An example is the Royal Canadian Mounted Police. Each Commander should run his squadron as a military organization. If you do so, you will find your operations and management will be successful. You will have an outfit with Esprit de Corps, without which most organizations cannot operate.

The men at outlying sites have tough going...some men love that type of life. For those it's not so bad, but many men are away from their homes for the first time in their existence...they aren't particularly fond of outdoor life or know anything about it. It is your job to devote even more interest to the individual men in your outfit than it is in an outfit more geographically situated. Take the best care of our men! My policy is that the outlying sites come first in everything! If there is a shortage of supplies or anything else, we take the shortage here in order to furnish you with what you need. Personnel understand that policy. I hope that if there are any problems along this line they are brought to my attention. This stands true in everything. We are pretty well fixed for facilities. Many people may think it is even on the plush side for a temporary outfit, but as it seems we are going to be here for a course of time, I will seek to improve the living conditions of men in temporary places such as Barter Island, Utopia, etc. I want Site Commanders to keep on the alert for things which can improve the recreational facilities, and we will do our best to get it for you. We may not always be successful. We may have to go to higher Headquarters for approval, but a most all out effort will be made.

Fires, as we have recently had brought home to us at Ladd Air Force Base, are a continuing threat - a threat which is much more persistent than the never relaxing threat of our enemies. Our efforts to combat fires cannot be overstressed. There has been a great deal of effort spent on action to avoid fires. Regulations are our only means of getting to new people. Read them carefully and follow them to the letter. If it is beyond your capacity to follow them, get a letter in immediately stating why. General Atkinson has informed me that he is perturbed about the number of fires we have had and the failure to take cation. He intends to personally review all fires and investigate responsibility of non-compliance with regulations or other violations which resulted in the fire. You may be sure that I intend to abide by the policies. I don't want any letters coming from General Atkinson. I am going to take action when they have a fire at this place. See that all regulations are complied with and if not why not. Get a letter in and we will take care of it. Keep pounding that into your men at all times. When we have low temperatures here, we have space heaters to contend with. It is not difficult to understand why men will force them to higher heat than they are designed

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to put out. Inadequate heating installation can cause serious and major fires and must be stopped.

General Atkinson is interested in the matter of local defense at the outlying bases. Major Smith will go into this in more detail later on in the conference. There is a criticism that the Site Commanders, in general, have shown inadequate interest, and in some cases, very staggered knowledge in local defense. Until you are familiar with defense plans, have alerts to find weaknesses in defense plans. The Site Commander is personally responsible to know what personnel duties are, taking personal interest in their men. It is extremely important! We are by no means certain that we are not going to be attacked here any day. Any one of the Sites may be the object of a paradrop. Be prepared for it! Make an evacuation phase. Go through that phase in your alerts occasionally. If you don't do it, how will you know it will work? There is no sense in having plans if you are not sure they are going to work good. Abandon your site and evacuate the personnel. Have facilities and equipment ready. Check and see that things are ready. If you have never done it and you try it, you are going to find an astonishing weakness in your plans. Unless you do practice it and every man knows what he is supposed to do, you may have to move out with a shortage of equipment that will result in disaster. Know in correct detail what every man is supposed to do. You are the authority. You should play these alerts just as realistically as you possibly can. I think you can work up more interest in it if you take out some of your best men and make them aggressor forces and see how that works out.

I can't think of anything else, except that I have not been able to get to a number of the sites as frequently as I would like to. I am layed up with a sprained ankle, but as soon as it heals up, I'll be up to see you.

General Atkinson wants to visit every one of the sites in the near future. Each day take effective action to make special preparation for General Atkinson. The sites should always be in a condition so you are proud of them.

I am not particularly interested in how many commanders see how well they can prepare for a short show. I expect to find bunks made up in an orderly manner; mess halls clean at all times, except during the serving of the meals, storage rooms clean at all times, supply rooms orderly; someone who knows his supplies; people in the Operations Section who are on duty. I rarely run into any difficulty on this score. I think you have, in the past, paid particular attention to that.

Remember we are back here at Ladd to help you with your problems in life. If you are doing your part and if something is wrong, then bring it to our attention. If you are not getting full support, I am sure you will get it from your particular organization on the base.

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MILITARY PERSONNEL - Lt. Colonel Thomas B. Goodrich

Read books on World War II. Several other good history books or historical novels will give you an idea of what happened and history so often repeats itself. One historical novel entitled "They Fought With What They Had", effectively illustrates the loss that we took just by not knowing what was going to happen. You can see what an effect these radar facilities could have had and what they could have done.

One of the most important things is taking care of your people. When a man's rotation date comes up, he is interested in getting his orders and getting home. Each one of you are in the same position. I ask you to watch that rotation very closely. Be sure that rotatees are actually reported for rotation. Don't leave anyone off the list.

PAY

It is very difficult to get a report in that says someone didn't get his pay. If you will write a letter and bring it to the attention of this Headquarters, telling what his status is, pay records can be checked back.

CLASSIFICATION OF YOUR PEOPLE:

In the past we have had TOs and TDs that were not entirely accurate. There were no TOs or TDs when people were sent out to those places. If your people have a preference or speciality try to place them where they can do the best work. Failure to work in their specialty effects their career, promotion, and morale. On assignments, we admittedly don't do a splendid job. Last September it was considered that National Guard people would be considered for early release. National Guard and Research people were called in involuntarily (27 people). Radio operators will be driving trucks when someone else could be driving a truck. Out of every one hundred, sometimes as much as ten per cent will have their parents or friends write to their Congressman to get them out. This makes a tremendous amount of administrative work. They desire those people to be released at the earliest possible date - on those eligible.

Those eligible for separation by the end of January, process them in November, so we can get a qualified number of experienced people in the 160th AC&W Group and there won't be any loss of time.

We anticipated that but we felt that we would be able to spare these people now so that we would have our replacements here before Spring.

The last shipment left by the first of March. I feel like we can be optimistic in getting most of your requirements. Major Burlingame will discuss the personnel data form.

We feel that we can render you a service by taking off all the administrative bulk where your senior officers have to have information about your people. We hope you will help us get the information.

MORALE:

I really don't feel qualified to tell you what you have to do for your people's morale. You can help them a great deal by answering their questions,

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encouraging them to present questions that are bothering them. Don't guess at the answers. I doubt if any of you can keep up with the regulations. If you can't answer a question send it in to us and we will find the answer even if we have to make up an answer.

INSPECTION REPORTS REGARDING NATIVE POPULATION:

There have been complaints from the natives that our boys are hunting on their reservations and taking advantage of their wives and children. A recent incident which happened at Kotzebue - three boys were on a drinking party with some native girls and they were all placed in jail with substantial fines. This matter is worth looking into. Inform your people what might happen when they maintain those relations with the natives.

CASUALTY REPORTS:

I hope you don't have any occasion to send in any casualty reports. The important thing is to give immediate, accurate information.

TOURISTS AT ISOLATED STATIONS:

The basic policy is that the tourists will not be permitted at any isolated stations. If you have any ideas, thoughts, or expressions on that matter, however, you should feel free to bring them to our attention. You will get full consideration. Perhaps Airmen and Officers would like to have their families here even though they don't come in very often. They will have everything to contribute to their comfort.

LEAVES:

Young fellows think they are going to the North Pole at Lisburne. The Air Force is not running a daily taxi service. The policy of the Air Force is if a man requires a leave, he should get it. If it is not essential, he should not get that leave. Wing Memorandum dated 17 July, explains this more in detail. When you, as an organization Commander, make that determination in accordance with the ground rules, we in A-1 do not make any interruptions. The Air Force feels that after death has occurred, an emergency leave will not be authorized, but there are exceptions: (1) If the presence of a serviceman is actually needed and he has to get that leave. No one can make that decision other than the man's Commanding Officer. When a man receives a wire from the Red Cross, the Red Cross is transmitting the information just like they received it from home. You must obtain the information and determine whether you think that man needs to go. If not, its tough! Use any means that you want to. If you think it should be authorized and the man has less than three months to go, it will be a PCS.

Airmen and Officers who will have more than 60 days after June, let them take leave. If it is a problem, bring it to our attention and we will try to get special regulations on it.

PROMOTIONS:

Officers' Promotion rosters have been sent in. It takes in everybody who meets certain qualifications. The way it works officers in each grade will be put into three (3) categories. (1) Those who are exceptionally qualified, (2) those who are qualified, and (3) those who are not qualified.

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If one of you are out at the Outposts when the Promotion Board meets, you will find they can't jump over you and take someone else down the line. I believe that experience is going to show that there will be a fair policy for all. The Board has been instructed to give those boys who are not before the promotion Board a break. The boys on the Outposts should be given the advantage. When you send in a letter of recommendation, put down what he does and why he should be promoted.

CIVILIAN PERSONNEL - Captain Sanders

Captain Sanders stated that civilian personnel were in the process of hire by some site commanders. In order to avoid misunderstandings as to leave, pay, etc. the following information is furnished:

a. No civilian employee will work over 40 hours per week unless overtime is paid or compensatory time off is allowed. It is necessary that compensatory time off be taken by the employee during the current pay period or the subsequent pay period.

b. Approval in advance of overtime worked is required, and requires a full justification furnishing detailed information as to the necessity thereof.

c. Leave is a right of the civilian employee. Leave accumulates at different rates, according to the number of years service. If not more than 3 years, an employee accumulates four hours leave per bi-weekly pay period. From three to twelve years' service, an employee accumulates six hours leave per bi-weekly pay period. Over twelve years' service, an employee accumulates eight hours leave per bi-weekly pay period, or 26 days per year.

d. Sick leave is qualified. An absence of more than three days requires a doctor's certificate or a personal certificate for as little as one hour's absence.

e. Civilian employees have eight holidays per year:

22 February
30 May - Decoration Day
4 July
Labor Day
Thanksgiving Day
Christmas Day
New Years Day

On those holidays when you work civilian employees, double time must be paid. If a holiday falls on a Saturday, and your employees' work week is Tuesday through Saturday and you do not wish to pay him double time for working on a holiday, he may be given the next work day off. This applies to both hourly and per annum employees, for any legal holiday recognized by government or state. Should the Territory of Alaska designate a holiday, that day would be recognized and employees paid accordingly.

MEALS

f. If meals are furnished civilian employees, they will be collected for on a cash basis and not by payroll deduction, unless prior approval from the Theater Commander is obtained.

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LOCAL HIRES

g. If local personnel are available for hire, the Civilian Personnel Office will send an interviewer to the area to process these people. These personnel must obtain a "secret" clearance which requires approximately six months. The Provost Marshal may grant "interim clearances". All local hires will be under civil service, which provides a trial period of one year.

QUARTERS

h. There is a payroll deduction for quarters furnished civilian personnel. It will be necessary for a representative from Housing or Command Civilian Personnel to visit installations to determine the charge for available quarters. The rate charged at Ladd Air Force Base is \$19.50 per month for single occupancy; \$12.00 for double occupancy. Where accommodations are poor, only \$5.40 per month is charged. Rates for room charges must be established by a competent representative, to clear through Fairbanks.

It is reported that there have been complaints that defense workers were paying too little for quarters at this base. However, when the construction season is open, skilled workers' wages paid by contractors are higher than the civil service scale. Therefore, rooms and meals provided by civil service tend to offset higher wage scales paid by other agencies.

i. The promptness with which civilian employees are paid will depend upon the promptness with which we receive time sheets.

j. As soon as your civilian authorization is approved, we will prepare a guide for each installation for the number of personnel approved.

EMPLOYMENT OF ESKIMO PERSONNEL

k. Eskimos are citizens and may be hired in civil service. It is cautioned that a close check re external influence applied be made. Close security check is required. Also, in close working relationships, safeguards against prevalent diseases of natives must be maintained.

ROTATION OF PERSONNEL

l. It is desirable to preserve continuity and avoid over-laps of personnel caused by rotation.

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Lt. Robert L. Purtzer -- 5001st Composite Wing, Intelligence

1. Lt. Purtzer presented a brief outline of the regulations that now exist for the reporting of intelligence citations at this base and at sites. Three aspects are involved:

- a. The intelligence aspect, incidental to the
- b. Operational aspect
- c. Responsibility necessary to fulfill the Operational so that some good will come of reporting vital citations.

2. Three types of reports are involved:

NOTE: For reporting vital citations, see JANAP Form 146-b.

- a. Intelligence citations for aircraft only
- b. Flyobrpt for flying object report (flying saucer).
See Air Force letter 200-5; Regulation 200-3.
- c. Special Intelligence Report. Covered by Alaskan Air Command Letter 200-3, and letter AAC dated 27 Oct 52; Hq USAF letter dated 25 August 1952.

Previously, there has been no provision for reporting by ground observers. Observations by aircraft would be reported according to JANAP 146. Letter of 27 October 1952 bridges this gap.

3. Reasons for these reports:

- a. Alerts the Air Defense efforts, so required action may be taken.
- b. Reported only when there is no time lag between citing and reporting. The operational value is lost if someone flying does not report until 3 hours later.
- c. The flying report is one which primarily fulfills the requirements of Air Intelligence.
- d. The Special Intelligence reports fill up the gap which heretofore existed due to lack of ground citing. The Alaskan Air Command published Letter 200-AA3 which it is hoped will reconcile various inconsistencies.
- e. JANAP 146 requires a service report of an airborne citing of a flying object. Message must be sent by pilot immediately in "clear - flash", and relayed exactly as given by pilot.
 - (1) The pilot also renders service amplifier.
 - (2) When he lands, he makes a service confirmation, a total of three reports.

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(Flying object report;
(Electrical report;
(Written report - within 3 days after landing - with signed
statements of witnesses, and designations on serial chart
of any readings to substantiate his observations.

f. AAC letter 200-3 requires another electrical report to be sent forward.

4. This makes a total of six reports to be made on one citing. We have attempted to short-circuit at least one of the reports and say that a Special Intelligence Report will be sent forward.

5. Copies of SOP forms and directives referred to will be furnished each group. We will attempt to publish in one directive all provisions which must be observed.

6. The primary responsibility for this service report is the pilot's -- to initiate. Your responsibility is to forward as received. If some member of your Command (including civilians) cites the above, it is your responsibility to prepare an electrical report - and written - and send through channels. Detailed statements from observers are necessary.

7. Provisions of SOP, as written and coordinated with Intelligence and Combat Operations, propose immediate and accurate reporting of information of vital importance. Each minute gained increases the capability of mustering adequate air defense.

8. Special Intelligence Report or Service Report:

a. List of citings:

- (1) Unidentified flying objects
- (2) Unidentified aircraft
- (3) Unidentified submarines
- (4) Group of military vessels or aircraft appearing to be directed against the United States
- (5) Unexplained or unusual activity

9. It is mandatory that all personnel be briefed, and rapid reports dispatched. It was suggested the Group be charged with the responsibility of forwarding reports to all agencies concerned since, generally, messages must be relayed through this Headquarters. Citings would be picked up on electronic equipment.

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Major Lewis C. Smith -- 5001st Composite Wing, A-3

1. We are primarily concerned with your activities pertaining to every phase of training operations, aircraft and operations and conditions of air strips in order that we know when and when not to go in.

2. Training is an item of great importance and, fundamentally, general military training is broken down into two phases:

- a. Basic and fundamental
- b. Installation defense training.

On reaching this station, an individual receives training indicated in MAC 50-3. We want to know the status of your training from a standpoint of qualifying the airman and his ability to perform during alerts, where you are able to continue his training after reaching your station and, if not, we want to know what the situation is and if we can render aid.

3. At some sites, they have teams rotating around the sites teaching special weapons, which they receive prior to the time they go to the site. We attempt to give each airman a well-rounded course in basic military training before he goes to you. It is up to you to perfect his ability. If you do not have facilities at your disposal, advise us so we can start a program to continue training. Basic Training directive is MAC 50-3. That will tell you what you are supposed to do. We accomplish the first two phases. When an airman arrives at your site, check his military training record and determine in which areas he is deficient. You will have the man's military record, which you can keep up-to-date. We accomplish the majority of preliminary training. You are familiar with the training required in accordance with the peculiar aspects at your own site. Training is not limited to what is in the directive. That must be accomplished, but if you want to substitute because of the peculiar nature of your site, notify Manpower, and justify your reasons therefor.

4. The most logical and practical approach, where outlying or isolated stations are concerned, is to know you have no one but yourself to rely upon when an attack comes. With this in mind, Commanders should take necessary action to train people with basic weapons and devise their own tactics for defense at their particular sites. It is desirable to have men trained in ground tactics, and use what you have in the best way possible.

5. We are trying to procure the services of people tactically qualified so they can assist you in using terrain and weapons in the best possible manner against attack. We can and will make tactical systems available -- everything is hypothetical -- conditions different at every site. Plans will be screened and suggestions offered.

6. It was suggested a paratroop officer be sent to isolated areas to evaluate the terrain and set up a defense plan; also, that the infantry school operated in the summer of 1951 be reinstated.

7. More information concerning local defense or offensive action at outlying sites will be forthcoming.

8. Alerts: Practice alerts should be held at least once monthly, and action reports submitted which categorically state the deficiencies that exist in local defense plans, and any other deficiencies arising as a result.

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This is one manner of stating what is wrong with air and ground defense. The report should be comprehensive, indicating specifically and in detail what should be done at your sites to improve ground defenses and your ability to withstand air activity directed toward your site. State your opinions and get them on the record. Indicate what action you are taking at your level.

9. We attempt to send you men who have been given the fundamental training — one day, 8 hours, of basic infantry tactics, but no individual weapons training. You should follow up this training, and in order to do so, it is mandatory that an adequate training program be established. You will probably need tactical systems from the 1st Infantry and additional training aids or weapons. Indicate in detail what you need and the type of ground defense training program you desire. We will do everything to support you.

10. It was suggested a diagram or chart, in addition to the sectional map, be furnished pilots going for the first time to isolated areas to show them the best approaches under different conditions.

11. It was suggested a system where supplies be requisitioned on Health & Appearance basis, Class 22, would help a great deal. Research from S-1 and S-4 will answer this question.

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Major Charles B. Cruikshank, AC/S Materiel

1. We are attempting, on a long-range program, to materially improve the over-all efficiency of Base Supply.

a. Base Excess Program

- (1) We have somewhere between 125,000 and 150,000 line item accounts on this Post. The 39th Depot sent us an outline of what we can do regarding our excess items to relieve the congested state of our warehouses.

b. Manpower

- (1) We are below our T/D strength to operate Base Supply. Our rotational figures indicate a turn-over of 109%.
- (2) Our skilled labor from the Zone of Interior is very poor.

c. Air Lift

- (1) Our air lift capability is not very good. There is a lack of trained crews, hinging on the availability of panel engineers. However, Command has taken steps to correct this situation.

d. Maintenance

- (1) Our maintenance factor is bad.

e. We are attempting to re-warehouse material and locate it on cards.

f. Replacement schedule on parts and complete lack of certain material presents a big problem.

Discussion:

1. ROCP Requisitions for Replacement Parts: TWX's requesting information regarding status of requisitions were not answered.
2. It was stated some system should be set up to expedite delivery and special handling of emergency items.
3. Instances were cited where parts were available in the Warehouse, but no one was able to identify them.
4. An instance was cited where critical material was off-loaded at Elmendorf because they thought we did not need it.
5. If we knew what happened to our requisitions, it would be helpful.
6. If someone in Base Supply could identify electronic material, it would be helpful.

In this connection, the Liaison Officer may be able to expedite delivery of certain items.

Certain recognized people are allowed to go through Warehouses to identify material.

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7. At times, when we have located material in the Warehouse, we have turned it over to Base Supply for further handling, and no action has been taken.

8. Tell us what happens to our requisitions.

Turn-about time in Base Supply should not be any longer than 5 days.

All priority (ROCP and AOCP) should be processed within 24 hours.

9. The Reproduction Unit could set up an automatic system of distribution, even before the requisition goes to the Warehouse to be filled or denied for supply. In that manner, we could be furnished copies of the requisitions.

10. Coastal sites have a nominal mail delay of almost six weeks. This creates the feeling that items have been forgotten.

11. It was suggested airmail parcel post shipments would save a great deal of time and money, particularly on emergency items. Freight could be moved from Anchorage to Nome and paper work processed here. Commercial freight lines could deliver emergency items.

12. Orders sent direct to the factory, with shipment direct airmail, would assure us of receiving emergency items.

13. Something official and workable must be set up to assure that air freight addressed to certain units is delivered to those units and not withheld at Anchorage. For small items, delivery could be assured by sending material parcel post, addressed to sites. There is a limitation of from 80 to 100 pounds.

IT IS NOT THE VALUE OF THE ITEM, BUT THE RESULT OF WHAT COULD HAPPEN WITHOUT IT.

All squadrons are about to get their own post offices. This system ties right in with it. As soon as these post offices are established, this plan of shipment may be investigated.

g. There are security measures to be considered. Through necessity, continuity of supply is constantly interrupted. Base Supply is attempting to eliminate negative factors and be flexible.

Discussion:

14. A letter from Base Supply was referred to, subject: How to address shipments to sites. This should be amended to comply with security regulations and not compromise location of sites.

15. Is it projected that all sites will furnish to the Base Supply Officer a list of stock levels? We received a teletype to send in a list of stock levels by the 1st of March.

NOTE: This will be investigated.

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16. Inoperative equipment has been received at sites. A 1936 Ford was received with a certificate stating that equipment was completely rehabilitated. This equipment is unusable.
17. It was reported some supplies are delivered which are not required. Requests have been sent in not to ship.

NOTE: Food Service will coordinate this.

18. Shipping manifests have been sent in with material, (some for repair and return) and signed copies showing receipt have not been returned. Officers felt they might, at some time in the future, be held financially responsible for this material.

A procedure has been established that provides pilots will deliver copies of manifests to Hanger 6. However, this procedure is not always followed.

CO's were cautioned to turn in their equipment for repair and not to let it accumulate. However, they do not wish to be held accountable for material they have sent in for which they have received no receipts.

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Major Glenn M. Reynolds --- 5001st Medical Group

1. Medical Supplies

a. Major Reynolds made reference to letter dated 21 November which listed medical supplies authorized by Colonel Zerba. Policy is not to issue more than 60 days supply to outpost sites. Colonel Zerba desires that we give you the service you need and if supplies are issued for more than 60 days the sites get themselves stocked up on goods that deteriorate. A lot of stuff (particularly in this climate) goes to waste. Supplies are only good for two or three months. There are a couple of items which were not on that list: (1) non-sterile rubber lists and (2) water for injections.

b. Sometimes when you people send in a patient for a transfusion, you don't get back the items sent in with a patient. Always get a justification or receipt for items sent in with a patient, even on emergency to be dispensed of.

c. I try to get your requisitions out of here within 48 hours after I receive them. If you don't get your stuff back within 30 days from the time you send them, wire me and I'll see that you get them.

d. There is an AF Letter regarding medical supplies for outposts, which is not the right one. The letter I sent you is what you will get unless you can justify anything else.

e. You are going to run into outdated plasma and Aid men should keep track of it, and send in Form 1146 when you get your new send the old back to me. Now they can rework plasma and save up to 75% of it. (Antibiotics and Biologicals do not have to be returned) Return all large quart and gallon bottles to be refilled.

f. Emergency Requisitions: If there is need for emergency call or wire anytime. There is a man on call 24 hours a day. If you send in a message that you are in an emergency, even if I have to go to General Smith, I will get you a plane. Your aid men are going to say this isn't enough stuff, but Colonel Zerba has been to check at most of the sites and there has been too much going to waste.

g. Anytime your supply officer needs any assistance, I am available at the Base 7 days a week, most of the time I am here on Sundays and Holidays. If it is impossible to reach me, you might call the CO and if he can not take care of you, he will know where to reach me.

2. Narcotics

a. Some of the Aid Men will get smart ideas that they can give penicillin for GC. Regulations call for the Commanding Officer's signature. Anytime narcotics must be administered, a copy of the justification will be sent to the Commanding Officer and two copies maintained. There are four (4) security items of Narcotics: (1) Codeine Sulphate, (2) GF Alcohol, (3) Phenobarbital, and (4) Benzadrine. Each man should be given 6 vitamins a day. You are supplied with 600 a month. If you need more, just give me a justification.

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COL CHRISTIAN: "Do you have an SOP for the authorization?"

MAJ REYNOLDS: "I am getting a copy of the TM 8-20 for each station."

COL CHRISTIAN: "Is there anything to be in lieu of that?"

MAJ REYNOLDS: "If I am not concerned as one of the patients, I would give out supplies with such help."

COL CHRISTIAN: "I think the important part is result of exercises. Does any SOP because they can't have time to give them and need to practice things?"

MAJ REYNOLDS: "I realize we have trouble with aid men at the outpost. It seems when they are under these circumstances they do a fine job, but when they get to the outpost they try to feed the aid men upon themselves. They think you treat as much as a doctor. The Air Force started a program in 1944 to train men to take the place of a doctor, but that has been dropped. They had to go through a 6 month training school at Randolph, and they still had the same problems."

LT WHITE: "How can we predict a 60 day level?"

MAJ REYNOLDS: "We have an Army Table which shows the requirement of 100 men per thousand people."

LT COL BODENHORN: "To what degree does the Medics make decisions?"

MAJ REYNOLDS: "If you have a question in your mind that the man is seriously ill, evacuate him as soon as possible. When he comes out there will be a doctor there to take care of him."

LT STEPHENS: "We have a civilian hospital three miles from the outpost. In case of emergency is it all right to take the men there?"

MAJ REYNOLDS: "If your aid man cannot handle it, evacuate him to our hospital. If it is a case too extreme for evacuation, take him there."

LT WHITE: "What are the limitations of these aid men?"

MAJ REYNOLDS: "If it is anything serious, give him emergency treatment."

LT WHITE: "How well versed are the aid men on shock?"

MAJ REYNOLDS: "They had it in their training."

Dental supplies for Murphy Dome were discussed. Major Reynolds said that as soon as the courier comes, they will go ahead and install it.

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Major Burlingame -- HQ 548th AFW Group, USAF

1. Group S-1 performs a dual function: (1) Squadron Personnel Section, and (2) Group Personnel Section. We handle all promotions, all TDY's, reclassification requests, i. e., everything that a Squadron Personnel Section would. We maintain data on all Airmen and Officers at the Sites. I have made up a form which will act as a combination of 3 forms, Form 80, Service Record and 66. These forms will be sent to the posts the 1st of February unless there are more changes.

2. There is a new directive which requires a certain type of pay data card (still in process). This form was taken from a pay data card which was required to be made by the Finance Office. The Finance Officer doesn't think his pay record cards will be in complete for us to go over them until after the 15th of February. Anytime a man has a change in his pay, we will make up a new form for him. (See Form - Under Debit enter advance pay (overpaid) - all men are being cleared in the Finance Office before they are sent to the outlying sites.

3. Last year the Finance Office took all the pay record cards and sent them out to the majority of the Sites. Sometime after this next pay day, a man will be sent out to the Sites. The pay master will come to a Site area to give out the pay. If the Commander will find out before the 15th of the month the men who won't be available for their pay, we will request checks.

4. Squadron Personnel Status Report: This is a very necessary report. A letter covering the preparation of this report, with a sample copy, was furnished each Squadron and Detachment Commander. This report lists:

- a. Everyone assigned and present for duty at your station at specified periods during the month;
- b. Everyone assigned not present for duty; and,
- c. Everyone present for duty but not assigned.

The report which you have samples of, as inclosures to letter, has 7 columns and 4 sections:

- Section 1 - Personnel Assigned to Squadron Present for Duty at the Site
- Section 2 - Personnel Assigned to Squadron Not Present for Duty
- Section 3 - Personnel Present for Duty but not Assigned
- Section 4 - Remarks Column. For any items you wish to bring to our attention without writing a special letter.

This is a complete report as of the 1st of each month.

5. On the 10th and 20th of each month, a short report -- which shows any change since the last report, additions or deletions -- is required.

6. Column Headings

1st Column - Members assigned to personnel. The reason for number assignment is to assist Communication Personnel in coding and decoding messages. If any rank or serial number appears, that message

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must be classified and coded. If only a number appears, the message may be sent in the clear unless other material requires classification. This report will be classified "restricted".

2nd Column - Last name appears first.

3rd Column - Rank

4th Column - Serial No.

5th Column - Primary AFSC.

6th Column - Duty AFSC

We would like the first report as of 1 February 1953.

7th Column - Short description of what man is doing. This will not necessarily be Duty AFSC, although, we would like it to be. If you have a Truck Driver acting as a Baker, state so in the report.

7. We hope secondary assignments will not be over a 30 or 60 day period. When they run beyond that, some request for declassification should be forthcoming, and if a man holds above a 3 level, it is going to be difficult to get reclassified if an individual does not want to be reclassified. If this is the case, it is his prerogative to appear before the Reclassification Board to determine if his classification will be changed. If a man's AFSC is changed, he is supposed to have six months to become proficient in that field. A man may be working out of his field from 30 to 60 days with no entry made on his record. If the period of time exceeds 60 days, a duty change must be requested, and then 6 months allowed for him to become proficient. (This does not apply to officers.) If at all possible, keep a man working in his primary field. If you must pull him out for emergency or temporary shortage, try to put him back as soon as possible. If you can't, then initiate paper work to request reclassification.

8. Travel of Squadron personnel to Ladd Air Force Base or to Nome and return:

a. Mimeographed forms will be furnished all units for temporary duty travel. They should be made up in four copies when sending a man to Ladd Air Force Base or any place that will require air transportation. The Squadron designation appears at the top of the form; then the date. A new series of letter order numbers will be started each year.

b. Name, rank, serial number and organization are listed on the form; also, purpose of travel; date of travel. These forms are for non-periodic travel, and will be used for rotation. They take the place of manifest R&R formerly used.

c. A copy of this form is filed at your Headquarters when a man departs.

d. 1st Indorsement: Some men do not report at Group Headquarters. An indorsement will require that they do report, even though they are sending in for only a 3-day pass. They must report to Headquarters to get authorized to sleep to live in transient quarters. We indorse the form and send it back, saying he reported in, duty completed, etc.

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e. Lost Time - Temporary Duty Assignments: By reporting to Group Headquarters, control will be maintained over the airmen. New men are manifested here for air travel. They go to Hangar 6, turn in a copy of their manifest, then report to transient quarters. They are instructed to remain in transient quarters after they have been manifested and must do so unless they sign out and may be readily located. They may not go to town unless they contact Hangar 6 and find out if aircraft is available.

f. If you send a man to Nome, it is not necessary to send a copy of his orders here.

g. This form does not authorize per diem. That will have to be on Wing orders through Budget and Fiscal. If a man requires commercial transportation, you will have to wire for authorization and letter order number. These forms are strictly non per-diem and military aircraft.

h. When a man rotates, we will not indorse a copy of this form back to the Squadron Commander unless desired.

9. Assignment of New Personnel to Squadron

a. Group Headquarters devised a plan where new men are interviewed and their records taken; a clearance sheet assigned, and they are directed to report here for interview. All men in 27, 29, 30, and 36 Fields are interviewed by the Operations Section of Group Headquarters. That section is well briefed on what is needed at each Squadron, and they make the assignments to Squadrons. We attempt to assign men to fill the T/O. If Squadron Commanders believe they need men in addition to the T/O, this should be noted on the Monthly Status Report, and we will try to fill it.

10. Reclassifications

a. Reclassification forms are made up by Squadron Commanders in three copies. Fill out the name, grade, serial number, request what you want and say why. The forms must be signed by the Section Head and the Squadron Commander. When you receive the new Personnel Data Form, fill in section under Paragraph 3. If you do not have Personnel Data, leave blank and we will fill in here. Request the man to sign the form before you send it in. We will screen it against Form 20 and forward in for reclassification.

b. Many forms will be kicked back. Everything to a 5 or 7 level requires for every field (with the exception of 30) that a man pass a job knowledge test. These tests are given every six months in different fields at different times. In the future, as soon as test results arrive, we will send the results to Squadron Commanders so reclassification can be requested.

11. Promotion Form

a. Promotion lists come out bi-monthly. The last one was December; the next will be the 1st of February. On 1 March, the Wing breaks down to Group level. We will break down to Squadron, all on a pro-rata basis.

b. Promotions must be made here. List in priority who you want promoted. We take the first on the list, provided they are eligible. Submit a list of names each month of those you want promoted, on 20 January, 20 March and bi-monthly thereafter, make up a promotion list showing names of men in the order you want them promoted.

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12. Criteria for Promotion

- a. None promoted to Airman 3rd.
- b. To Airman 2nd -- must be primary AFSC of 3 level; also must have six months in grade. There must not be a Command-wide overage in that field. Command will notify Wing where no vacancies exist.
- c. Airmen 1st must have a 5 level primary; must have 8 months in grade as Airman 2nd. These will also be restricted by Command overage.
- d. The first 3 graders, we would like made up by Squadron Commanders and submitted to us here. The form is self-explanatory, except do not make a stock indorsement. The first three grades are important. Take enough time to write good recommendations for the men and, if possible, we would like the man's Section Head to fill in and sign. We will indorse and send to Wing. Get all the information from the Personnel Data sheet. Copies of these forms will be furnished.

13. Management Improvement Board

- a. If you hold a promotion board at the site, consider whether a man is management conscious. Wing promotion boards attempt to give a fair amount of promotions. A man must have a 5 level to go to staff, 12 months in grade. A 7 level is required for technical with 14 months in grade. Master requires 16 months in grade.

14. Reduction in Rating

- a. As Squadron Commanders, you cannot take action in reduction in a man's rating. Give an explanation, and we will take action here.

15. Character & Efficiency Rating

- a. Character and efficiency ratings are necessary to enable us to indorse service records. When a man clears your Detachment, send a copy of his clearance and Form 191. We cannot clear men from this Base without this form. The CPT form must be here before he can be cleared. Make sure these forms go with a man when he clears your site.

16. Departure of Personnel

- a. It is the Squadron Commander's prerogative to decide when a man will depart his Detachment. Not later than 10 days prior to actual rotation, preparations should be made. Four days are required to clear here.
- b. Boat Departure Schedules were requested so that departure dates might be planned for those taking surface transportation.

17. Officers EUS

Due Dates:

Colonel.....31 December
 Major.....30 April
 Captain.....30 June
 1st Lt.....31 October
 2nd Lt.....31 August

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This Headquarters, prior to an annual, will send out to each Squadron Commander who has to make an ER, a work sheet and three copies of the form. (We will send six copies of the form, which you can sign. This gives latitude for typographical errors.)

18. Controllers

a. The General has directed different channels for ER's on Controllers. Briefly, the Detachment Chief Controller is reporting officer on every controller at that Detachment, and the Chief Controller is the indorsing officer on the ER.

b. This does not prevent the Squadron Commander from making a special efficiency report. Or Commanders and Chief Controllers could get together and make a composite report of what they both think.

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Report Thomas G. Hayes -- 130th Communication Security Squadron

1. Mission: Monitoring all Air Force communications on a world-wide basis for the purpose of determining security aspects, as well as proficiency of communications and supports. There are 15 detachments at the present time, globally deployed. All types of communications are monitored: CW, Point to Point, Voice, Point to Air, Air to Air, Teletypes, Radio and Multiple operations.
2. The primary interest in proficiency is from the standpoint of how it affects security for the communications system. All monitored copy which we gather is eventually funnelled back to Brooks Air Force Base to be analyzed. Our analysis here at Ladd is more tactical than strategic.
3. We are transferring protective analysis from here to Elmendorf. We are not here to criticize. Published reports are not to point a finger at anyone. Our aim is to help and assist you.
4. One point to bear in mind is -- How much intelligence could an unfriendly source get from my communications?
5. Security violations have occurred, AAC does not mean to criticize. Many messages are relayed through administrative teletype channels from SAC Headquarters that deal specifically with combat capabilities and with combat readiness pertaining to each and every one of your organizations. Messages may be classified, but when they get to Command, the A-4 may compile them with a number of emergency requirements which may be sent in the clear. This may affect security here.
6. The reports written here are strictly tactical. It is amazing that we can determine local comparative effectiveness of sites through reading all traffic, without breaking classified messages. We are not authorized to use any classified information for reference, nor even read newspapers. All reports and information we send you are based strictly on information which is given away free by communications.
7. Protective Security Analysis Communications Memorandum was referred to as CIM in my report concerning one violation of security which we feel is so important that immediate corrective action should be taken to insure that it does not recur, or possibly some new measures may be taken by the Commanders to lessen the effect of that violation. We wish to devise some plan and systematize your training to assist you in correcting deficiencies and to eliminate errors.
8. Captain Hayes presented the following letter from Headquarters Far East Air Forces, AFO 925.
"SUBJECT: Communications Security
TO: All Personnel
United States Air Force
It is imperative that all Air Force personnel be fully cognizant of the need for safeguarding military information and that the rules and regulations governing communications security be rigidly enforced.

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Communications, the nerve center of the Armed Forces, is the primary target of the intelligence agencies operating against the United States today. The only positive defense against the weapon of communications intelligence is a firm, aggressive, and well organized communications security program.

All personnel, in every echelon concerned with any phase of the handling of classified communications, must be fully impressed with the magnitude of the task of security, and must be made to realize that an error on the part of anyone could jeopardize our National Security.

In Communications Security lies a vital portion of the strength of our Armed Forces . . . Let's not sacrifice this strength.

O. P. WEYLAND
General, United States Air Force
Commanding"

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Sergeant Sheridan, 742nd AC Squadron

1. Communications Operations, Procedures and Security Violations:
 - a. Most sites do not have a copy of what is considered "Order of Battle" information. We have made copies to give to each Commanding Officer.
 - b. Anything included in this information to be transmitted over the air should be encrypted.
2. Sergeant Sheridan showed examples of violations where materials were compromised. The major violations were answers to coded messages which were transmitted in the clear. It is legal only in one instance to answer a coded message in the clear. That is when your reply consists of only one word, such as "Acknowledge", "Negative", etc. We must assume that every message that is sent out is monitored by unfriendly forces.
3. Numerical indicators rather than names of bases should be used.
4. Logistical information, especially that going out by voice, is information given away free.
5. The only time secret is sent over M-209 is in an emergency situation. When an enemy is sighted that appears to be an aggressor, there should be an initial flash message in the clear, followed with an amplified encrypted report.
6. All JANAPS containing message precedence have been requested and will be furnished sites upon receipt.
7. Men composing messages should remember that messages cannot be changed by radio operators.
8. Radar Preventive Maintenance Schedule called position "Night". Violations of this schedule were reported. Measures have been taken to safeguard these messages.

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Sergeant Breadlow -- 742nd AC Squadron Comm.

1. In the near future, a team from the Master Net Control Station will endeavor to visit each site to give assistance in setting up the various Communications Sections.

2. The biggest problem is with message originators. The way a message is written is the way it must go out. They are sometimes returned to originators for change of classification, precedence, etc.

3. There are four check points a message must pass:

a. Originator: The first responsibility of an originator is to specify the means of communication -- by radio or hand carried. A message form may be hand carried and many times it might be advisable, especially in the case of lengthy messages. If it is necessary to send encrypted messages of great length, send a confirmation copy, which should be paraphrased.

b. Releasing Officer: Each organization on the Base has a releasing officer designated to sign every message from that particular organization before it can be transmitted.

c. Message Center Control checks for classification, precedence and content.

d. Radio Teletype Operator cannot change message, but can suggest to originator that certain parts be changed.

4. Shortage of JANAPS

a. We are receiving a few new JANAPS at a time, and the Air Defense Control Center will furnish as many as possible to be hand carried for those desiring them.

5. Precedence of Messages

a. JANAP requires that certain types of messages be assigned certain precedence.

b. Administrative messages, unless of an emergency nature, will not be given precedence higher than "priority". When at all possible, cut down the precedence of messages. We have had a program going for some time to influence detachments to cut down messages. Messages are promptly delivered to addressees. The only messages held overnight are "deferred".

c. Many messages are over-classified. This tends to make people careless with material. However, it is better to over-classify than to send out unclassified.

d. Message Content: Cut message content as much as possible.

6. SIGTOT

a. At the present time, we are setting up SIGTOT between this station

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and Anchorage. Soon, we will have SIGTOT between here and F-8;
between here and Murphy Dome;
between here and F-16.

7. ASAM 7

a. Within the next three or four months, we will receive a new off-lying system for all detachments in Area 2. This machine is capable of encrypting 65 words per minute. It is an electrically operated cipher device. Cryptocleared personnel will not be required to operate it. A team of instructors will be sent with the machine.

NOTE: It was requested top mechanics be furnished to take care of these machines.

8. SIGTOT & ASAM 7

a. Sigtot and ASAM 7 are two separate systems. If top secret information is transmitted, a top secret clearance will be required.

9. We have sent a booklet, USAF Security Service, to sites. We have set up a school here on security and have sent approximately 60 people there. If you feel that there is a necessity for such a school at your site, this booklet is an excellent guide.

NOTE: It was suggested that, if possible, before sending a cryptic man out to sites, a few days instruction be given here. It is always attempted to do this.

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Sergeant Marquette -- 449th Fighter Interceptor Squadron

1. Charts: Charts were furnished all members which are to be prepared by sites and squadrons. These charts are to be prepared to show a list of men in the sections, the duties they perform, and the major topics of their AFSC.
2. OJT: People come here from schools and jobs in the States and find they are not acquainted with the particular types of work we are performing. We must train them and have some program by which to go. The 5001st Composite Wing set up a new policy on OJT which gives excellent training.
3. Mal-Assignment of Men: Cross-training in some other field is recommended in cases of mal-assignment, providing a man shows interest and adaptability in that field.
 - a. Responsibility of Trainee

The trainee must apply himself to learn. He must study and be encouraged to do so.

Night classes may be well suited to outlying stations, but they are not too successful in towns.
 - b. Responsibility of Tech Rep

The trainee must have help in this program. The Tech Rep is Training Supervisor. Use him as such. He may be able to set up a class for one hour or so per day. Your Tech Rep is Section Supervisor. He is directly responsible for the OJT program in your Section. Hold him responsible. If he has the interest of training men to do a better job, he is making the job easier for himself.
4. Supervisors in Sections should maintain charts just furnished, as well as R-50-5, the OJT Report.
5. Apprentice Training
 - a. If you have a man working as an apprentice, you may start his training for a Senior level. As long as his records do not show he is doing duty in the next higher AFSC, he will not be upgraded. When a man is fully qualified in his training AFSC, write back here to the Personnel Officer and request he be put on Personnel Action Memo for the next higher AFSC.
 - b. You may state an "as of" date, back dated to the time a man started in certain duties. Personnel records should reveal duties performed. A personnel action memo should be submitted. It is the training officer's responsibility to get this letter in.
6. It is the Commanding Officer's job to see that other men do theirs. If men are not doing their jobs, the site will have low morale.
7. OJT Program: Get an OJT Program set up. Inspectors are coming here this week to review this program.
8. Two copies of Base Regulation 50-5, together with one year's supply of forms were sent to all sites. In the 273 field, this one form is good for:

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- a. Apprentice Level
- b. Senior Level
- c. Supervisory Level

If you have a man you want to transfer to the 30 field, cross off "50" on the form and enter "30".

d. If a man has 30% or better in the "Good" column, he is eligible to be upgraded to 30.

e. If he has 80% or better in the "Very Good" column, he is eligible to take the job knowledge test for the 50. If he passes, he is eligible for the upgraded AFSC.

f. If a man has 80% or better in the "Excellent" column, he is eligible to take the job knowledge test for 70 Supervisory AFSC. If he passes, he can be upgraded.

g. When you rate a man, in filling out this form, under "Actual Duties" (required duties are shown by AFSC), even though your man does not do all these jobs, check in the "Actual Duty" column exactly what he does do. Do not check those items which are not actual duties. This is where cross-training within the AFSC becomes very important.

(1) If you have the equipment and can train the man in that AFSC, train him. He must have the training to be upgraded. We can cross-train here, but you may have to prevaricate a bit. If you think the man has the ability, rate him accordingly.

h. After checking actual duties, the training NCO is required to review this form once every 90 days and rate his men. He must initial the rating and enter the date it was given.

i. Have everyone rated, if you possibly can, on the same date, even though they have been rated before.

j. If a man has not improved in the next 90 days, leave the report as is: this will show that a man has not improved.

k. It is possible that a fully trained man may lose his ability to perform his job if he is assigned to other duties. Even though your manning document does not authorize certain levels, you can still go ahead and train man for the next higher level. You may assign certain duties and train in that job, but we cannot upgrade. However, when a man is reassigned, he may be upgraded.

Keep men looking forward to avoid a bad morale factor. If they are on OJT for the next higher level, it improves their morale.

l. The only difference between Sr. and Supervisory AFSC is rank. If you have a Senior and are not authorized a 7 level, you may OJT your Senior for Supervisory AFSC.

NOTE: It was stated this is not a regulation -- that the man must train himself by personally procuring manuals and training in a career field.

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Where a job does not exist, it is impossible to train for that job.

It would be desirable to have someone make up package courses covering various job tests. That information does not exist at certain sites.

m. A career field study guide is out now. If you want to OJT a man and have no way of training him, get a study guide. We will send it to you and in that, it tells exactly what a man is supposed to know and what manuals he can get information from.

NOTE: In order to carry this program out, directives must be furnished sites.

It was feared this training might lead men into blind alleys, working on the premises of what might happen when they were reassigned.

Men might know the actual work to proficiently perform a job, but lack technical knowledge contained in manuals. Therefore, they could not pass tests. This would indicate the OJT program is not sufficient as it now stands.

n. Officers could take a 35-400 series and make up their own job qualifications. Wing Regulation 50-5 states a man can be trained, regardless of the manning document, in the next higher AFSC.

NOTE: At squadron level, few opportunities are available. We want study guides and manuals so if a man wants to study, he will be able to do so.

9. On the back of Form R-50-5, the title "Duties not Included in AFSC" appears. In this space, give the man credit for the things he is doing outside of his AFSC. This is strictly for the man's benefit.

10. In actuality, you cannot train a man for a higher job than you have, but you can help him, if you think him capable of the next higher level, by giving him that duty.

11. When a man completes OJT satisfactorily for the career level, the responsibility goes to the Training Officer to send a letter to this organization, attention: Personnel Officer, requesting that the man be upgraded, after he has passed his job knowledge test.

a. Send to the Personnel Officer, Wing Reconversion Board

- (1) The form
- (2) Letter requesting that the man be upgraded
- (2) Letter of recommendation

b. If the above is approved, an R&R will be received requesting that the man be put on duty at the primary level.

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c. You may then start all over and OJT the man for the next higher level, if you so desire.

12. Whenever a man rotates from your site, he must have accompanying him R-50-5, or he will not be cleared by Personnel Processing.

NOTE: T/O's should be written by men acquainted with job sites to avoid mal-assignments.

Discussion:

In cases where a man is definitely out of his career field, he may write and request reassignment.

Sites are short of men and must use everyone available, regardless of classification.

If sufficient letters requesting reassignment are forthcoming, some action may be taken.

Different problems are encountered by all squadron officers.

It was stated all requests for reclassification are turned back. From now on, any requests sent to this Group Headquarters will be assigned and sent to Wing.

13. Maintenance of Chart: This chart is required by Wing and AFSC. Properly maintain --

a. List men's names in the left-hand column from one particular squadron.

b. The next column is Rank and AFSC. Across the top, put a brief description of their AFSC's. Draw a line through those descriptions that do not apply. If a man is proficient in AFSC, put in an "X".

c. Enter the date when you think the man will be fully qualified.

14. Management Improvement Program

a. A report is required in this Headquarters at the end of each quarter on What Has Been Done and What Will Be Done in the Next Quarter. It is due here the 8th day of the following month after the reporting period. due to

8 January
8 April
8 July
8 October

as provided in Air Force Regulation 150-7, which shows the format for submitting these reports.

b. There are four major sections:

- (1) Items of Major Management Improvement in Last Quarter
- (2) Small Incidental Improvement in Last Reporting Period

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- (3) Major Program You Are Going to Work on in Next Quarter.
- (4) Things that in the Future, Need to be Corrected.

c. Form AAC 150-1: This is not the form you will use reporting to us. This is the form your Section Officers will use in reporting to you. This form deals with the following:

- (1) Problem
- (2) Cause
- (3) Corrective Program
- (4) Who Will Correct
- (5) When Will It Be Corrected
- (6) Was It Corrected

You should consolidate these forms to make your report to this Headquarters.

d. Management Improvement is defined as any action which will increase quality, effectiveness and/or service or decrease unit and/or number of man hours necessary to accomplish any given function. Colonel Christian handled the report for this period. Major Manbeck will compile the report for the next period.

NOTE: Members requested they be furnished a copy for the report for this period.

15. General Military Training

a. Records of this training are kept on Form R-50-4, a blue card. These cards will be kept at your sites. Every man should have one. If you do not have one for every man, we will make them up for you.

b. When a man arrives in the Alaska Air Command, he is given theater indoctrination.

c. Weapons proficiency of men is definitely lacking. AAC Regulation 50-3 sets up the training requirements for men and states they will have cold weather firing with a minimum of 15 rounds. Also, this regulation states they will be proficient with the weapon they are issued and qualify at once a year.

d. If you have firing at your site and men do not qualify, have them re-fire until they do qualify.

Discussion:

Members stated they had not seen an Air Force regulation on how to qualify a man. It requires about 3 months to qualify as they do in the Army. If a man can fire accurately enough to qualify, that is all we need in this organization. We can't demand sharpshooters and experts.

e. General military training consists of

- (1) Theater indoctrination -- 3 days
- (2) Radiological Defense
- (3) Cold weather survival

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- (4) Infantry -- organization function of the infantry; how to handle hand grenades, etc.
- (5) One night's over-night survival.
 - (a) Men sent to sites have not been required to attend over-night survival, as this class is held for only four weeks during the winter. If the men do not come through at that time, they do not get this training.

All of the other training required must be given at the site, including security lectures and familiarization with weapons.

16. AAC Arctic Survival School

- a. The requirements for this school are set up in AAC 50-6. One week's time is required for completion of this course. Pilots on flight status have No. 1 priority to attend, and must attend while serving a tour of duty in the AAC. We have set up a program, and the first class will start today. The second class starts the latter part of February. We will request orders for men selected to attend around the 1st of February.
- b. Supply Officers have 2nd priority.
- c. Other radio officers have 3rd priority.
- d. Supply airmen have 4th priority.
- e. Those who do a great deal of flying in connection with their duties.

17. Training Reports

- a. It is the Commander's responsibility to designate an Airman to handle training reports. These reports are taken from GMT records and are due in this Headquarters by the third working day of the month (monthly report).
- b. The OJT report is due in this Headquarters by the 5th working day of the month, to be consolidated and sent forward.

18. Alerts

- a. At least seven days before you hold an alert, notify this Headquarters by letter, if practicable, stating the date and time of the anticipated alert.
- b. After Action Report: Ladd Air Force Regulation 50-4 states that an After Action Report will be sent in five days after the alert. In this report state what your trouble is at the site. Note deficiencies in equipment, etc. List the good points -- how quickly positions were manned and you were ready for defense, etc.

19. Leadership Training School

- a. Wing AAC is setting up a Leadership Training School. We are to set up quotas. Only NCO's who have more than six months of service in this theater will be sent to this school. The course will require one week to complete.

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20. Arctic Indoctrination School

a. Do not send any non-radio, non-flying officers to this school, unless they are Commanding Officers. A team will be sent around to sites to given training at the various locations.

* * *

Major Guarrnero -- 548th AC&W, Group A-3

1. Major Guarrnero is replacing Major Moody as Communications Electronics Officer for Group reports.

2. He referred members to their booklets- Report Section, Recurrent Reports Pertinent to the Operations Section. Paragraph 3 outlines violations of these reports. Some of the common errors are

a. Late reports.

b. Improper classification. Some highly classified reports come in without classification.

c. Improper form.

d. Poor language -- grammatical errors.

e. Mistakes in punctuation. These reports are sent to Command. and it is imperative we use correct grammar and proper punctuation.

3. There is a total of 18 reports monitored by this Section. Major Guarrnero dealt specifically with Numbers 1, 7, 12, 15, 16, 17 and 18 -- their authority, date, number of copies required and classification. Samples were furnished all members, including publications AF4-66-18 (the main authority), AA6-66-6 and Group Memo 100-22.

4. Some of these reports are made as of the end of the month, and some the 1st and 2nd of the following month. They are to be prepared in advance of these dates so that we may receive them on required dates.

5. If further information is desired, it is to be requested from the Operations Officer.

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Captain Robert A. Briggs -- 548th AC&W, Group Supply

1. After considerable effort on the part of everyone on the Base, we have finally managed to have published a Base Regulation on site supply. It was received for distribution at 11:30 this morning. It does not apply to the 111st or the 143rd especially, as the 143rd has a working agreement with the Base Supply Officer since no great distance is involved. It will pay all of us to read and follow the provisions of this publication. It is a deviation from the standard supply procedure, and there may be some problems which will have to be ironed out.

2. Also included with the regulations is a file of TWX's showing action necessary to procure items or request disposition of same. Attached to the Group memo, you will note letters, A&C regulations and various information sheets pertaining to this Group Memorandum, which contain information as to how documents should be filled out.

3. The Base Regulation and Group Memo are practically the same. The Group Memo covers actual make-up of a requisition. The Base Regulation shows various responsibilities of the Base Supply Officer to the Squadrons. Their purpose is to establish a uniform supply procedure.

4. Stock Numbers

a. If the site has no stock numbers available, the Liaison Officer will try to get stock numbers and mark them in. When you send in a 104-b, Requisition for Supplies, if you do not know the stock numbers, do not type "Unknown" in the column provided for the number, as we have to retype the requisition if this occurs.

5. Annual Resupply

a. Attempt to anticipate your needs to be forwarded on an annual re-supply basis, rather than burden the Base Supply Officer with numerous requisitions.

6. Liaison Officer

a. Lt. Schmidt will be Liaison Officer. The Liaison Unit receives radiograms from the sites for all emergency requisitions. They will type an Issue Slip, using unit control numbers furnished by Supply Officers. After researching the item, if necessary to get the correct nomenclature, stock number, cost code, and Form 44, he will show the unit precedence and take the requisition to Special Handling, which is a section set up in Base Supply to handle emergency requisitions -- their monitoring, issuance and shipment.

b. Special Handling

This section now consists of one Airman and one beginner Clerk Typist. We are not quite able to handle all present emergency requisitions.

c. Transshipment

We realize that at times when we ship something out, it will remain at home several days before it reaches the site. We anticipate trouble there.

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and it might require that we get a Transportation Section at Nome to handle trans-shipments.

7. Authorized Signature Cards

a. Send authorized signature cards to the Base Supply Officer of personnel entitled to sign for the receipt of supplies. An enlisted man may be authorized to sign for materials. If not properly received by authorized personnel, shipping documents will be returned for proper signature.

8. Unit Supply Precedence

a. There are some questions on unit supply precedence. It is as follows:

708th	IV - 69B
710th	IV - 69C
711th	IV - 69D
712th	IV - 69E
142nd	IV - 67
143rd	IV - 66
160th	IV - 122

A-1 and A-5 use the Group ratings. IV is the highest precedence.

9. Precedence Assigned Requisitions

a. If you submit a routine requisition and you have precedence, a back order will be cut. If you do not mark the precedence rating on the issue slip, you will be given a Base precedence rating which is 25-225. These numbers must appear on each issue slip.

10. Forms

a. We are furnishing you forms. When you submit a 104-b, send two copies of Form 44 along with the requisition, unless it is emergency.

11. Type of Property

a. When you request Property, mark on the 104-b the type of property, whether it is plant account or UPREAL.

12. Emergency Requisitions

a. TWK's addressed to the Base on emergency requisitions are transmitted by radio or the fastest available means of transmission. They will all be honored, as long as they are signed for by someone in authority. An action copy should be given to the Liaison Section, info to Group Headquarters, for check. The Liaison Section will return copy of 104-b to the Base and the

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requisition, showing action taken. At the end of the month, they will return a list of unit control numbers not used that month.

13. Shipping

a. All material issued by the Base Supply Depot goes to the Packing and Crating Section with the shipping document, thence to the Commercial Transportation Officer who holds it until the Transportation Section calls for it. All emergency orders are marked "Official Priority #1".

14. Reports of Shipments

a. It is difficult to trace back and find out what has happened to items requisitioned. Items could be held for shipment, shipped, or in the Packing and Crating Section. This system must eventually be changed.

b. MATS previously handled all shipments which were beyond our capabilities, but they did not know our priority. We had a section set up which made up a priority system. This worked successfully; then, it was changed. Hangar 6 was set up, but no provision was made for assuring people that a shipment would leave at any definite time, nor of notifying Base Supply when Materials had been shipped.

c. Base Supply cannot furnish to sites lists of emergency requisitions and their status, as these requisitions are too voluminous.

15. Emergency Requisition

a. When an organization cannot live without particular items, an emergency requisition is in order. A priority requisition for the Air Force covers any emergency situation which might arise. It is up to the site commanders to monitor emergency requisitions and cancel requisitions when they have been filled. We will search the Base for items requisitioned; if not available, we will send a TWX to the 39th Air Depot.

16. Base Supply

a. Base Supply is not operating effectively due to many reasons. They do not have the supplies we need and they have things that will never be used. We have never had a cyclic inventory at this Base.

17. Shipment of Film

a. We received a letter from Command asking recommendations as to whether or not film could be shipped by commercial air, which plan we recommended. We have heard nothing further on it. Sites should receive one film unit per week.

18. Clothing Sales Store

a. It was requested men be allowed to procure clothing from the Clothing Sales Store on Form 164C, Health & Appearance, which would provide that payment be deducted from a man's pay rather than have someone pick up the clothing and make sure it was paid for, as required at present, this places a hardship on men clearing the Base. The procedure we are following now is not authorized, except on this Base.

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b. The Finance Section has had personnel on detail in the Power Plant and all per diem is now shut off until the 1st of February due to this condition. This Section is now over-worked to the point where they cannot handle the extra work of deductions from pay and that is the reason the Finance Officer will not approve use of the 164C.

19. Excess Property

a. A system will be set up whereby we will report excess property. It will be turned in by the earliest available transportation.

ANNUAL RESUPPLY:

PART I - The part that occurs when the ship arrives at your Site.... There are many things that the Commander can do in the winter to prepare for the ships' arrival: (1) Make sure that all possible action is taken to get parts for your vehicles, and the vehicles into top operating condition. If there are any parts you need, let us know. Many times we go downtown to buy the parts. The Base always sends people out on request, however, the parts needed to complete the repairs have to be there. (2) Check your POL line to make sure there aren't any leaks in it. Also request new pipes at 9, 4, and 7. There are certain sections of the POL line that go into the water. The pipes on those sections are no good. The belts are also rusted and need replacement. (3) Your stock should be arranged in your warehouse so that the old stock is used first, before the ships arrive. The old stock should be placed out so that the new stock can go behind. For all stocks of supplies that are no longer useful, the Base Veterinarian should be contacted so he can come out to your site and condemn them. (4) All Unit Commanders should talk to the men who were there last year for resupply and find out what problems they encountered. (5) The roads from the beach to the sites should be maintained (F-4 and F-7 have little problems as they have good roads). (6) You will have all the information you need a couple months in advance concerning the contents of the vessels, etc. The vessels will be LSTs and LCUs. Site Commanders will have a checker who will go out to the ship before they unload and each service will check the manifests together. When they are unloaded, the two manifests will coincide. (7) There will be numerous conferences, plans, etc., before the annual resupply. The main purpose of this talk is to inform you of the things you can do during the winter to prepare for the resupply in the spring.

Discussion:

F 9 has two unit POL lines which run right down into the water. They used a crane to unload from the cargo ships. The trucks back up to the crane for loading. Each of you check your beach as soon as the thaw comes and see how much landing mat is needed.

Next year you will submit your own resupply requisitions. The reason you didn't this year is because your 34B cards were not up-to-date. The requisitions will only be monitored and coordinated here next year.

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Master Sergeant Disharoon -- 548th AC&W, Group 4

1. Motor Vehicle Report: Regulations require that a complete inventory, with a status report, be taken each month on motor vehicles. This report is sent in by mail normally. (Note: This report was requested by TWX only once.)

2. Liaison Section: Control numbers and normally required items appear on requisitions. The Liaison Section never sees them unless additional research is required. If you state you want a priority upgraded, give us the control number on which you ordered, as well as the item and stock numbers. Everything as posted in Base Supply by vouchers, and it is difficult to trace and upgrade a shipment. Give us the stock number and nomenclature and first line item on your normal requisition if you desire it upgraded. With this information, we can go to the file and check the voucher number easily. Base Supply seldom uses your control number. To check, we must have the voucher number.

3. Individuals Authorized to Receipt Shipping Documents: Airmen's signatures for officers' signatures have been received on shipping documents, and your Supply Officer has not honored the documents due to non-compliance with the ruling that an authorized man must sign the shipping document. Every time you change Supply Officers, send in a new authorization for signature. Supply Manual 67-1 shows exactly how to make these forms out. Mail them directly to the Accountable Officer. The Auditor checks Base Supply and we must have the correct signatures for accounting purposes.

4. Liaison Section

a. The Liaison Section operates under the same regulation as the Group Memorandum.

b. So far in receiving requisitions that are priority, we have had our most trouble in proper information from the Sites. It is incomplete. We do give us the serial number of the set or vehicle, (type of truck). A lot of parts are not interchangeable. When you come in on this electrical transmission, give us all the information possible. (VOF, ROCP, ROFP)

c. The 65-43 Report is strictly encoded. Code is taken from AFP-463. The biggest hold-up is insufficient information. On any item that you order, if you don't have a stock number, just leave it blank. We can just type it in. If you are ordering parts for guns, give us the number of the gun. (M-1, M-18, M-128).

d. On ROCP's you are not giving us the sets and set numbers. That is strictly required on the ROCP report.

e. In all our requests, we are backlogged approximately three weeks. I know you don't have the publication. We hope to get them and we are bending over backwards. Base Supply will not add too much and they will bounce them back for research.

f. Special requisitions take preference over normal requisitions.

g. I think every Squadron has been typing all types of regulation requests wrong.

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h. The 23 December 1952 letter tells how to mark property. (Squadron and geographical location go on all normal requisitions) We are handling normal requisitions. We type up all priority requisitions. We have queried Command on it and they say that is the way it will be. On our normal requisitions we will put the geographical location.

5. Priority Requests

a. Priority requests that come in by electrical means, we use the control number to send you the first of every month. This month we had quite a delay because we didn't get the control number. When we get an A W on a priority, we take it and transpose the information to a 104-B. Three copies of 104-C are required. Change the control number in this. We keep a copy of it. Second copy is mailed to originating office.

b. We order for you so we can keep a check. Quote your Site message number of all re-orders.

c. Keep your files up-to-date so that when a Site Operator comes to you you can show him exactly what you have ordered.

d. If you keep an information voucher under numerical Base Voucher number you know then that it is in Base Supply for processing. Base Supply operates on that voucher. We mark on the TWX the Control No. we ordered it on, the date we ordered it, and can then be filed here in Group. When you receive a copy of it, cross-reference it. If you keep the voucher number on a sequence, that makes it that much easier.

e. If you give us the information, we go to Base Supply and ask them what action is being taken on it, and they will have to show us what action has been taken on it or show us follow-ups as to the disposition of it. Base Supply has one man to expediate priority requests.

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Master Sergeant Vial Fontenot -- 543rd AC&W Group, Food Service

1. Duties

a. Food Service makes trips to the sites as often as possible to give assistance and advice. A representative works in the kitchen with the mess personnel for two or three days to give on-the-spot advice, and to answer questions. It is strived to visit at least one site monthly. An inventory for annual resupply is taken once a year. This section works in conjunction with the Commissary and Wing Food Service. The last inventories weren't too accurate. That is the reason some sites had an over supply of some things and shortages of others. The one taken this next time should be more accurate. An inventory is required monthly by the Commissary, so please get them in. If it cannot be typed, it will be accepted if it is printed neatly. A new form will be forwarded for your use with all items listed, just fill in the unit and quantity. The Commissary wants the inventory in by the 10th of the month at the latest. (ACI organizations are in but 710th AC&W Squadron.)

b. A Group Memo has been published which should be at the sites by the time you get back stating that it is the responsibility of all AC&W Squadrons Commanders to comply with paragraph 4a, AAC Letter 145-2, dated 5 May 1952 immediately after receiving resupply. After accountability has been assumed the Food Service Officer will assume complete control of subsistence and rationing such as prescribed in the Master Menu AFP-1-10.

2. Weekly Headcount and Monthly Gross Service Report

a. Some Sites are getting the weekly head count and the monthly head count confused. The weekly head count is the average number of persons during that week. The monthly head count which is the gross service report requests the total number of meals fed to the Air Force and Army for the month.

3. Requests for Additional Rations

a. All emergency requests for ration by TWX will be sent direct to this Group for approval, not to Wing.

4. Separate Rations

a. The money for separate rations goes to the Commissary with three (3) copies of 447's. The Commissary Officer will sign the copies of the 447's, keep one, and return one. The third (3) 447 goes to the Resident Auditor. The signed ration sheets have to be turned in with the money. The Commanding Officer should have a system of controlling the ration sheets by stamping them with consecutive numbers.

b. It is strictly against regulations to let the officers eat and charge until pay day.

5. Condemned Food

a. If there is any foods that should be condemned, a TWX will be sent to Group and a Vot will be sent out.

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6. Inspection of Mess Halls

a. Wing Food Service has written a Policy that an inspection will be made daily of the mess halls, by the Medic. Food Service Personnel should be examined monthly and a certificate should be posted in the dining hall certifying that the cooks listed are free of diseases.

7. Master Menu

a. The Master Menu will be used as a guide, and it should be followed daily unless changed by the Menu Planning Board. The menu is planned to supply at least 3600 calories a day. The new January Menu is put out by AAC and has been changed to supply the sufficient number of calories for this climate.

Discussion:

Colonel Miller asked if the Commanders would be held responsible for the overconsumption of food. It was agreed that they would be, although a limited number of additional rations may be issued by the Commissary.

8. The annual resupply requisitions that are going in will take care of a full compliment of men. Few Sites have a full compliment of men, so an overconsumption of food should be at a minimum.

ADDED NOTES:

Civilians cannot eat in the field messes unless authorized by the Theater Commanders.

It was recommended that a menu council be set up at each detachment to meet once a month. (ACR 146-5)

The Medical Group desires that the detachment mess keep a sample tray of each meal. The tray will be kept in the refrigerator for a period of 24 hours.

In accordance with TWX AAIMSD-4 a 90-day supply of dehydrated foods will be fed annually instead of the previous 180 days.

REFERENCED REGULATIONS:

ACR 145-2, AFM 146-3, TM 10-402, TO 56-10-4, TO 56-10-2 and Group Memo 146-1.

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Captain Wigen -- 48th AC&W Group, USA

1. I would like to elaborate on some points regarding maintenance of motor vehicles:

- a. Trip tickets
- b. Dispatcher records
- c. Work Order Form

No form, record or chart is of any more value than the information it contains. The first place to look, from an inspection or operating standpoint, is your record if they are up-to-date, a glance will immediately tell which vehicles are operating, and why.

2. Some of you do not have proper forms. This is no excuse for non-compliance with directives. Even a blank piece of paper may be used to convey the necessary information. Regulations 77-1 and 77-2 show the sample forms.

3. Shop equipment normally not authorized at squadron level has been sent to F sites as part of the original project. The trend is more and more toward field organizations performing all echelons of maintenance within their capabilities. Due to the critical shortage of trained personnel throughout the Air Force, it is difficult to have maintenance teams visit the sites as we are trying to do. If you feel you can perform work at sites, parts will be furnished to do so. There should be no trouble securing proper tools for necessary work.

4. The remark has been made that we have too many vehicles at some sites. There is a mission to be performed, and we must do with what is available. A complete survey of all recovered equipment is to be made. One factor to remember is that we are still in a construction phase. Resupply will not be as large when construction work is completed and our need for vehicles will not be so great. Advance planning will be required to use a smaller number of vehicles to haul supplies and perform other work.

5. Bench Stock: This depends upon --

- a. Type of personnel, skill level
- b. Number of people
- c. Whether people are supply personnel or mechanics.

The objective is to put supplies in locations where they can be controlled and where we can conserve as much manpower as possible.

6. C&F Position

a. Publications

- (1) In the past, we have not had experienced CO's at sites. Coastal sites have been primarily a crew-taking job. Many publications have been sent to sites, and they should still

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be there. A current shortage may exist due to lack of proper care of these publications. Be sure publications are put in their proper places and kept there.

- (2) Publications 5-1, 5-2, 5-2A, and 5-9 were requested so that CO's will know what they are supposed to have and may requisition same.
- (3) We have four tons of publications enroute. We are hoping they will arrive packaged and marked for individual squadrons, because if we have to screen them here, it will take time. It is also hoped changes and amendments will be forthcoming to keep these directives up-to-date.

NOTE: Binders and file clerks will be required to keep these publications up-to-date.

Sites requested they be furnished only the publications they need.

- (4) Initial shipments to sites included binders, book shelves, and all material necessary to maintain publications. If this material is not at the site, you will have to order it, because we assume that you have it until such time as we are advised otherwise.
- (5) Prepare UR's when publications do not arrive within 60 days, or a reasonable length of time.

b. C/E Supply

- (1) We have long pipelines to all sites for supply. We are attempting to get a firm answer as to where spare parts are. The general line of thought is they are not available because they have not been manufactured.
- (2) FPC-3's currently cannot be supplied as required for a normal operation.
- (3) Spare parts are supposed to be supplied against a 180-day level. A few spare parts were furnished with the original sets, but hardly enough to complete the initial installation and tuning. We asked for what we thought would be a 180-day level for 3's and 6's, establishing levels by estimates. These estimates were hand carried through the Depot and let to Summa last year. They would not accept the requisitions but told us we would be notified when supplies were available.
- (4) 180-day's electronic supplies were included on this year's resupply. AMC said not to include originally.
- (5) FTS-3's. Spares do not look good at present.

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- (6) It is proposed for the three coastal sites to take Table 16, which is what AMC put out -- theoretically, a 180-day spare parts supply -- and set this up as a level.

NOTE: Sites do not have copies of Table 16. It will be necessary to have copies made and furnished them.

- (7) If the requisition is accepted (described in (4) above), you will be notified as to what is due in.

NOTE: The only way sites have been able to get spares currently is through ROGP and RNEP procedures.

- (8) Skilled electronics people may be able to ascertain whether we need as many spares as we think.

c. Maintenance Procedures:

- (1) We are preparing a Group Memorandum setting up a system of blank forms to standardize maintenance procedures at each site. This will be a standardized procedure, in general to conform to the technical order. These forms will take the place of TO's. They will contain the same information on a single form.

d. Cannibalization:

- (1) We have found in too many cases that radio sets, IFF equipment and radar sets have been stripped to the point where it is impossible to identify them, in the eagerness of someone to make them function.

- (2) Cannibalization, if controlled, is O.K., but when the old part is defective, it should be reinstalled in a stock or in a repair shop. Cannibalization is abnormal and necessary, but old parts must be reinstalled.

- (3) When equipment is beyond your capabilities of repair, send it away as soon as possible. Do not accumulate equipment in need of repair and send it all in at the same time.

NOTE: There has been heartily about sending equipment in because paper work on the subject has not been done.

- (4) Do not wonder about the equipment and send them to the equipment. If shipping documents are done through someone else's neglect, you have no worries if you have a copy of the shipping document, properly prepared and handled.

NOTE: Members stated the title copy was squadron property and they could not keep it personally.

- (5) In cases where some time has elapsed without receipt of shipping document acknowledging receipt of parts, and in a report of survey should be prepared.

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- (6) Some material is received in Hangar 6 without proper identification or shipping papers.
- (7) In cases where you want equipment serviced and returned, type on Form 104 "For Turn-in and Repair", and the item should be returned. To make sure this item is returned, turn in a requisition for it at the same time, and attach it to your turn-in.

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Lieutenant Hardy -- Post Exchange

1. SOP for paper work was furnished each member.

2. Line of Supply

a. "F" sites have one channel of supply.

b. Sites not permanent have another channel of supply.

c. "F" sites have an annual resupply, around June and July. About January, they should submit requisitions to the Ladd Exchange Officer, which will be forwarded to the Central Warehouse at Elmendorf for furnishing articles we cannot supply.

d. "L" sites (not permanent) are supplied from Ladd. Initiate a requisition in any form, in duplicate, to this Exchange through the FX Officer. Your supplies will be sent direct, depending upon the availability of transportation.

e. For the automatic resupply of FX items to sites it is a difficult problem to determine the amounts required. Let us know if you are running short or if you are getting a backlog.

f. When permanent sites initiate requisitions, they should be addressed to the Ladd Exchange Officer. The requisition first goes to the office for checking. On items we can fill, we make requisitions to the local warehouses and zero out on your requisition. We then send your requisition on to Elmendorf to furnish the items not zero'd out. Therefore, you will receive two shipments. Check your shipping documents to assure that all items requisitioned have been received.

3. Receiving Report

a. When you receive items, make up a Receiving Report. We are interested in the number of boxes you receive and the condition of the merchandise. If you receive only half of a shipment, in the space provided for "Condition", note the shortages. Make a note as to whether you think the item was pilfered or shipped short; note all the circumstances. When that report is made up, you keep the last copy and send the other copies here. We will forward it to Elmendorf.

4. Accounting for Cash

a. Sites will ring up retail and cost items in separate registers, and send the total cash in at the same time. However, this total must be broken down to:

- (1) Retail
- (2) Cost
- (3) Juke Box
- (4) Excise Tax

You must report the amount of cash collected for each of the above.

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5. Inventories

- 5 Apr.
- a. A retail inventory is required every three months -- 5 Jan.,
 - b. A cost inventory is required every month. (Cost items -- fountain supplies; also, submit all retail cash and cost.)
 - c. 5 January is the cut-off date for inventories.
 - d. Make up an excess list and send in (all items not moving). As far as we can, we will pull these items in and sell here.

6. Price Changes

- a. You will be notified of any changes in prices of items.
- b. When film is in stock to the date stamped on the box it should be marked down to cost. When it remains 6 months after this date it will be marked down to $\frac{1}{2}$ cost price until sold.

7. Spoiled or Damaged Merchandise

- a. In the case of spoiled or damaged merchandise, prepare an adjustment Voucher, giving an explanation of the circumstances leading to this condition and the disposition of listed merchandise.

8. Preparation of Inventory

- a. List like items together, example: all tobaccos. Use a separate sheet for items in a different group or department.
- b. If you are in doubt as to which department items should be listed under, refer to the Basic Stock List, which contains this information.

9. Local Purchase

- a. If in your locality items are available which you do not have in your Exchange, you are allowed to purchase. You can not make a purchase over \$25.00, with the exception of records for payments up to \$50.00. These are purchased out of the fund box fund. Anything other than that, I recommend that you write a letter and obtain permission to purchase.
- b. When purchasing locally, be sure and get a bill marked "Paid". Prepare a cash voucher and note "Purchased for Use of _____" and sign. Send us this voucher in lieu of cash.
- c. Do not destroy papers regarding an expenditure over \$25.00.

10. It was suggested by the Director of AAF exchanges. Please that damaged merchandise be marked down for sale where possible rather than destroyed as this procedure helps absorb some of the losses incurred by selling note exchanges.

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11. Cost of Hair Cuts

a. A ruling states that no more than \$90.00 per month may be earned by enlisted personnel working on their own time as barbers.

(1) At .75¢ per hair cut, it was feared some men may be earning more than \$90.00 per month performing this work.

(2) Personnel performing this work should be required to keep a list of number of hair cuts given.

12. Extra Work in Exchanges

a. You are allowed to pay anyone performing work in the Exchange, not to exceed \$90.00 per month. Submit a cash voucher for this purpose.

13. Tax

a. Refer to your Basic Stock Book. The items therein which are starred are taxable. (Do not use prices in that book. They show procurement ratings.)

b. Prices appear on the green sheets -- pencilled in.

c. Keep your tax sheet daily, so you will know at the end of the period just what amount of money is taxed.

14. Juke Box stamps are on file at Elmendorf.

15. Permits to sell beer are on file at Elmendorf.

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2nd Lt. Robert R. Matthews -- 5001st Installations Squadron, Asst Fire Marshall

1. Fire Trucks

- a. Fire trucks which will not operate in the snow have been sent to sites. AAC has taken action on this, and all fire trucks are to be exchanged.
- b. When you receive a new fire truck, the chances are it will not be fully equipped. Remove all the parts from the fire truck you now have and keep them.

NOTE: Instructions were received that all fire trucks were to be returned fully equipped.

Apparently, signals were crossed, so pull everything off your old fire truck. You will still not have enough for the new one.

Send a letter to Paul J. Cunningham, AAC, and to Lt. Matthews giving a list of what you are supposed to have.

2. Fire Extinguishers

- a. An emergency 104-B is to be submitted for fire extinguishers. All sites will get the same thing.

NOTE: When you send fire extinguishers here for recharging, we are not always able to return them promptly. Therefore, order sufficient extinguishers to allow for this.

Discussion:

Amcils Drive Fire Extinguishers

We should have at each base at least two 250 lb. wheel drive chemical extinguishers. They can be hauled any place, and in cold weather, they will put a fire out.

This type was not requisitioned. Ten pound dry chemical extinguishers were requisitioned.

Amcils were designed especially for the Alaskan theater.

Extinguishers sent here for recharging will be given top priority. We are short on nitrogen for winterizing this equipment.

Sites do not want extinguishers over 5 years old which have not been hydrostatically tested. Elmendorf is the only place authorized to perform this test.

3. The Fire Department plans to send an inspector to your sites who will also be a qualified man on engines. In addition to serving as an inspector, he will be able to instruct your men and start files on inspection reports.

4. For recharging, extinguishers should be sent to the

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Fire Prevention Section
Ladd Air Force Base
Building T-3024

This is outlined in Base Regulation Memo 17. Extinguishers should come in marked in accordance with the above. If they are not marked, Hangar 6 should be notified where to send them.

5. The Inspector we are sending to the sites will be there with the idea of helping you. Give him any suggestions for improvements you may have. Any technical advice we can give you will be furnished.

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APPENDIX VI

PHOTOGRAPHS OF PLOTTING BOARD IN ADCC

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2 1371



2 1372

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APPENDIX VII
COMBAT READINESS SUMMARY
JANUARY 1953

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DISTRIBUTION

COMBAT READINESS SUMMARY

LHA-7

COPY NO.

RECIPIENT

- | | |
|-----|--|
| 1. | Commanding General |
| 2. | AC/S Comptroller |
| 3. | CO 449th F-1 Sq |
| 4. | Wing Adjutant (Quarterly Historical Report) |
| 5. | Chief - Cost Analysis Division, AAC |
| 6. | AC/S Operations and Training - Combat Operations Sec |
| 7. | CO, 160th AC&W Gp |
| 8. | DCS/Comptroller, AAC |
| 9. | AC/S Materiel |
| 10. | Inspector General |
| 11. | CO, M&S Gp |
| 12. | CO, 4th AAA |
| 13. | Program Analyst, Management Analysis Division |

File 63

319.1

CONTENTS

449TH FIGHTER INTERCEPTOR SQUADRON

Project Title

- 1.11 Combat Readiness
- 1.12 Combat Crew Personnel
- 1.13 Aircraft & Crew Status
- 1.14 Aircraft & Pilot Utilization
- 1.15 Flying Training F-94A
- 1.18 Fighter Gunnery Proficiency
- 1.19 Alert Aircraft Status

160TH AIRCRAFT CONTROL AND WARNING GROUP

Project Title

- 1.21 Combat Readiness
- 1.22 Combat Readiness - AC&W Squadron (Sites)
- 1.23 Radar Operations
- 1.24 Average Communication Time Lag
- 1.25 Area II Total Radar Tracks

4TH AAW GROUP

Project Title

- 1.31 Combat Operations Effectiveness
- 1.32 Operational Status of Equipment
- 1.33 Radar Range of Detection

INTRODUCTION

LADD AIR FORCE BASE

Combat Readiness Summary

1. The primary purpose of this combat readiness summary is to provide the Commanding General of Ladd Air Force Base with a recurring check of vital combat readiness factors which will aid in the determination of the combat readiness of the 449th Fighter Interceptor Squadron, the 160th AC&W Group, the 4th AAA Group, and Base Defense.

2. The summary presents a digest of information pertaining to the readiness of the above cited units with analyses of personnel, aircraft, T/E equipment and the general ability of units to carry out their combat missions.

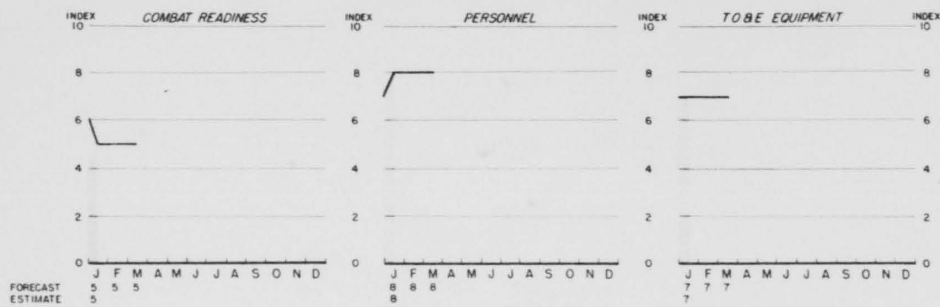
3. Combat readiness reports are estimates of readiness submitted by unit commanders, and over a period of time they provide accurate indications of organizations as well as of the unit itself. It is believed that the analysis of these estimates and their consolidation into this report will prove useful in measuring accomplishment of the primary mission of Ladd Air Force Base.

4. This summary will be published monthly for distribution on the fifteenth workday of each month. Recommendations for improvement are invited from all agencies.

COMPTROLLER

SECRET SECURITY INFORMATION

COMBAT READINESS 1953
449TH FIGHTER INTERCEPTOR SQUADRON



SOURCE 1-AF-V24

COMPTROLLER 1.11

SECRET SECURITY INFORMATION

SECRET SECURITY INFORMATION

SUBJECT: Combat Readiness
449th Fighter Squadron

Chart No. 1.11
Date Current: 10 February 1953
Preparation: Management Analysis
Coordination: 449th Fighter Squadron

PURPOSE

To indicate squadron CO's estimate of his unit's readiness for combat and to indicate numbers of combat ready aircraft and combat ready crews for the same period.

SCOPE

Percentage of combat readiness by month as estimated by CO. Quarterly forecast by CO of estimated combat readiness for next three month period. Average number combat ready fighter type aircraft compared to average number combat ready crews for same.

SOURCE

1-SFL-VZA. Reports prepared by Commanding Officer, 449th Squadron.

REMARKS

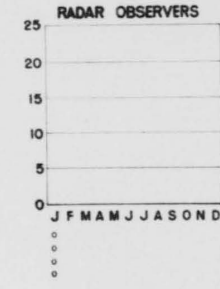
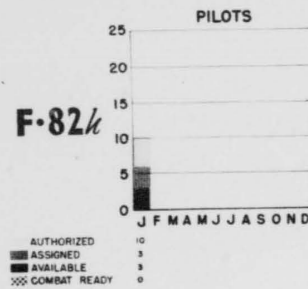
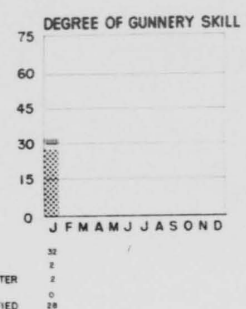
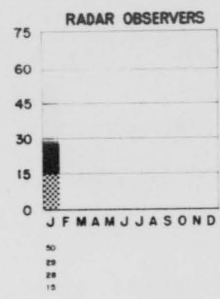
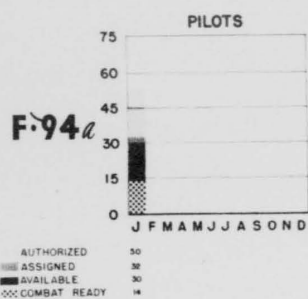
Combat readiness forecasts are submitted quarterly for the following three month period. In the event factors effecting the combat readiness of the Unit alter, a change report is required. If no change report is submitted, the organization, in the CO's estimate, has attained the forecasted level of combat readiness.

COMMENT

Low combat readiness indices for the 449th Fighter Squadron based on low percentage of Combat Ready crews due to rotation of experienced crews and cold weather reducing the efficiency of Ground power equipment. Forecast increase in Combat Readiness based on accomplishment of further training and possibility of new equipment.

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SECRET SECURITY INFORMATION
COMBAT CREW STATUS - 1953
 449th FIGHTER - INTERCEPTOR SQ.



QUALIFYING SCORES.....
 EXPERT 30% HITS
 SHARPSHOOTER 22.5% HITS
 MARKSMAN 15% HITS

COMPTROLLER 1 12

SECRET SECURITY INFORMATION

SUBJECT: Combat Crew Status
449th Fighter Interceptor Sq

Project: 1.12
Date Current: 31 January 1953
Preparation: Management Analysis
Coordination: 449th Fighter Squadron

PURPOSE

To provide comparisons of authorized, assigned, available and combat ready pilots and radar observers and to indicate levels of skill attained by pilots in Gunnery Marksmanship.

COMMENT

Pilot strength for January declined below December levels. Assigned decreased one, available three, and combat ready remained the same.

SCOPE

Monthly average number of pilots and radar observers authorized, assigned, available (in Alaska), combat ready and skilled in gunnery during each calendar year.

Radar Observer strength for January gained over the December levels. Assigned gained five, available four and combat ready one.

SOURCE

449th Operations

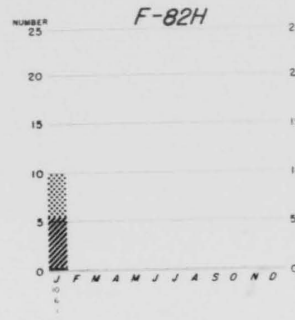
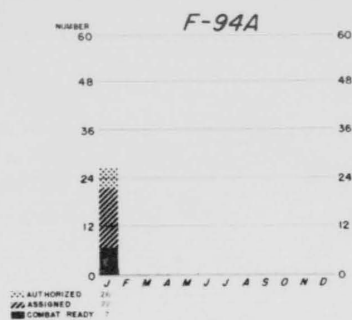
COMPUTATION (449th)

Monthly Averages of Daily Data

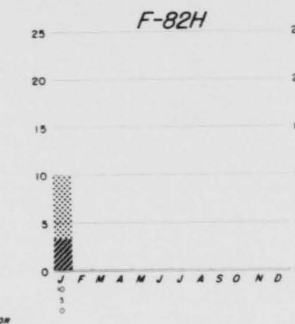
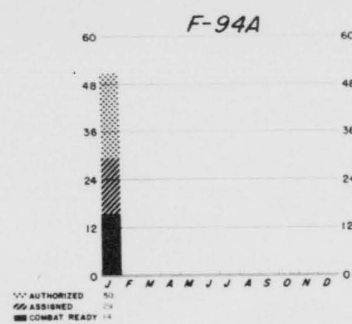
SECRET

SECRET SECURITY INFORMATION
AIRCRAFT & CREW STATUS
449TH FIGHTER SQUADRON

1953



AIRCRAFT



CREWS

SECRET SECURITY INFORMATION

COMPTROLLER 113

SECRET SECURITY INFORMATION

SUBJECT: Aircraft and Crew Status
449th Fighter Squadron

Project: 1.13
Date Current: 31 January 1953
Preparation: Management Analysis
Coordination: 449th Fighter Squadron

PURPOSE

To indicate the number of authorized aircraft available and Combat Ready. Also the number of complete Air Crews assigned and Combat Ready.

SECRET

SCOPE

The number of Aircraft authorized, assigned and combat ready also the number of air crews authorized, assigned and combat ready.

SOURCE

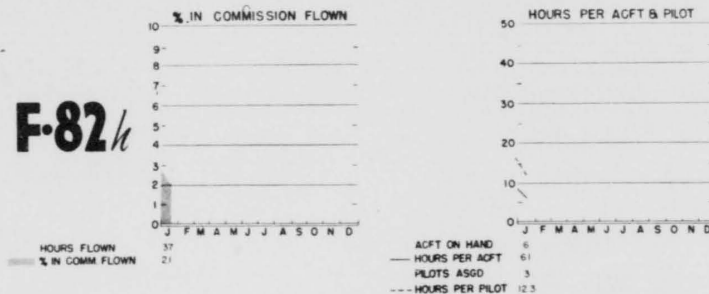
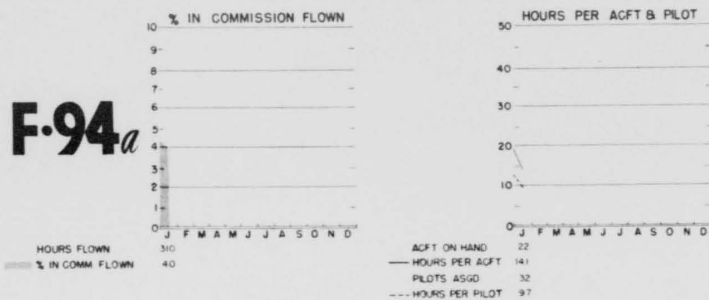
A/C-42

COMPUTATION

Averaging Daily Aircraft Status data

SECRET

RESTRICTED
SECURITY INFORMATION
ACFT & PILOT UTILIZATION
449th. FIGHTER INTERCEPTOR SQ.



SOURCE: I-AF-AI

RESTRICTED
SECURITY INFORMATION

COMPTROLLER 114

RESTRICTED

SECURITY INFORMATION

SUBJECT: Aircraft and Pilot Utilization
449th Fighter Interceptor Squadron

Project: 1.14
Date Current: 31 January 1953
Preparation: Management Analysis
Coordination: 449th Fighter Squadron

PURPOSE

To indicate the percentage of in commission time flown by fighter aircraft of 449th in comparison to 57th Fighter Group average and the average hours flown per pilot and aircraft.

SCOPE

Monthly ratio of hours flown to hours in commission for 449th Fighter Squadron and 57th Fighter Group for 1952.

Monthly hours flown per pilot and aircraft.

SOURCE

1-AF-A1

COMPUTATION

Computation based on ratio of hours flown to hours in commission monthly and aircraft and pilots assigned. Chart shows only 10% range to magnify range of utilization possible.

COMMENT

F-84 flying dropped to the lowest level since January 1952. The low number of flying hours served to restrict all other phases affecting aircraft pilot utilization.

RESTRICTED

CONFIDENTIAL SECURITY INFORMATION

SUBJECT: Flying Training - F-94A

Project: 1.15
Date Current: 31 January 1953
Preparation: Management Analysis
Coordination: 449th Fighter Squadron

PURPOSE

To indicate monthly breakdown by type of training of F-94A flying as compared to programmed flying by type.

SCOPE

Monthly flying breakdown programmed vs accomplished for current year and Calendar Year 1951.

SOURCE

Monthly training report (AAC-T4).

COMPUTATION

Project program requirements on a personnel assigned basis.

COMMENT

Training report AAC-T4 due in Statistical Services office 9 February. At time of publication report had not been received so January chart could not be included in this month's presentation.

CONFIDENTIAL

SECRET

SECURITY INFORMATION

SUBJECT: Fighter Gunnery Proficiency
449th Fighter Interceptor Squadron

Project: 1.18
Date Current: 31 January 1953
Preparation: Management Analysis
Coordination: 449th Fighter Interceptor Sq

PURPOSE

To indicate percentage of hits accomplished by F-94A pilots in all phases of gunnery practice except camera.

DETAILS OF REPORT

No gunnery training was accomplished during January 1953

SCOPE

Ratio of hits scored to rounds fired per month in 5 categories of gunnery for calendar year 1952.

SOURCE

Operations 449th Fighter Interceptor Squadron.

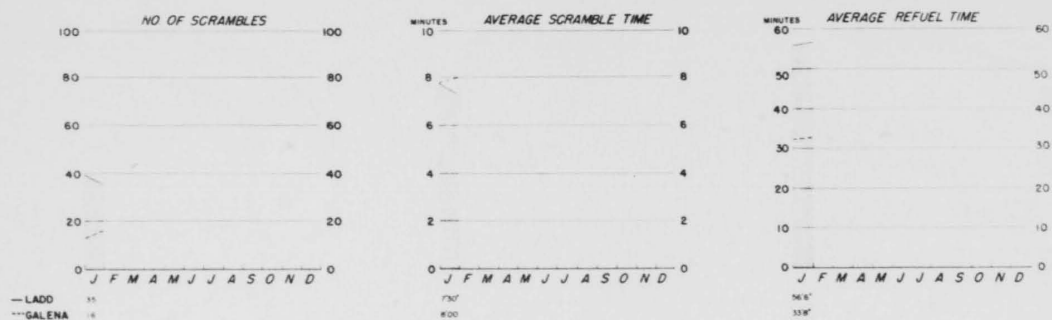
COMPUTATION

Conversion of actual figures to percentages of perfect performance.

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SECRET SECURITY INFORMATION

ALERT AIRCRAFT STATUS
449TH FIGHTER INTERCEPTOR SQUADRON
1953



CHIEF ADCC

SECRET SECURITY INFORMATION

COMPTROLLER 119

SECRET

SECURITY INFORMATION

SUBJECT: Scramble and Turn-around times for Alert
Aircraft at Ladd and Gelena

Project: 1.19
Date Current: 31 January 1953
Preparation: Management Analysis
Coordination: 160th ACGW Gp

PURPOSE

To indicate the number of alert aircraft scrambled from each base as well as the length of time required for scramble and the time necessary for turn-around after each mission.

SCOPE

Monthly average time expended in scrambling interceptors for unidentified aircraft and the average time required to refuel alert aircraft.

SOURCE

Combat Operations Section

COMMENT

Scramble time is computed from the time scramble order is given to the time aircraft is airborne. These times are based on scrambles for unidentified aircraft only.

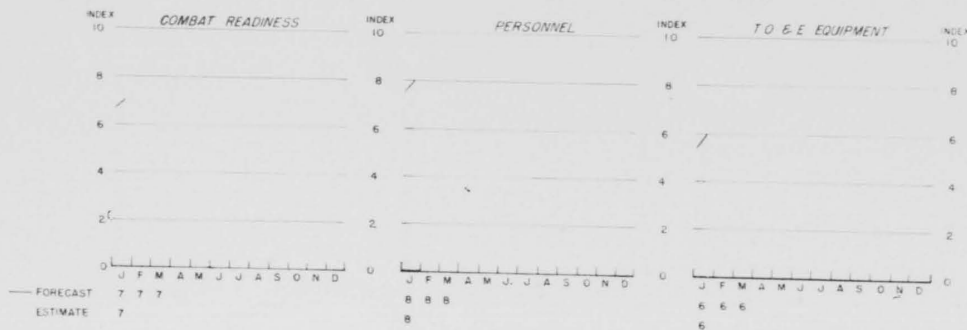
Refueling time is computed from the time aircraft touches down to the time it is called in as ready. These times are computed on all flights of alert aircraft whether scrambled for unidentified or an Air Defense Training Mission.

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SECRET SECURITY INFORMATION

COMBAT READINESS 1953

160th AC & W GP.



SOURCE 1-4F-V24

COMPTROLLER 121

SECRET SECURITY INFORMATION

SECRET SECURITY INFORMATION

SUBJECT: Combat Readiness - Radar Units

PURPOSE

To indicate the CO's estimates of combat readiness of the Radar Units along with their forecasted combat readiness.

SCOPE

Monthly combat readiness estimates for the calendar year on the 160th AC&W Group and its subordinate squadrons.

SOURCE

1-AP-V2 prepared by the radar units.

REMARKS

Combat readiness forecasts are submitted quarterly for the following three month period; in the event that factors effecting the combat readiness of the Unit alter, a change report is required. If no change report is submitted, the organization, in the CO's estimate, has attained the forecasted level of combat readiness.

Project: 1.21
Date Current: 10 February 1953
Preparation: Management Analysis
Coordination: 160th AC&W Group

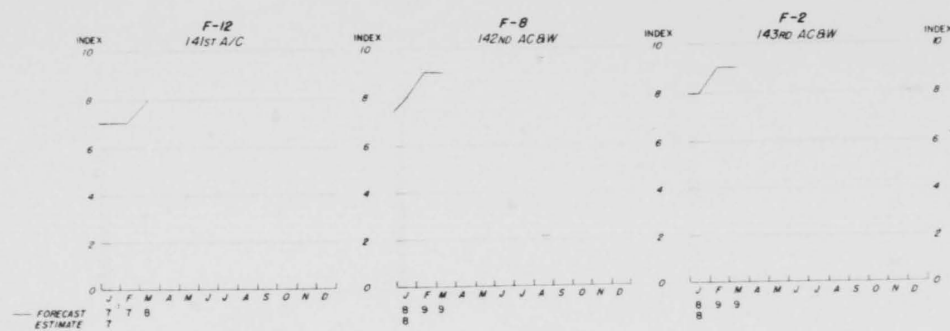
COMMENTS

Combat Readiness of the 160th AC&W Gp restricted due to shortage of critical spare parts necessary to prevent NOCP. Detachment A-1 no secondary weapon installed, Detachment A-4 no equipment or personnel at this site and Detachment A-5 no secondary weapon.

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SECRET SECURITY INFORMATION

COMBAT READINESS 1953
ACBW SQUADRONS



SOURCE: 1-AP-VZA

COMPTROLLER 122

SECRET SECURITY INFORMATION

SECRET SECURITY INFORMATION

SUBJECT: Combat Readiness AC&W Sq

Project: 1.22
Date Current: 10 February 1953
Preparation: Management Analysis
Coordination: 160th AC&W Group

PURPOSE

To indicate and compare the combat readiness of the Squadrons which in turn indicates the combat preparedness of the sites.

CLASSIFICATION

SCOPE

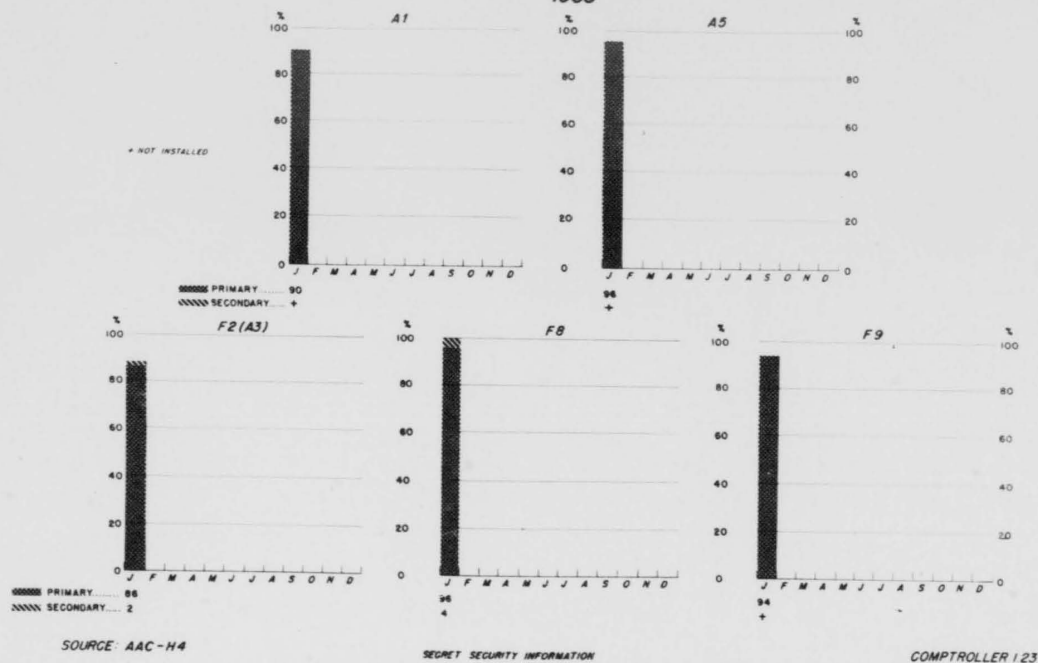
Quarterly combat readiness estimates and forecasts for the calendar year for all the AC&W Squadrons reported.

SOURCE

1-AP-V2A

SECRET

AG & W RADAR OPERATION
AIR COVERAGE
1953



SECRET

SECURITY INFORMATION

SUBJECT: Radar Operations - Radar Sites

Project: 1.03
Date Current: 31 January 1953
Preparation: 160th ACMW Br

PURPOSE

To indicate operational time of radar set at the sites for both primary and secondary weapons.

COMMENT

F-2 was the only site to have its secondary weapon installed and operational for the entire month of January.

SCOPE

Breakdown by percentage of the amount of time each station is on the air with either the primary or secondary weapon.

Site F-2 had its secondary weapon installed but it was operational for only six days during the month. All other sites did not have secondary weapons installed.

SOURCE

AAC-H4

% of time Primary Weapon Non-operational

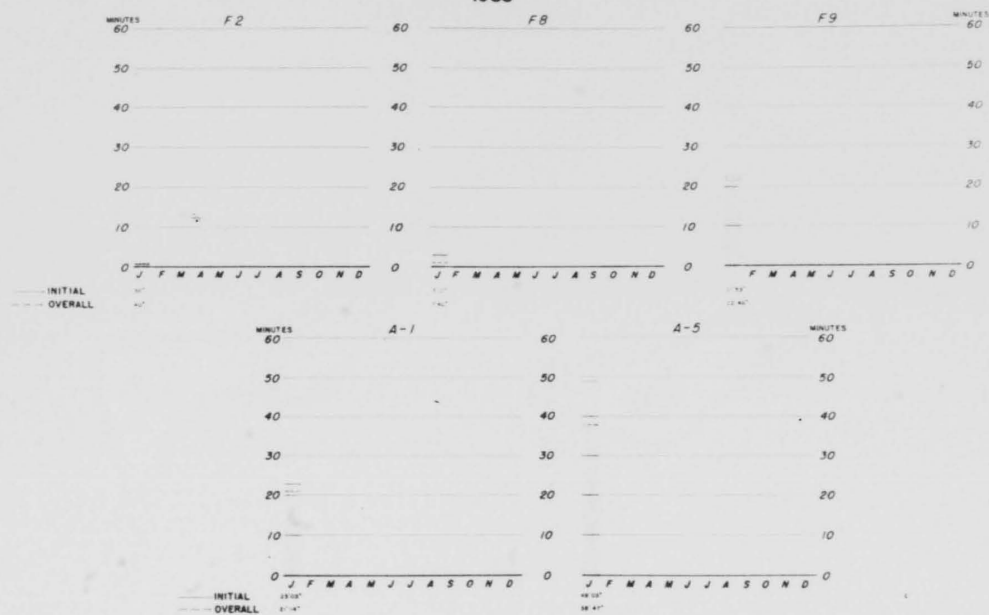
COMPUTATION

Conversion of actual data concerning in and out of commission periods to percentages of total hours in each month.

	F2	F8	F9	A1	A5
Preventative Maint	9	4	4	6	2
Emergency Maint	5		2	1	2
ROCP	0			3	
Primary Operative	96	96	94	90	96

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SECRET SECURITY INFORMATION
AVERAGE COMMUNICATION TIME LAG
AC&W SITES
1953



SOURCE: ADCC

SECRET SECURITY INFORMATION

COMPTROLLER 124

SECRET

SECURITY INFORMATION

SUBJECT: Time lag in passing Plots from
Subordinate Stations to ADCC

Project: 1.24
Date Current: 31 January 1953
Preparation: Management Analysis
Coordination: SAC&S ACEN Gp

PURPOSE

To indicate the time lag in passing radar plots to the ADCC from the time of initial detection at each radar station to receipt of this information in the Control Center.

SCOPE

Time lag is figured for Initial Plot and subsequent track. This chart is not intended to show only communication deficiency but the overall time lag, human and mechanical, in passing radar information to the ADCC.

SCOPE

Monthly average time delay of each plot passed from subordinate stations to the ADCC.

SOURCE

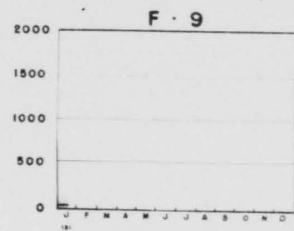
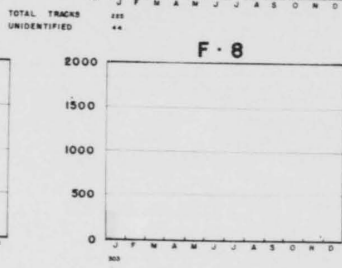
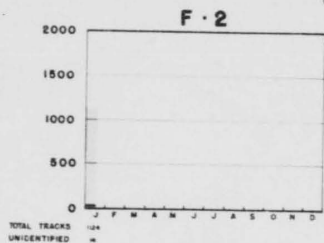
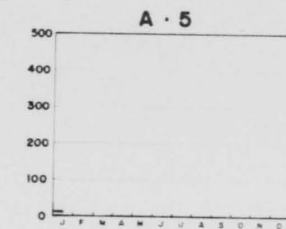
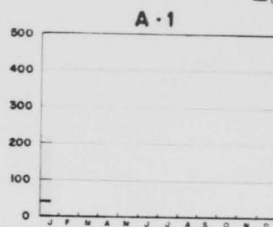
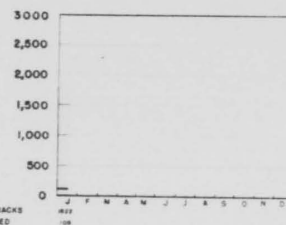
Combat Operations Section.

SECRET

AREA II
AC 6-W TRACKS
TOTAL TRACKS VS UNIDENTIFIED TRACKS
1953

SECRET SECURITY INFORMATION

AREA II



SOURCE: ADCC

SECRET SECURITY INFORMATION

COMPTROLLER 125

SECRET

SECURITY INFORMATION

SUBJECT: Total Tracks and Number of Unknowns for
Area II and Subordinate Radar Stations.

Project: 1.25
Date Current: 31 January 1953
Preparation: Management Analysis
Coordination: 54th AC&M Op

PURPOSE

To indicate the year round trend of traffic in Area II on a monthly basis, broken down into identified and unidentified tracks. Also, to give an indication of the volume of traffic each radar station can detect.

SCOPE

Total tracks detected monthly to show a year round trend of traffic, known and unknown for each station in Area II.

SCOPE

Monthly total of all tracks detected in Area II, broken down for each radar station and the number of unidentified tracks which are a part of this total.

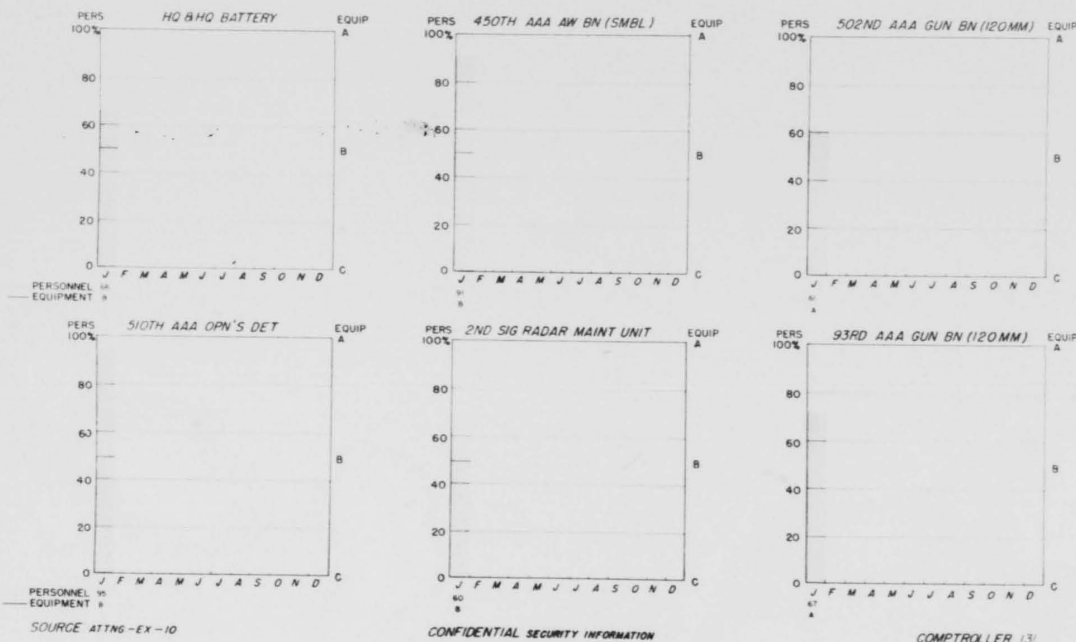
Of the 131 tracks detected by F-6, thirty-three were observed west of the date line and identified as USSE.

SOURCE

Combat Operations Section.

SECRET

CONFIDENTIAL SECURITY INFORMATION
 1953
 COMBAT OPERATIONS EFFECTIVENESS
 4TH ANTI-AIRCRAFT ARTILLERY GROUP



CONFIDENTIAL

SUBJECT: Combat Operations Effectiveness
4th Antiaircraft Artillery Group

PURPOSE

To indicate the monthly degree of combat effectiveness of the elements of the 4th AAA Group as reflected by status of equipment and training of personnel.

SCOPE

Monthly indices on a calendar year basis of combat effectiveness of ground defense units.

SOURCE

Strength and Training Status Report.
RCS ASTRG-SX-10.

COMPUTATION

Training Effectiveness =

$$\frac{a+b+c+d+e}{5 \times T/O \ \& \ E \ Strength} \times 100\%$$

where the unknowns are personnel who have completed:

- a - basic training
- b - advanced individual training
- c - unit training
- d - combined branch training
- e - field exercises and maneuvers

SECURITY INFORMATION

Project: 1.31
Date Current: 31 January 1953
Preparation: Management Analysis
Coordination: 4th AAA Group

Key to Equipment Index:

- A - Equipment status permits immediate operational employment
- B - Equipment status permits immediate operational employment after minor corrective action
- C - Equipment status does not permit employment without correction of major deficiencies

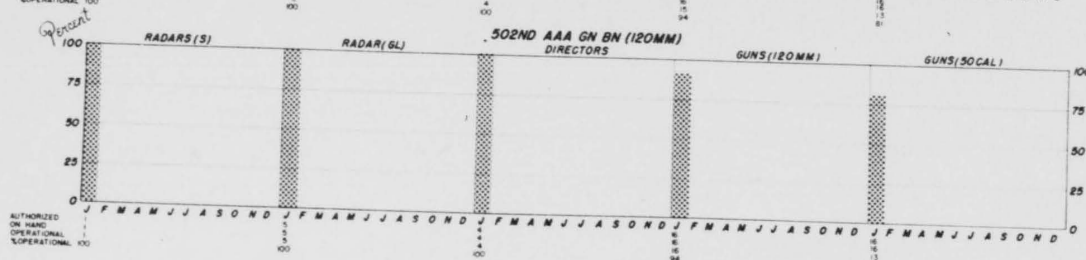
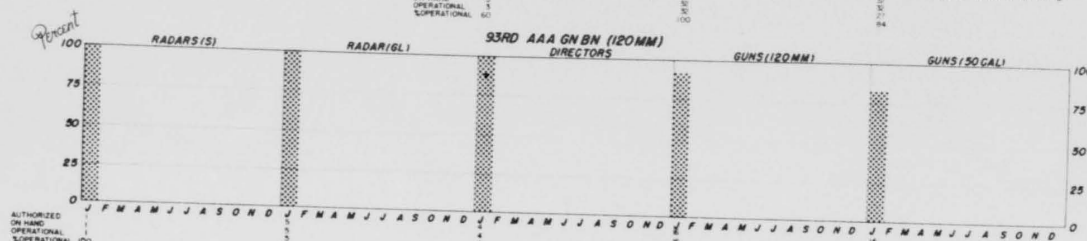
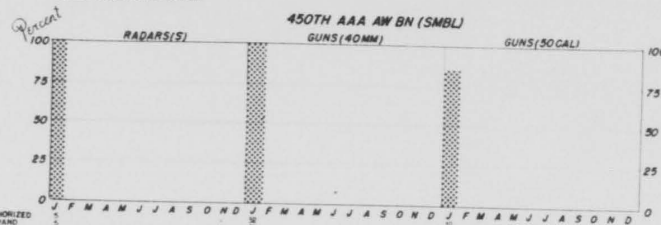
COMMENT

In the CO's estimate, the units are considered capable of effectively accomplishing their combat mission; however, due to the rotation policy and the replacements involved, combat efficiency will increase with additional training.

CONFIDENTIAL

OPERATIONAL STATUS
OF EQUIPMENT
4TH AAA GP
1953

SECRET SECURITY INFORMATION



SECRET SECURITY INFORMATION

SOURCE: 4TH AAA GP

COMPTROLLER 132

SECRET

SECURITY INFORMATION

SUBJECT: Operational Status of Equipment

Project: 1.32
Date Current: 31 January 1953
Preparation: Management Analysis
Coordination: 4th AAA Group

PURPOSE

To indicate Operational Status of equipment peculiar to AAA Mission

CONTROLLER COMMENT

Reasons for the non-operational status of equipment are not made available to this office.

SCOPE

Monthly averages of equipment operational with reasons for non-operational status of said equipment, calendar year basis.

SOURCE

Headquarters, 4th AAA Group

SECRET

SECRET SECURITY INFORMATION

SUBJECT: Detection Proficiency
4th AAA Group

Project: 1.33
Date Current: 31 January 1953
Preparation: Management Analysis

PURPOSE

To indicate the proficiency of AAA Units in detecting aggressor missions upon which, under combat conditions, they would bear anti-aircraft artillery.

To indicate the monthly average distances in miles aggressor missions are detected from the anti-aircraft artillery units.

SCOPE

Monthly percentages on a calendar year basis of aggressor missions flown on Ladd Air Force Base which were detected.

Monthly average ranges of detection of aggressor missions on a calendar year basis by units of the 4th AAA Group.

SOURCE

Combat Operations Section

COMMENT

No data for this chart was available for January.

SECRET

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SECRET

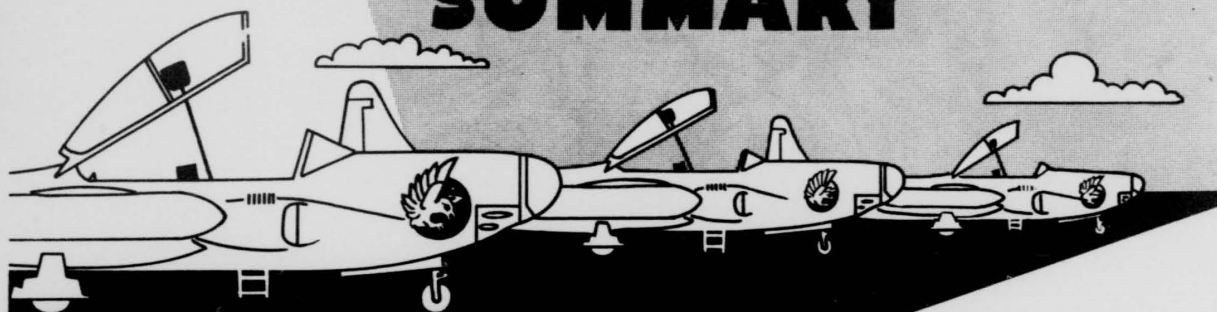
APPENDIX VIII
COMBAT READINESS SUMMARY
FEBRUARY 1953

SECRET

1 4 0 4

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SECRET
**COMBAT
READINESS
SUMMARY**



Month of FEBRUARY
prepared by COMPTROLLER

SECRET
LADD AIR FORCE BASE, ALASKA

DISTRIBUTION

COMBAT READINESS SUMMARY

<u>COPY NO.</u>	<u>RECIPIENT</u>
1.	Commanding General
2.	AC/S Comptroller
3.	CO 449th F-I Sq
4.	Wing Adjutant (Quarterly Historical Report)
5.	Chief - Cost Analysis Division, AAC
6.	AC/S Operations and Training - Combat Operations Sec
7.	CO, 548th AC&W Gp
8.	DCS/Comptroller, AAC
9.	AC/S Materiel
10.	Inspector General
11.	CO, N&S Gp
12.	CO, 4th AAW
13.	Program Analyst, Management Analysis Division

INTRODUCTION

LADD AIR FORCE BASE

Combat Readiness Summary

1. The primary purpose of this combat readiness summary is to provide the Commanding General of Ladd Air Force Base with a recurring check of vital combat readiness factors which will aid in the determination of the combat readiness of the 449th Fighter Interceptor Squadron, the 548th AC&W Group, the 4th AAA Group, and Base Defense.

2. The summary presents a digest of information pertaining to the readiness of the above cited units with analyses of personnel, aircraft, T/E equipment and the general ability of units to carry out their combat missions.

3. Combat readiness reports are estimates of readiness submitted by unit commanders, and over a period of time they provide accurate indications of organizations as well as of the unit itself. It is believed that the analysis of these estimates and their consolidation into this report will prove useful in measuring accomplishment of the primary mission of Ladd Air Force Base.

4. This summary will be published monthly for distribution on the fifteenth workday of each month. Recommendations for improvement are invited from all agencies.

COMPTROLLER

CONTENTS

449TH FIGHTER INTERCEPTOR SQUADRON

Project Title

- 1.11 Combat Readiness
- 1.12 Combat Crew Personnel
- 1.13 Aircraft Maintenance
- 1.14 Aircraft & Pilot Utilization
- 1.15 Flying Training F-94A
- 1.18 Fighter Gunnery Proficiency
- 1.19 Alert Aircraft Status

548TH AIRCRAFT CONTROL AND WARNING GROUP

Project Title

- 1.21 Combat Readiness
- 1.22 Combat Readiness - AC&W Squadron (Sites)
- 1.23 Radar Operations
- 1.24 Average Communication Time Lag
- 1.25 Area II Total Radar Tracks

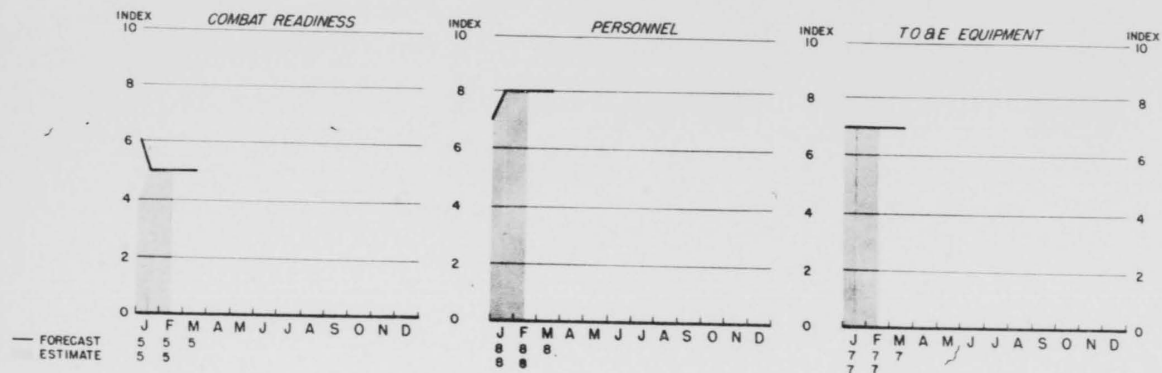
4TH AAA GROUP

Project Title

- 1.31 Combat Operations Effectiveness
- 1.32 Operational Status of Equipment
- 1.33 Radar Range of Detection

SECRET SECURITY INFORMATION

COMBAT READINESS 1953
449TH FIGHTER INTERCEPTOR SQUADRON



SOURCE: 1-AF-V2A

COMPTROLLER 1.11

SECRET SECURITY INFORMATION

SECRET SECURITY INFORMATION

SUBJECT: Combat Readiness
449th Fighter Squadron

Chart No. 1.11
Date Current: 10 March 1953
Preparation: Management Analysis
Coordination: 449th Fighter Squadron

PURPOSE

To indicate squadron CO's estimate of his unit's readiness for combat and to indicate numbers of combat ready aircraft and combat ready crews for the same period.

SCOPE

Percentage of combat readiness by months estimated by CO. Quarterly forecast by CO of estimated combat readiness for next three month period. Average number combat ready fighter type aircraft compared to average number combat ready crews for same.

SOURCE

1-AF-V2A. Reports prepared by Commanding Officer, 449th Squadron.

REMARKS

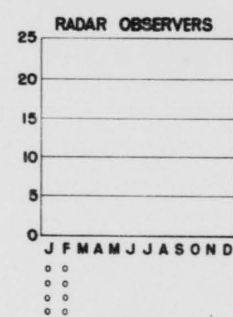
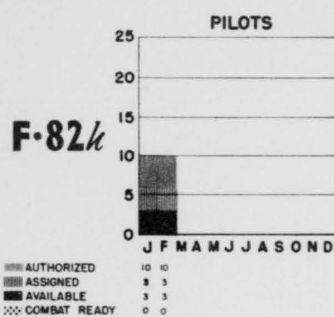
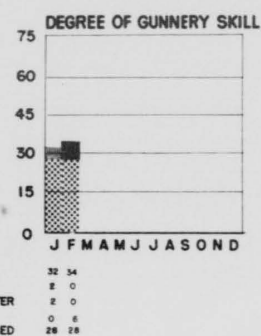
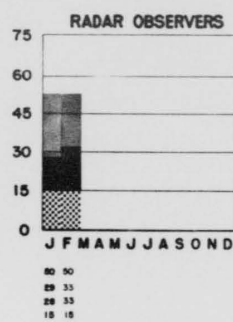
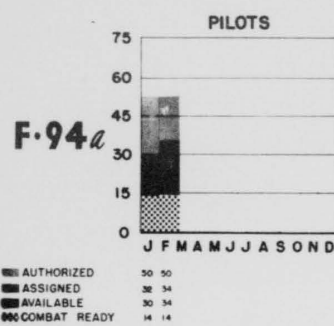
Combat readiness forecasts are submitted quarterly for the following three month period. In the event factors effecting the combat readiness of the Unit alter, a change report is required. If no change report is submitted, the organization, in the CO's estimate, has attained the forecasted level of combat readiness.

COMMENT

No change reports were submitted during February which indicates in the CO's estimate, the Unit attained the forecast combat readiness level.

SECRET

SECRET SECURITY INFORMATION
COMBAT CREW STATUS - 1953
 449th FIGHTER - INTERCEPTOR SQ.



QUALIFYING SCORES.....
 EXPERT..... 30% HITS
 SHARPSHOOTER..... 22.5% HITS
 MARKSMAN..... 15 % HITS

COMPTROLLER 1.12

SECRET

SECRET

SECURITY INFORMATION

SUBJECT: Combat Crew Status
449th Fighter Interceptor Sq

Project: 1.12
Date Current: 28 February 1953
Preparation: Management Analysis
Coordination: 449th Fighter Squadron

PURPOSE

To provide comparisons of authorized, assigned, available and combat ready pilots and radar observers and to indicate levels of skill attained by pilots in Gunnery Marksmanship.

SCOPE

Monthly average number of pilots and radar observers authorized, assigned, available (in Alaska), combat ready and skilled in gunnery during each calendar year.

SOURCE

449th Operations

COMPUTATION (449th)

Monthly Averages of Daily Data

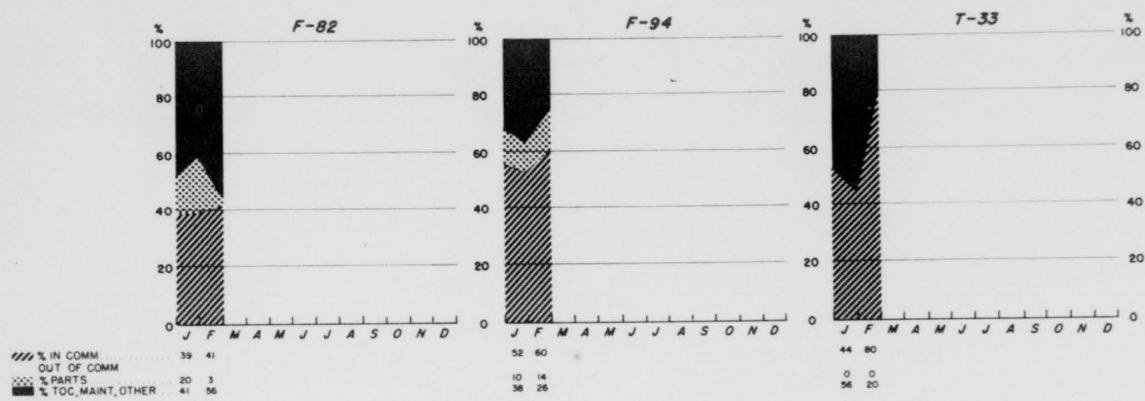
COMMENT

Assigned pilot strength increased two during February and Radar Observers gained four. Combat ready pilots and RO's remained the same.

Six pilots were qualified as Marksmen in gunnery for February.

SECRET

AIRCRAFT MAINTENANCE EFFICIENCY
 449TH FTR. INTERCEPTOR SQ.
 1953



SOURCE: 1-AF-A1

RESTRICTED

COMPTROLLER 113

RESTRICTED

SECURITY INFORMATION

SUBJECT: Aircraft Maintenance
449th Fighter Interceptor Sq

Project: 1.13
Date Current: 28 February 1953
Preparation: Management Analysis

PURPOSE

To indicate the percent of time aircraft were in commission monthly and to depict reasons for out-of-commission time.

SCOPE

Cumulative hours in commission and out of commission by cause on monthly basis for the calendar year.

COMPUTATION

Conversion of actual hours in and out of commission to percentages of total hours each month.

SOURCE

1-AF-A1

COMMENT

The 449th Fighter Interceptor Squadron had an average of 12 F-94 aircraft and 2 F-82 in commission during February 1953.

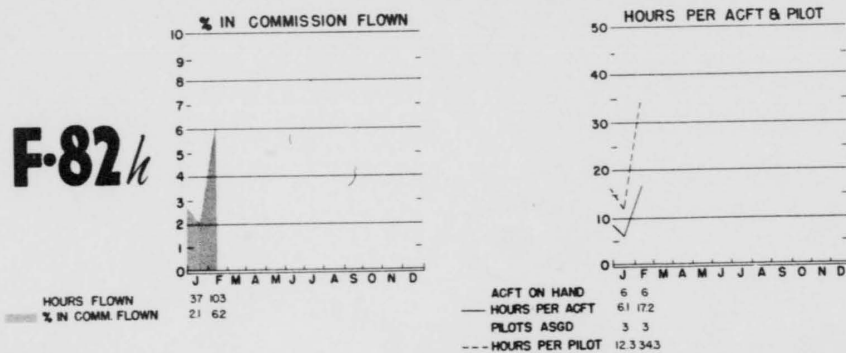
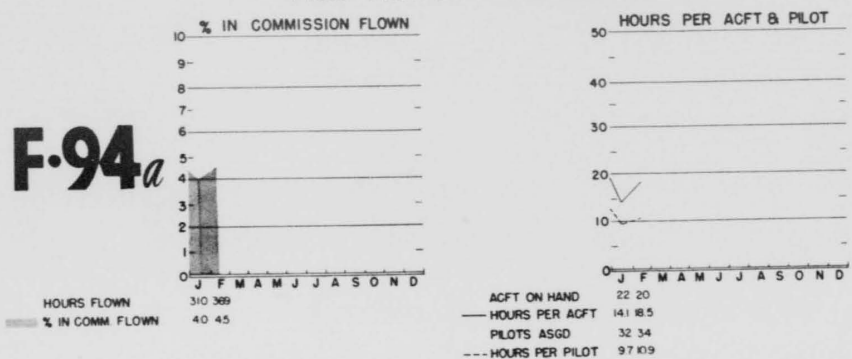
% of hours on hand consumed by types of out of commission

	F-94A	
	Jan	Feb
AOCF	10	14
TOC	0	1
Maint	14	2
Malf	24	23
In Comm.	52	60

RESTRICTED

RESTRICTED
SECURITY INFORMATION

ACFT & PILOT UTILIZATION
449th. FIGHTER INTERCEPTOR SQ.



SOURCE: I-AF-AI

RESTRICTED
SECURITY INFORMATION

COMPTROLLER 1.14

RESTRICTED

SECURITY INFORMATION

SUBJECT: Aircraft and Pilot Utilization
449th Fighter Interceptor Squadron

Project: 1.14
Date Current: 28 February 1953
Preparation: Management Analysis
Coordination: 449th Fighter Squadron

PURPOSE

To indicate the percentage of in commission time flown by fighter aircraft of 449th and the average hours flown per pilot and aircraft.

SCOPE

Monthly ratio of hours flown to hours in commission for 449th Fighter Squadron.

Monthly hours flown per pilot and aircraft.

SOURCE

1-AF-A1

COMPUTATION

Computation based on ratio of hours flown to hours in commission monthly and aircraft and pilots assigned. Chart shown only 10% range to magnify range of utilization possible.

COMMENT

F-94A utilization for February increased as the result of increased flying time and fewer aircraft on hand.

F-82H utilization gained due to increased flying time.

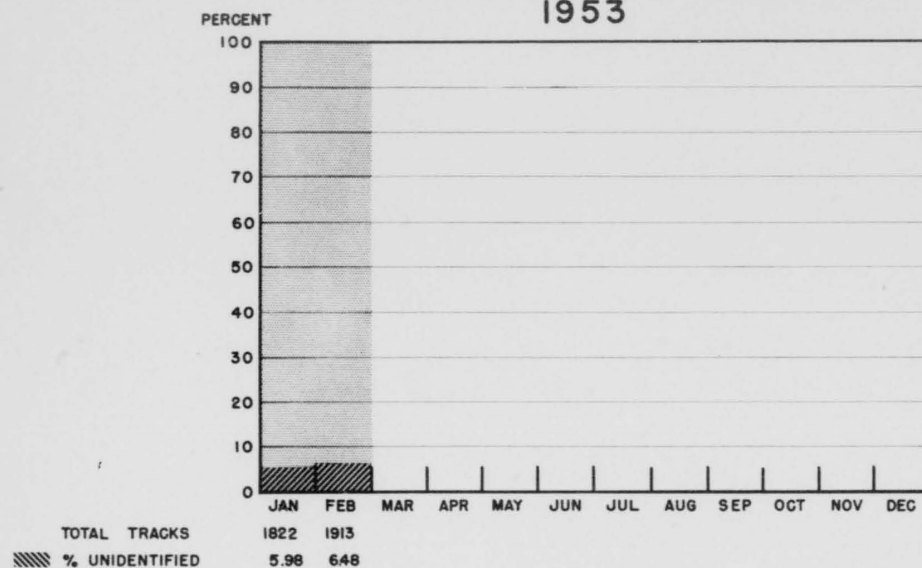
RESTRICTED

SECRET SECURITY INFORMATION

AREA II AC & W TRACKS

TOTAL TRACKS VS. UNIDENTIFIED TRACKS

1953



SOURCE: ADCC

SECRET SECURITY INFORMATION

COMPTROLLER 125

SECRET

SECURITY INFORMATION

SUBJECT: Time lag in Passing Plots from
Subordinate Stations to ADCC

Project: 1.24
Date Current: 28 February 1953
Preparation: Management Analysis
Coordination: 548th AC&W Gp

PURPOSE

To indicate the time lag in passing radar plots to the ADCC from the time of initial detection at each radar station to receipt of this information in the Control Center.

COMMENT

SCOPE

Monthly average time delay of each plot passed from subordinate stations to the ADCC.

SOURCE

Combat Operations Section.

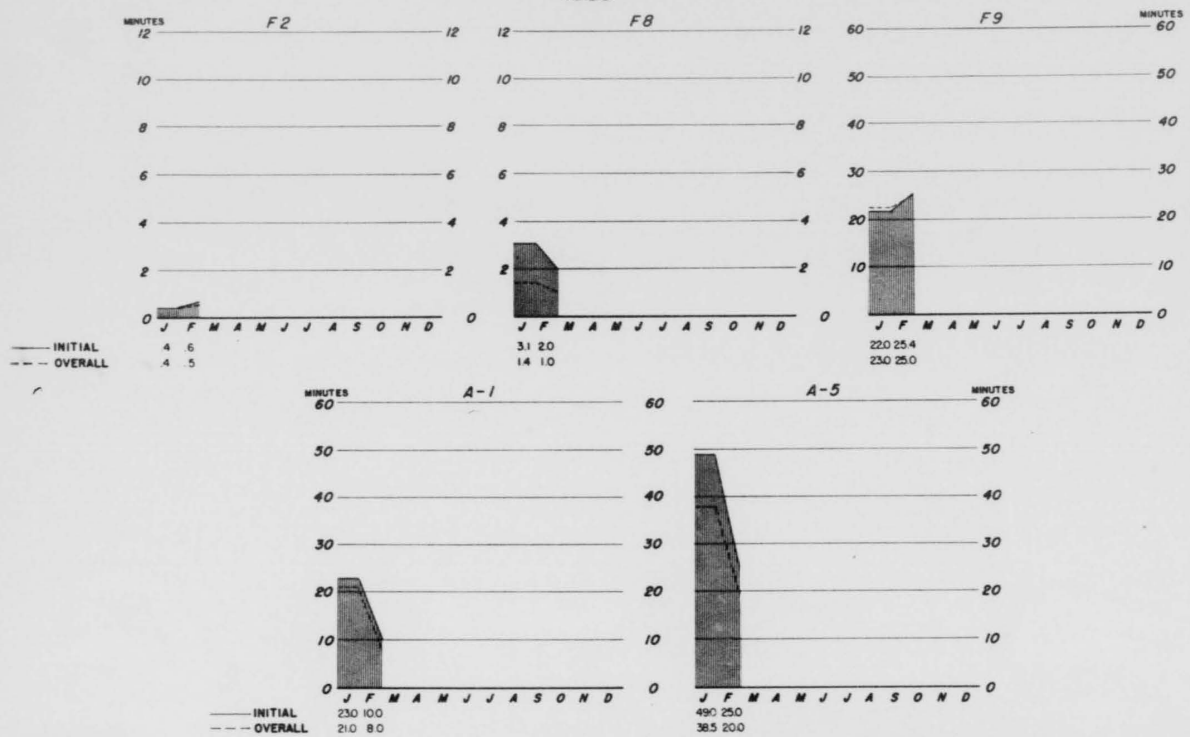
REMARKS

Time lag is figured for Initial Plot and subsequent track. This chart is not intended to show only communication deficiency but the overall time lag, human and mechanical, in passing radar information to the ADCC.

SECRET

SECRET SECURITY INFORMATION

AVERAGE COMMUNICATION TIME LAG
AC&W SITES
1953



SOURCE: ADCC

SECRET SECURITY INFORMATION

COMPTROLLER 124

SECRET

SECURITY INFORMATION

SUBJECT: Radar Operations - Radar Sites

Project: 1.23
Date Current: 28 February 1953
Preparation: 548th ACGW Gp

PURPOSE

To indicate operational time of radar set at the sites for both primary and secondary weapons.

COMMENT

Two sites A-1 and F-2 were the only sites to show an increase in time on the air during February. Sites F-2 and F-8 were the only installations having Secondary Weapons installed and a capability of 100% air time for the month.

SCOPE

Breakdown by percentage of the amount of time each station is on the air with either the primary or secondary weapon.

% of time Primary Weapon Non-operational

SOURCE

AAC-H4

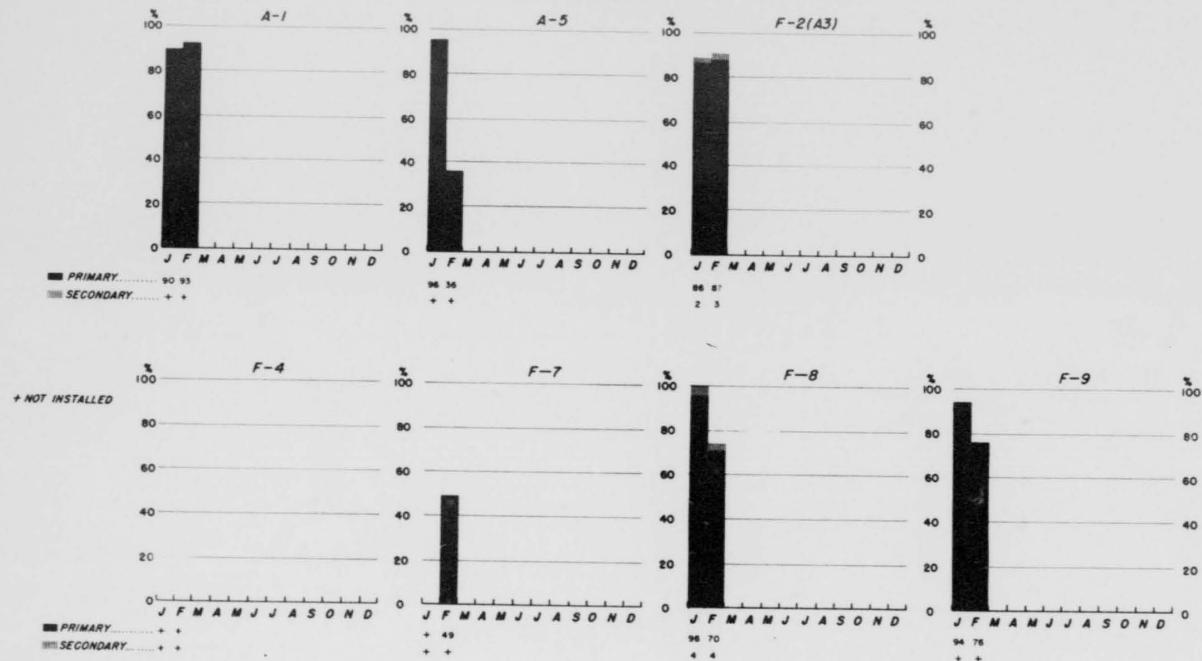
	A1	A5	F2	F7	F8	F9
Preventative Maint	4	5	9	1	4	7
Emergency Maint.	3	0	4	0	2	1
ROCP	0	59	0	0	24	16
Not Installed				50		
Primary Operative	93	36	87	49	70	76

COMPUTATION

Conversion of actual data concerning in and out of commission periods to percentages of total hours in each month.

SECRET

AC & W RADAR OPERATION
AIR COVERAGE
1953



CE AAC-H4

SECRET

COMPTROLLER 123

SECRET

SECURITY INFORMATION

SUBJECT: Combat Readiness AC&W Sq

PURPOSE

To indicate and compare the combat readiness of the Squadrons which in turn indicates the combat preparedness of the sites.

SCOPE

Quarterly combat readiness estimates and forecasts for the calendar year for all the AC&W Squadrons reported.

SOURCE

1-AF-V2A

Project: 1.22
Date Current: 28 February 1953
Preparation: Management Analysis
Coordination: 548th AC&W Group

COMMENT

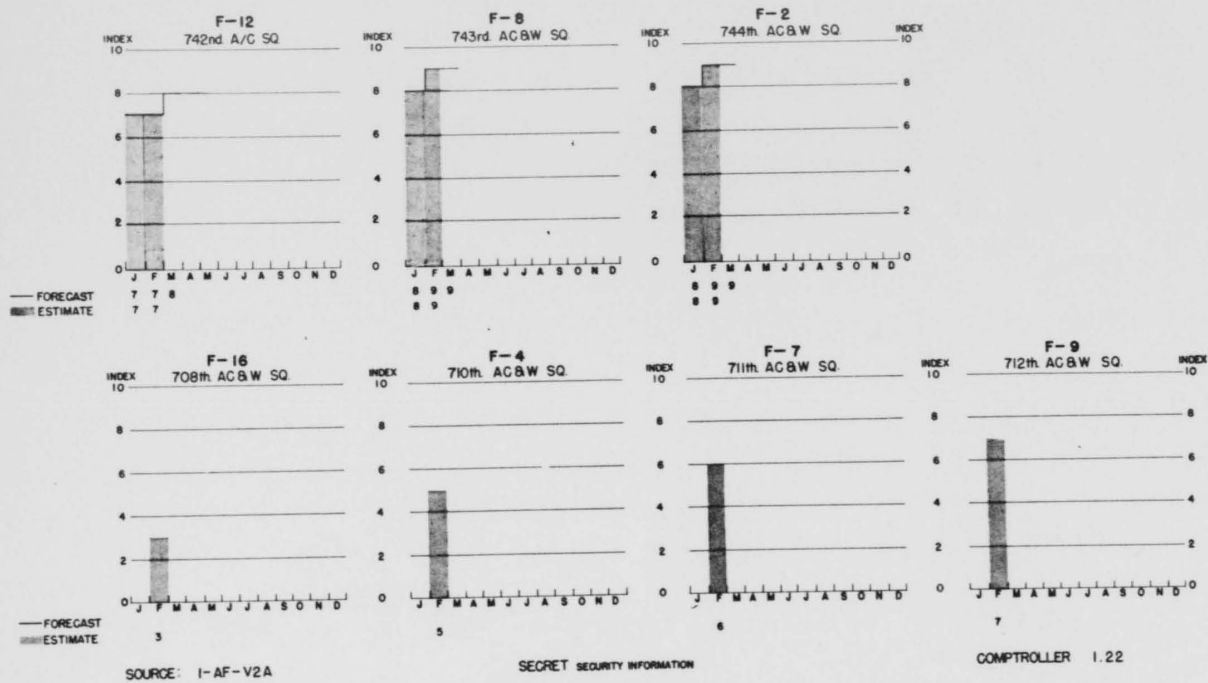
Reasons for low Combat readiness for squadrons were:

- 708th AC&W Sq — Incomplete construction at site, lack of spare parts to complete radar installation and inadequate communications.
- 710th AC&W Sq — Unable to place Radar and Radome in operation due to lack of parts; excessive wind conditions; inadequate personnel and communications.
- 711th AC&W Sq — Radar not calibrated; tramway inoperative; inadequate communications.
- 712th AC&W Sq — Insufficient personnel, lack of training and inadequate communications.

SECRET

SECRET SECURITY INFORMATION

COMBAT READINESS 1953
AC&W SQUADRONS



14-73

SECRET

SECURITY INFORMATION

SUBJECT: Combat Readiness - Radar Units

Project: 1.21
Date Current: 28 February 1953
Preparation: Management Analysis
Coordination: 548th AC&W Group

PURPOSE

To indicate the CO's estimates of combat readiness of the Radar Units along with their forecasted combat readiness.

SCOPE

Monthly combat readiness estimates for the calendar year on the 548th AC&W Group and its subordinate squadrons.

SOURCE

1-AF-V2 prepared by the radar units.

REMARKS

Combat readiness forecasts are submitted quarterly for the following three month period; in the event that factors effecting the combat readiness of the Unit alter, a change report is required. If no change report is submitted, the organization, in the CO's estimate, has attained the forecasted level of combat readiness.

COMMENT

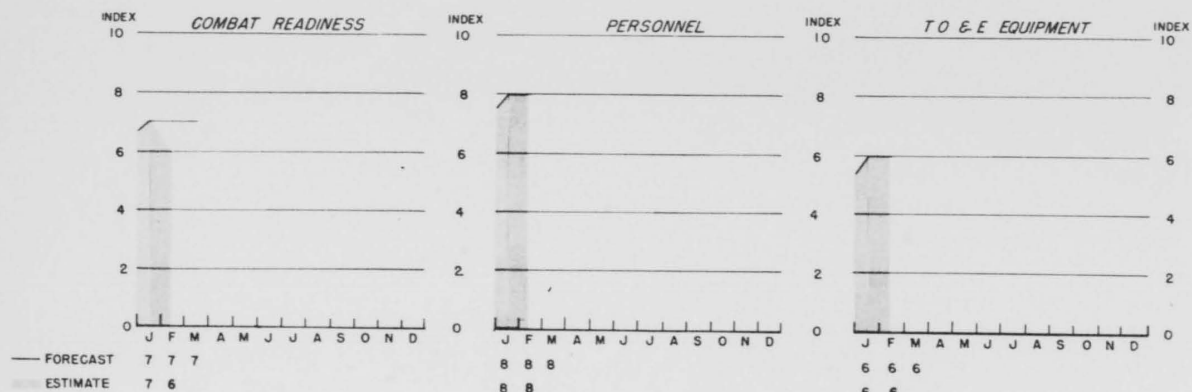
Effective 1 February 1953, the 160th AC&W Group became the 548th AC&W Group. The combat readiness of the Group failed to meet the forecast level due to lack of spare parts and damage to tower and radome at F-4.

SECRET

SECRET SECURITY INFORMATION

COMBAT READINESS 1953

548 ~~th~~ AC & W GP.



SOURCE: I-AF-V2A

COMPTROLLER 121

SECRET SECURITY INFORMATION

SECRET

SECURITY INFORMATION

SUBJECT: Scramble and Turn-around times for Alert
Aircraft at Iadd and Galena

Project: 1.19
Date Current: 28 February 1953
Preparation: Management Analysis
Coordination: 548th ACGM Gp

PURPOSE

To indicate the number of alert aircraft scrambled from each base as well as the length of time required for scramble and the time necessary for turn-around after each mission.

SCOPE

Monthly average time expended in scrambling interceptors for unidentified aircraft and the average time required to refuel alert aircraft.

SOURCE

Combat Operations Section

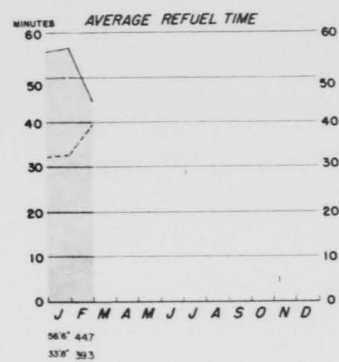
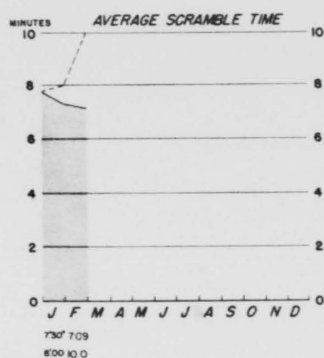
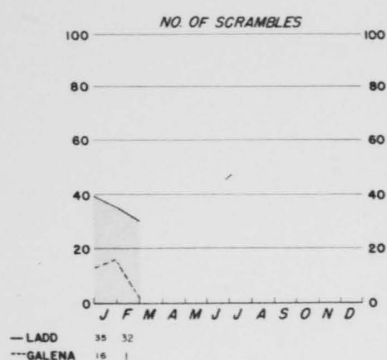
COMMENT

There was only one fighter scrambled from Galena during the month of February, because of restriction limiting scrambles to actual unknowns, and trouble with refueling units at that installation. The restriction on scramble was in effect for approximately eighteen days.

SECRET

SECRET SECURITY INFORMATION

ALERT AIRCRAFT STATUS
449TH FIGHTER INTERCEPTOR SQUADRON
1953



SOURCE: ADCC

SECRET SECURITY INFORMATION

COMPTROLLER 1.19

1 4 2 - 7

SECRET SECURITY INFORMATION

SUBJECT: Fighter Gunnery Proficiency
449th Fighter Interceptor Squadron

Project: 1.19
Date Current: 28 February 1953
Preparation: Management Analysis
Coordination: 449th Fighter Interceptor Sq

PURPOSE

To indicate percentage of hits accomplished by F-94A pilots in all phases of gunnery practice except camera.

SCOPE

The only phase of gunnery training to be accomplished during February was Air-to-Ground Visual.

SCOPE

Ratio of hits scored to rounds fired per month in 5 categories of gunnery for calendar year 1953.

SOURCE

Operations 449th Fighter Interceptor Squadron

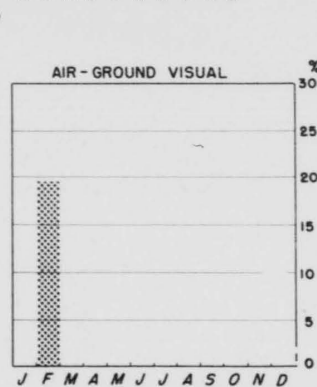
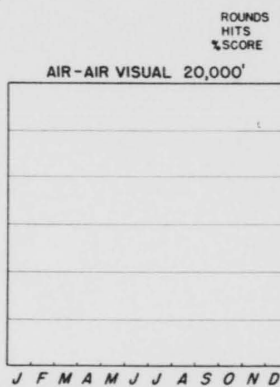
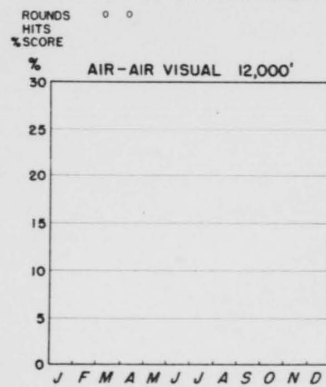
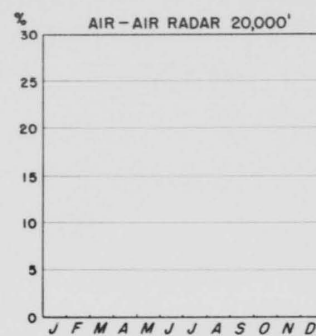
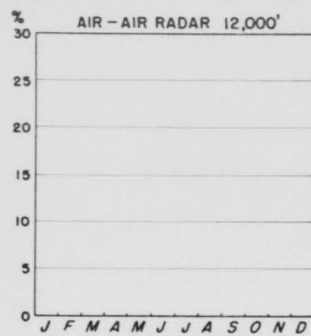
COMPARISON

Conversion of actual figures to percentages of perfect performance.

SECRET

SECRET SECURITY INFORMATION
 1953 FIGHTER GUNNERY PROFICIENCY
 449TH FIGHTER INTERCEPTOR SQ.

F-94A



ROUNDS
 HITS
 %SCORE
 + ACTIVITY, BUT NO SCORING
 SOURCE:

SECRET SECURITY INFORMATION

COMPTROLLER I

CONFIDENTIAL

SECURITY INFORMATION

SUBJECT: Flying Training F-82H
449th Fighter Interceptor Squadron

Project: 1.16
Date Current: 28 February 1953
Preparation: Management Analysis
Coordination: 449th Fighter Interceptor Sq

PURPOSE

To indicate monthly breakdown by type of training of F-82H flying.

SCOPE

Monthly flying breakdown accomplished for current year.

SOURCE

Monthly training Report

COMMENT

Flying training was accomplished in 5 phases during the month of February.

CONFIDENTIAL

CONFIDENTIAL SECURITY INFORMATION

FLYING TRAINING F-82h.

449th FIGHTER INTCP. SQ. 1953



SOURCE: F-82H DET. "A" OPNS

CONFIDENTIAL SECURITY INFORMATION

COMPTROLLER 1:16

CONFIDENTIAL

SECURITY INFORMATION

SUBJECT: Flying Training - F-94A

Project: 1.15
Date Current: 28 February 1953
Preparation: Management Analysis
Coordination: 449th Fighter Squadron

PURPOSE

To indicate monthly breakdown by type of training of F-94A flying as compared to programmed flying by type.

COMMENT

The training report AAC-T4 was not submitted in time to be included in this presentation.

SCOPE

Monthly flying breakdown programmed vs accomplished for current year and Calendar Year 1951.

SOURCE

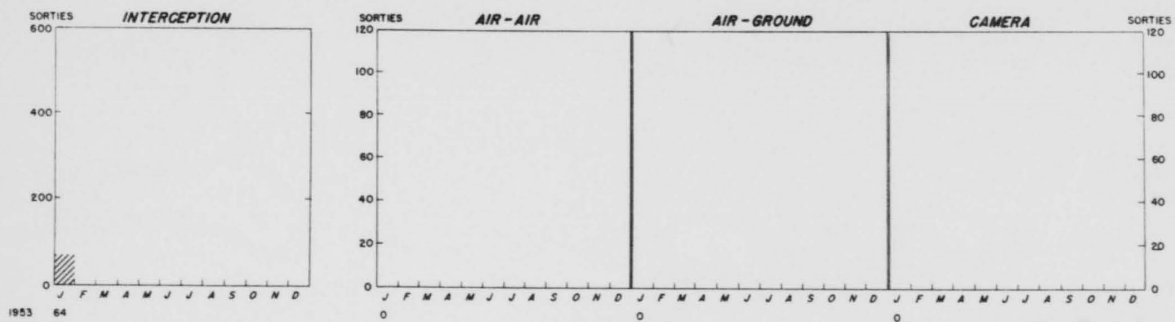
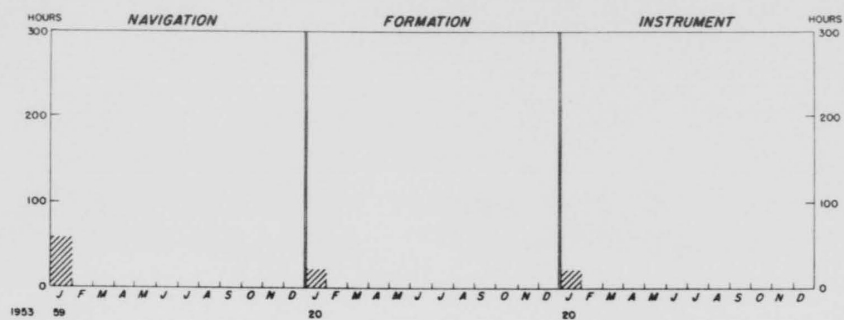
Monthly training report (AAC-T4).

COMPUTATION

Project program requirements on a personnel assigned basis.

CONFIDENTIAL

CONFIDENTIAL SECURITY INFORMATION
FLYING TRAINING F-94A
449TH FIGHTER INTERCEPTOR SQUADRON
1953

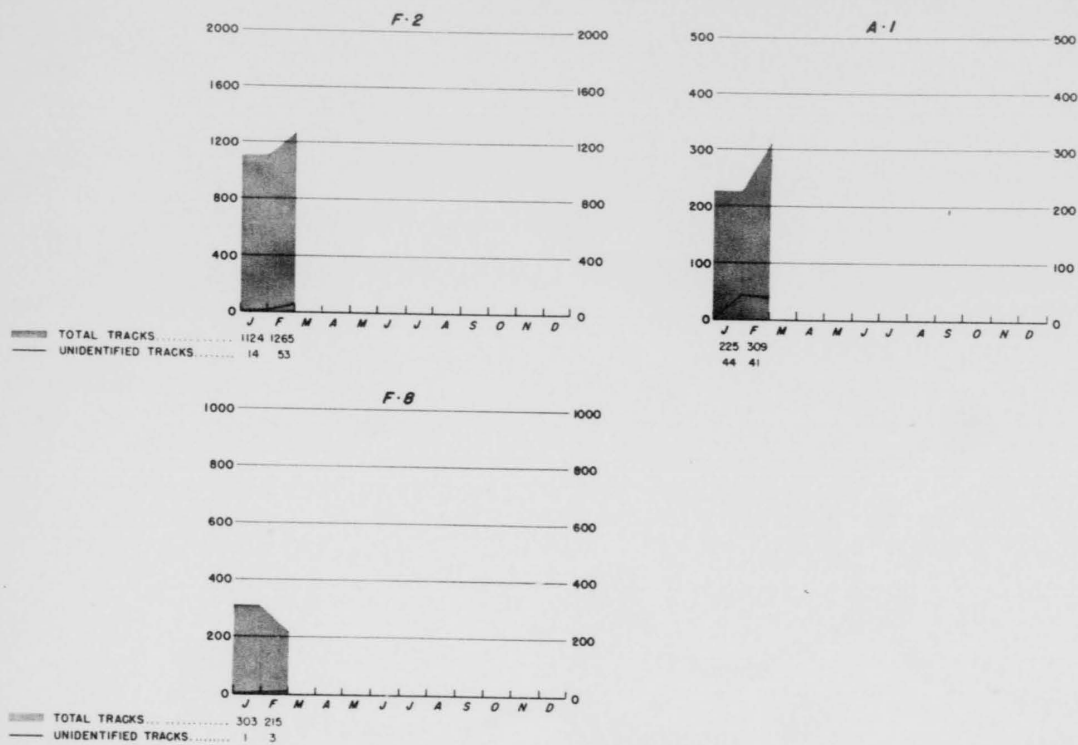


SOURCE: AAC-T4

CONFIDENTIAL SECURITY INFORMATION

COMPTROLLER 115

AC & W SITES
TOTAL TRACKS VS UNIDENTIFIED TRACKS
1953



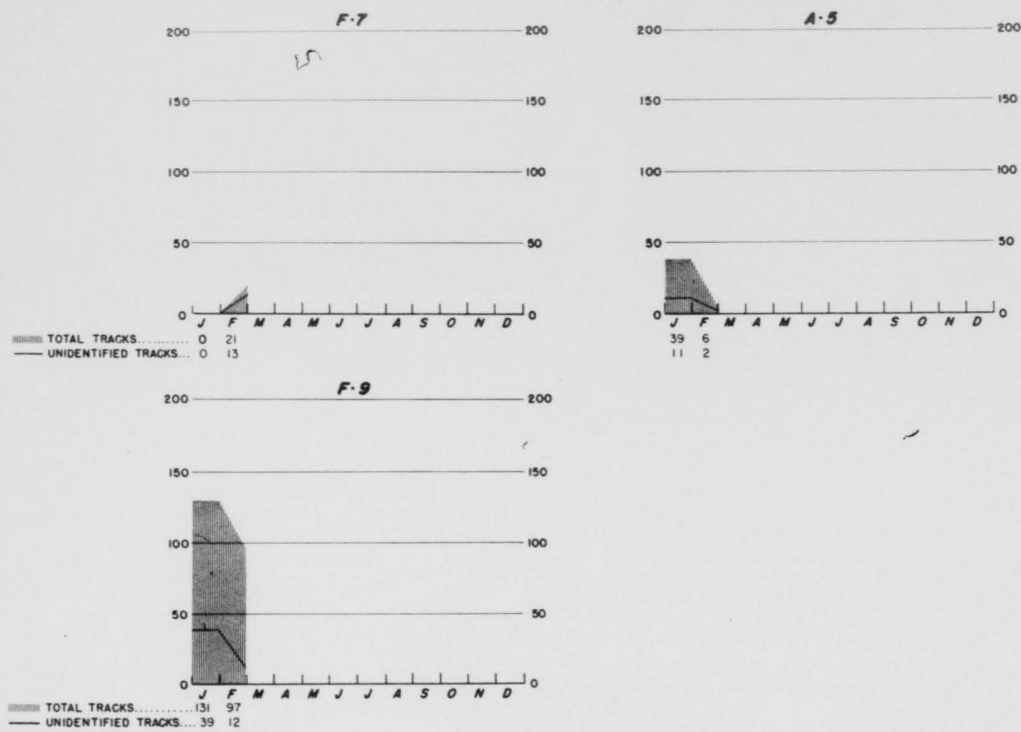
SOURCE: ADCC

SECRET

COMPTROLLER 125

1-4-54

AC & W SITES
TOTAL TRACKS VS UNIDENTIFIED TRACKS
1953



SOURCE: ADCC

SECRET

COMPTROLLER 1.25

1 4 3 5

SECRET SECURITY INFORMATION

SUBJECT: Total Tracks and Number of Unknowns for Area II and Subordinate Radar Stations.

Project: 1.25
Date Current: 28 February 1953
Preparation: Management Analysis
Coordination: 548th ACGW Gp

PURPOSE

To indicate the year round trend of traffic in Area II on a monthly basis, broken down into identified and unidentified tracks. Also, to give an indication of the volume of traffic each radar station can detect.

SCOPE

Monthly total of all tracks detected in Area II, broken down for each radar station and the number of unidentified tracks which are a part of this total.

SOURCE

Combat Operations Section

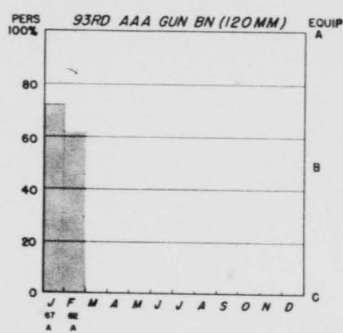
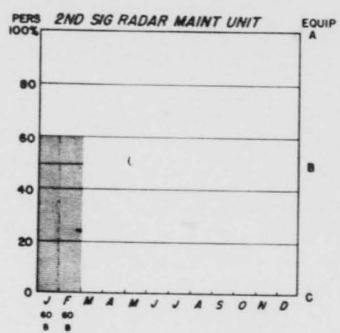
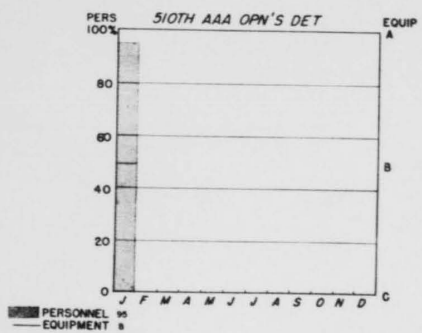
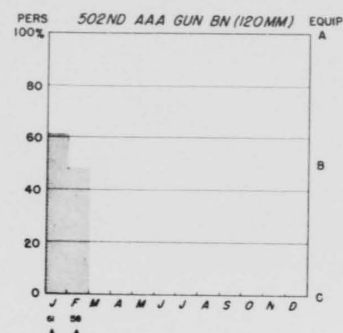
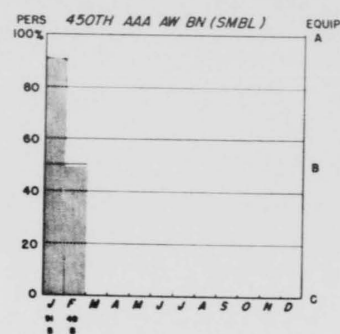
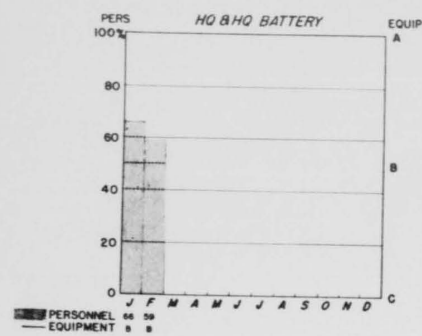
COMMENT

Percentage of unknown tracks for February increased to 6.18 from 5.99. This represents a total of 124 tracks. Not included in this total are 22 tracks detected west of the date line and presumed to be USSR. The following reasons are given for lack of identification.

1. Lack of height finding equipment at all ACGW stations except F-2. This deficiency results in many VFR flight plans identified as unknown because no means of establishing authorized 2000 feet VFR flight plans exists. Seventy four of the unknown tracks were credited to ACGW stations in this category.
 1. Outbound traffic from an area of surveillance without fighter scramble capability and not of a suspicious nature was not scrambled on and carried as unidentified. There were sixty eight such tracks.
 2. Tracks of only several plots and a fade and presumed to be bush type operation. Intercept not possible because of insufficient radar information. Two tracks were in this category.
 3. Weather was below scramble minimums for one track.
 4. Two tracks were not identified because of missed intercept.
 5. Fighter aborted from one mission.

SECRET

CONFIDENTIAL SECURITY INFORMATION
 1953
 COMBAT OPERATIONS EFFECTIVENESS
 4TH ANTI-AIRCRAFT ARTILLERY GROUP



SOURCE: ATNG-EX-10

CONFIDENTIAL SECURITY INFORMATION

COMPTROLLER 131

CONFIDENTIAL

SECURITY INFORMATION

SUBJECT: Combat Operations Effectiveness
4th Antiaircraft Artillery Group

Project: 1.31
Date Current: 28 February 1953
Preparation: Management Analysis
Coordination: 4th AAA Group

PURPOSE

To indicate the monthly degree of combat effectiveness of the elements of the 4th AAA Group as reflected by status of equipment and training of personnel.

SCOPE

Monthly indices on a calendar year basis of combat effectiveness of ground defense units.

SOURCE

Strength and Training Status Report.
RCS AATNG-EX-10.

COMPUTATION

Training Effectiveness =

$$\frac{a + b + c + d + e}{5 \times T/O \& E \text{ Strength}} \times 100\%$$

where the unknowns are personnel who have completed:

- a - Basic Training
- b - advanced individual training
- c - unit training
- d - combined branch training
- e - field exercises and maneuvers

Key to Equipment Index:

- A - Equipment status permits immediate operational employment
- B - Equipment Status permits immediate operational employment after minor corrective action
- C - Equipment status ~~does not~~ permit employment without correction of major deficiencies.

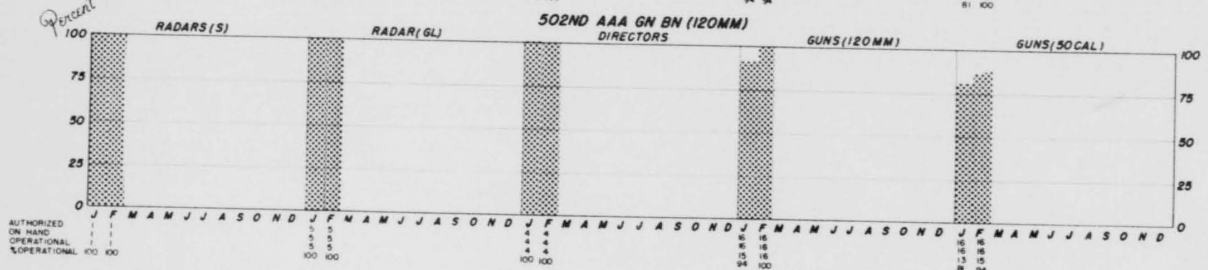
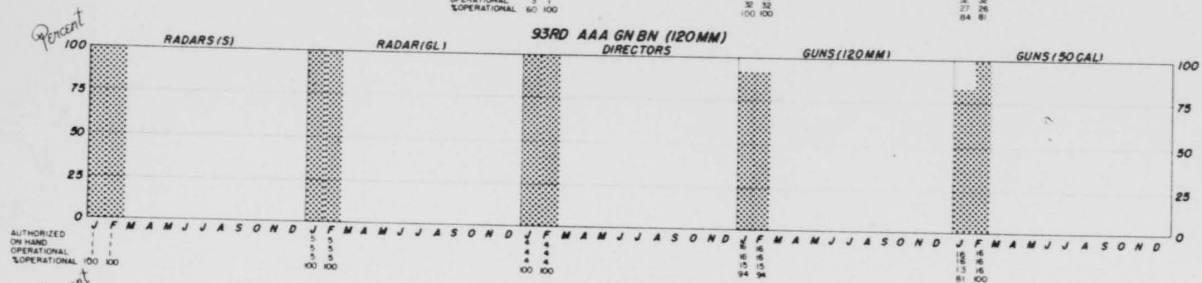
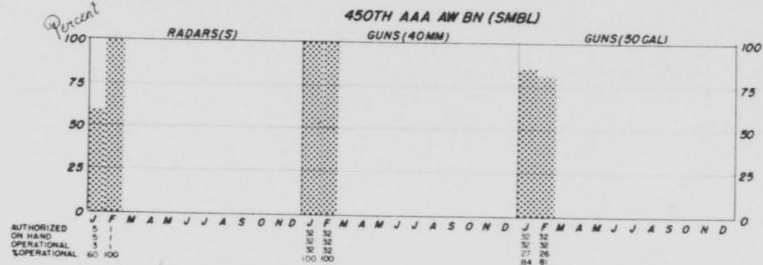
COMMENT

In the CO's estimate, the units are considered capable of effectively accomplishing their combat mission; however, due to the rotation policy and the replacements involved, combat efficiency will increase with additional training.

CONFIDENTIAL

OPERATIONAL STATUS
OF EQUIPMENT
4TH AAA GP
1953

SECRET SECURITY INFORMATION



SECRET SECURITY INFORMATION

SOURCE: 4TH AAA GP COMPTRROLLER 132

SECRET

SECURITY INFORMATION

SUBJECT: Operational Status of Equipment

Project: 1.32
Date Current: 28 February 1953
Preparation: Management Analysis
Coordination: 4th AAA Group

PURPOSE

To indicate Operational Status of equipment peculiar to AAA Mission

COMMENT

Reasons for the non-operational status of equipment are not made available to this office.

SCOPE

Monthly averages of equipment operational with reasons for non-operational status of said equipment, calendar year basis.

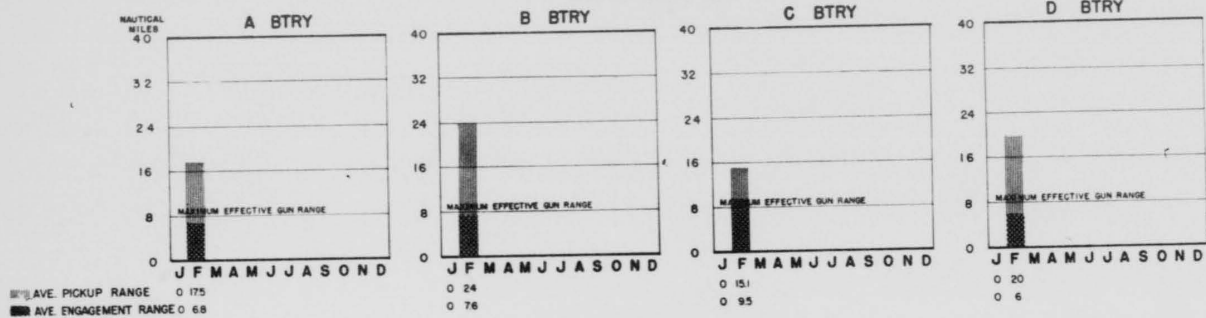
SOURCE

Headquarters, 4th AAA Group

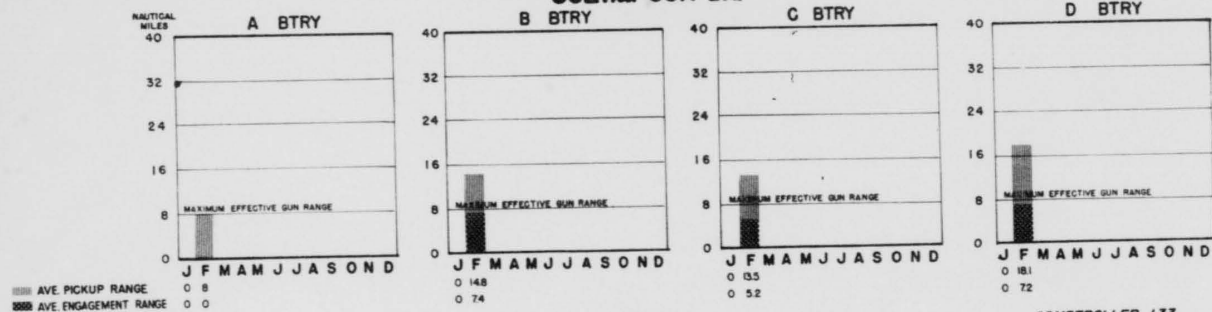
SECRET

AVERAGE RADAR PICKUP RANGE
GUN LAYING RADAR • 1953

93rd. GUN BN.



502nd. GUN BN.



SOURCE: ADGC

SECRET

COMPTROLLER 133

SECRET SECURITY INFORMATION

SUBJECT: Detection Proficiency
4th AAA Group

Project: 1.33
Date Current: 28 February 1953
Preparation: Management Analysis

PURPOSE

To indicate the proficiency of AAA Units in detecting aggressor missions upon which, under combat conditions, they would bear anti-aircraft artillery.

To indicate the monthly average distances in miles aggressor missions are detected from the antiaircraft artillery units.

SCOPE

Monthly percentages on a calendar year basis of aggressor missions flown on Ladd Air Force Base which were detected.

Monthly average ranges of detection of aggressor missions on a calendar year basis by units of the 4th AAA Group.

SOURCE

Combat Operations Section

COMMENT

Only seven aggressor missions were flown in February. "A" Battery of the 502nd did not engage at the battery commanders discretion.

SECRET

DISTRIBUTION
STATISTICAL SURVEY

<u>COPY NO.</u>	<u>RECIPIENT</u>
1.	Commanding General
2.	AC/S Personnel
3.	AC/S Operations and Training
4.	AC/S Materiel
5.	AC/S Comptroller
6.	Inspector General
7.	Wing Adjutant (Quarterly Historical Reports)
8.	CO, M&S Gp
9.	DCS/Comptroller, AAC
10.	Chief - Cost Analysis Division, AAC
11.	CO, 4th AAA
12.	Program Analyst, Management Analysis Division

INTRODUCTION

This Statistical Survey is presented as a means of informing each staff section of those areas that are analyzed and submitted monthly to the Commanding General, 5001st Composite Wing. Although an Installation Commander has eighteen areas of responsibility under the scope of AFR 24-1, dated 10 November 50, this survey broaches only those areas where problems exist.

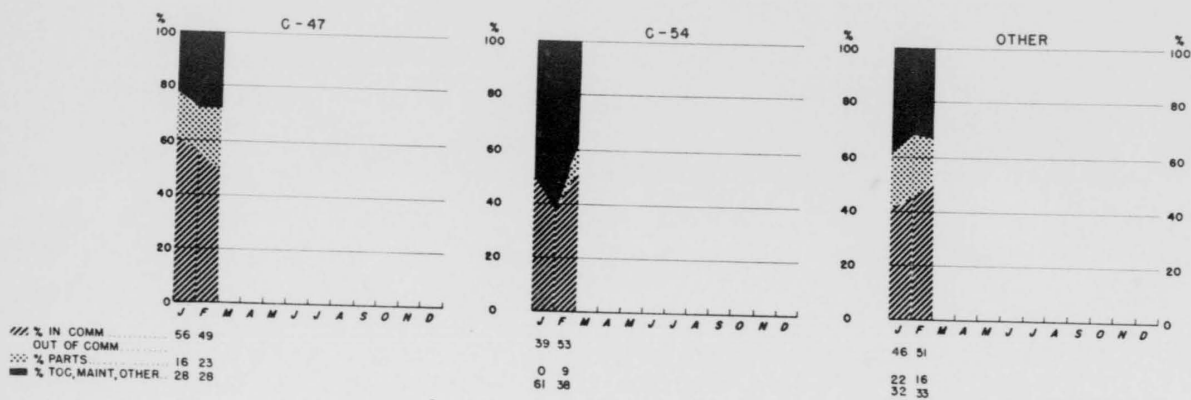
Specifically, this survey has been designed as a tool of management and as such it is hoped that it will serve a useful purpose for the staff action in whose area an analysis may apply in the interests of furthering completed staff action. Furthermore, in offering this survey for staff use, any comments, criticisms, or suggestions as to methods used, data covered, etc., will be greatly appreciated.

The statistical and narrative data contained herein is formulated from information obtained from operating officials or extracted from statistical reports. The completed survey is distributed on the fifteenth workday of each month.

COMPTROLLER

<u>PROJECT</u>	<u>CONTENTS</u>
	<u>TITLE</u>
1.51	Aircraft Maintenance
1.52	Aircraft & Pilot Utilization - C47
1.53	Flying Safety
2.11	Military Security
3.11	VD Rates
4.11	Age Group Summary
5.11	Monetary Value of Fire Losses
8.11	Courts Martial Rates
9.11	P.O.L. Inventory Status
13.11	Civilian Personnel vs Total Authorized

AIRCRAFT MAINTENANCE EFFICIENCY
5064TH CWT SQ.
1953



SOURCE: I-AF-AI

RESTRICTED

COMPTROLLER 1.51

RESTRICTED

SECURITY INFORMATION

SUBJECT: Aircraft Maintenance
5064th GWT Squadron

Project: 1.51
Date Current: 28 February 1953
Preparation: Management Analysis

PURPOSE

To indicate the percent of time aircraft were in commission monthly and to depict reasons for out of commission time.

COMMENT

GWT had an average of 4 C-47 aircraft in commission during the month of February.

SCOPE

Cumulative hours in commission and out of commission on monthly basis for the calendar year.

COMPUTATION

Conversion of actual hours in and out of commission to percentages of total hours each month.

C-47

	Jan	Feb
ACCP	16	23
TOC	0	1
Maint	13	19
Half	15	6
Other	0	2
In Commission	56	49

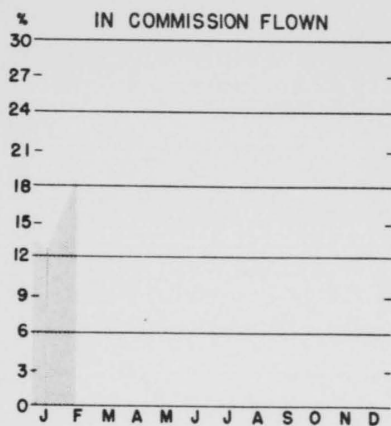
SOURCE

1-AF-A1

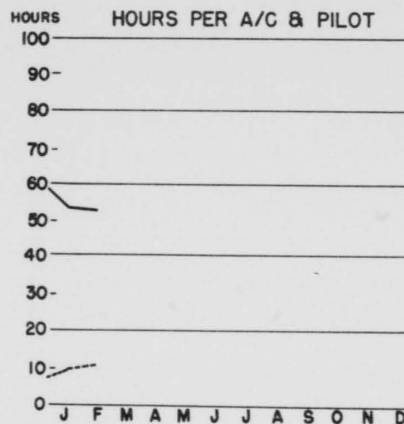
RESTRICTED

1 4 4 7

C-47 A/C & PILOT UTILIZATION
 CWMT SQ.
 1953



HOURS FLOWN 433 486
 % IN COMM FLOWN 12.7 18.4



A/C ON HAND 8 9
 HOURS PER A/C 54.1 54
 PILOTS ASSIGNED 89 91
 HOURS PER PILOT 9.8 10.6

COMPTROLLER 1.52

RESTRICTED

SECURITY INFORMATION

SUBJECT: A/C and Pilot Utilization CWT Sq

PURPOSE

To indicate the percentage of in commission time flown by cargo type aircraft of the CWT Sq and the average number of hours flown per pilot and aircraft.

SCOPE

Monthly ratio of hours flown to hours in commission for the CWT Sq for calendar year 1953.

Monthly average hours flown per pilot and aircraft assigned during calendar year 1953.

SOURCE

1-AF-A1

COMPUTATION

$\frac{\text{Total hours flown}}{\text{Total hours in Commission}} \times 100$

= % in commission flown

REMARKS

% In commission flown will vary directly with the number of hours flown but inversely with the number of hours in-commission.

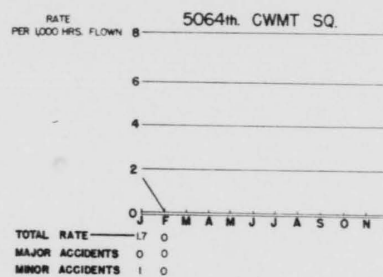
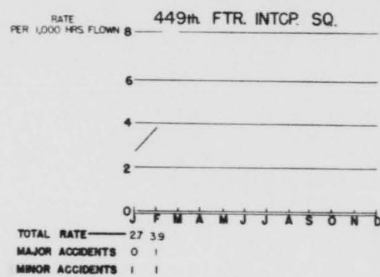
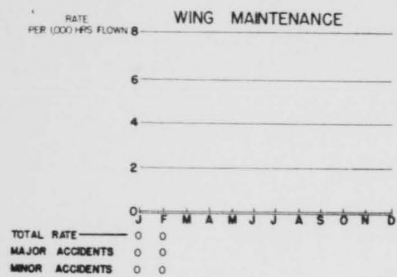
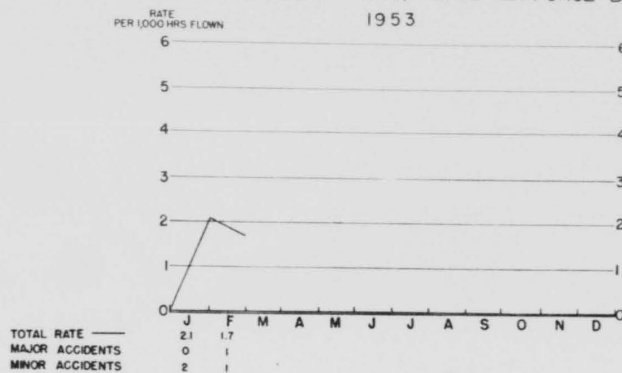
Project: 1.52
Date Current: 28 February 1953
Preparation: Management Analysis
Coordination: CWT Sq

COMMENT

C-47 Aircraft and pilot utilization reflects gains for February as the result of increased flying time.

RESTRICTED

RESTRICTED SECURITY INFORMATION
 FLYING SAFETY
 AIRCRAFT ACCIDENTS RATES, LADD AIR FORCE BASE
 1953



SOURCE: BASE FLYING SAFETY OFFICE

RESTRICTED
 SECURITY INFORMATION

COMPTROLLER 1.53

RESTRICTED SECURITY INFORMATION

SUBJECT: Flying Safety

Project: 1.53
Date Current: 28 February 1953
Preparation: Management Analysis

PURPOSE

To measure the effectiveness of the Flying Safety Program of the 5001st Composite Wing by month for one calendar year.

SCOPE

Number of aircraft accidents incurred by units possessing aircraft excluding Flight "D", 10th Rescue Squadron which is attached to the 5001st Composite Wing for logistical support only and, therefore, any aircraft accidents would be the responsibility of the 10th Rescue Squadron at Headquarters, AAC.

SOURCE

Base Flying Safety Office

COMPUTATION

$$\frac{\text{Number of accidents} \times 1000 \text{ hours}}{\text{Number of hours flown}} = \text{rate}/1,000 \text{ hours}$$

The above formula is applicable to individual rates as well as the total base rate.

COMMENT

The 449th Fighter Interceptor Squadron had the two flying accidents recorded for Ladd during February.

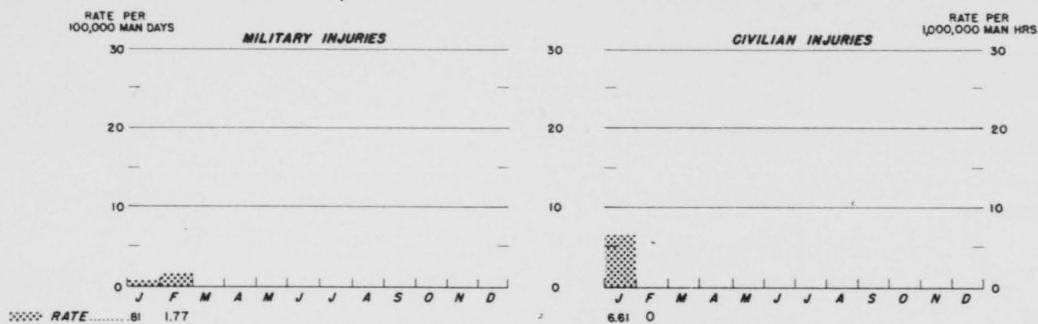
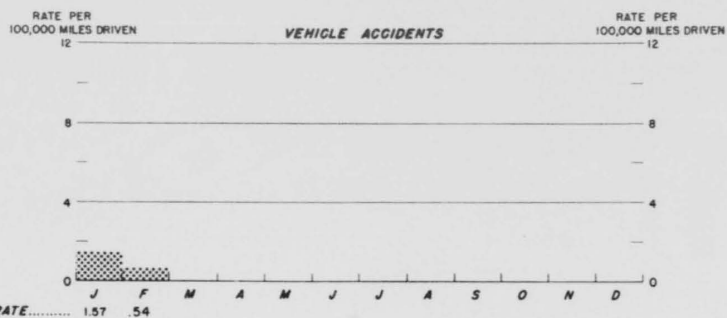
A collision with a tree while flying at low altitude resulted in a minor accident.

A Flame-out on takeoff caused the major accident for the 449th at a cost of \$371,992.

RESTRICTED

RESTRICTED INFORMATION

GROUND SAFETY
LADD AFB INJURY & ACCIDENT RATES
1953



COMPTROLLER 1.61

RESTRICTED INFORMATION

SUBJECT: Ground Safety

Project: 1.61
Date Current: 28 February 1953
Preparation: Management Analysis

PURPOSE

COMMENT

To measure the effectiveness of the Ground Safety Program of the 5001st Composite Wing by month for one calendar year.

SCOPE

Monthly vehicle accidents, Military injuries and civilian injuries.

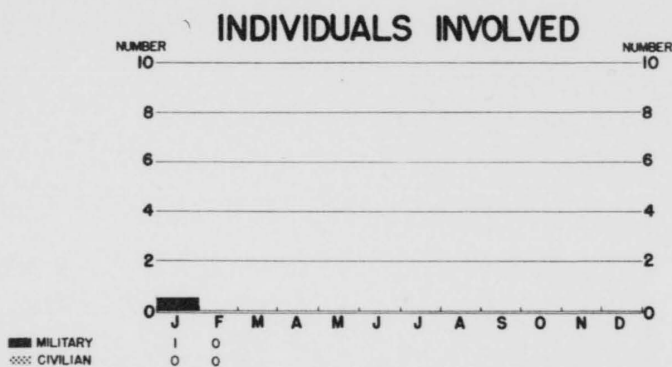
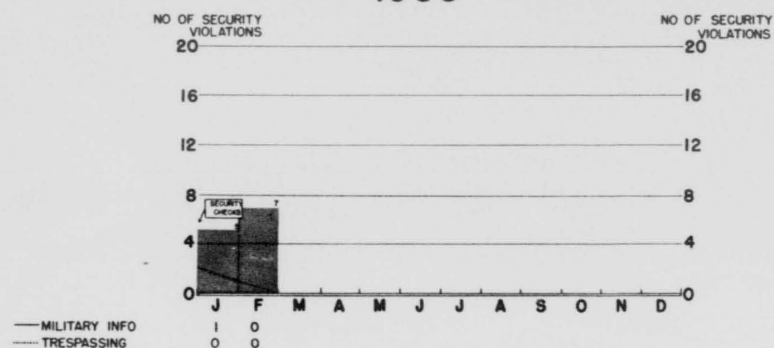
SOURCE

Ground Safety Office

MILITARY SECURITY

LADD AIR FORCE BASE

1953



SOURCE: RCS AF-Y7

COMPTROLLER 2 II

SUBJECT: Military Security

PURPOSE

To indicate the degree of military security that exists within those areas under the jurisdiction of the CG, 5001st Composite Wing.

SCOPE

Includes those security violations which result from loss or compromise of classified documents and/or material and trespassing in restricted areas by category of individuals committing the violation (Military or Civilian). Further, a summary of security checks and surveys is included to establish a correlation between the number of violations and the number of security checks conducted.

SOURCE

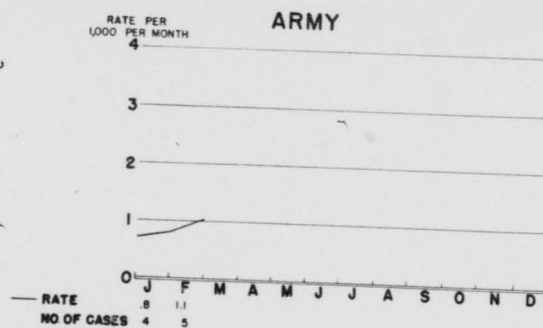
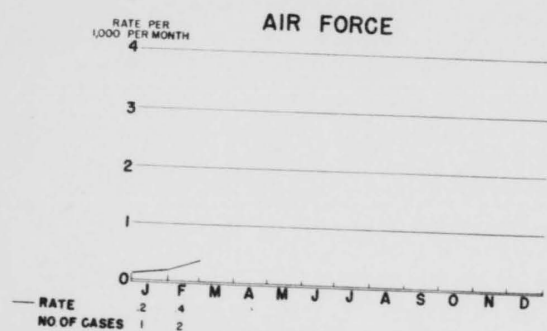
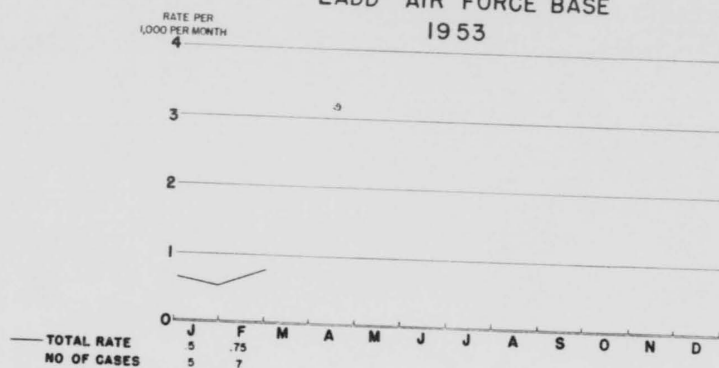
Report of Air Provost Marshall Activities
(RCS: AF-Y7)

Project: 2.11
Date Current: 28 February 1953
Preparation: Management Analysis

COMMENT

Seven security checks were conducted during February; two for safeguarding military information and 5 for trespassing restricted areas. No violations were discovered.

RESTRICTED
SECURITY INFORMATION
VD RATES
LADD AIR FORCE BASE
1953



SOURCE: REGISTRAR, MEDICAL GROUP

RESTRICTED
SECURITY INFORMATION

COMPTROLLER: 3.11

RESTRICTED

SECURITY INFORMATION

SUBJECT: VD Rates

Project: 3.11
Date Current: 28 February 1953
Preparation: Management Analysis

PURPOSE

To provide a means of partially measuring the health and welfare of personnel of Ladd Air Force Base by indicating venereal disease rates.

COMMENT

VD rates for February gained two cases over the January level.

SCOPE

Monthly rate per 1,000 personnel assigned and attached Air Force, Army and SCARMAF at Ladd Air Force Base.

The gain of two cases was equally divided between the Air Force and Army.

SOURCE

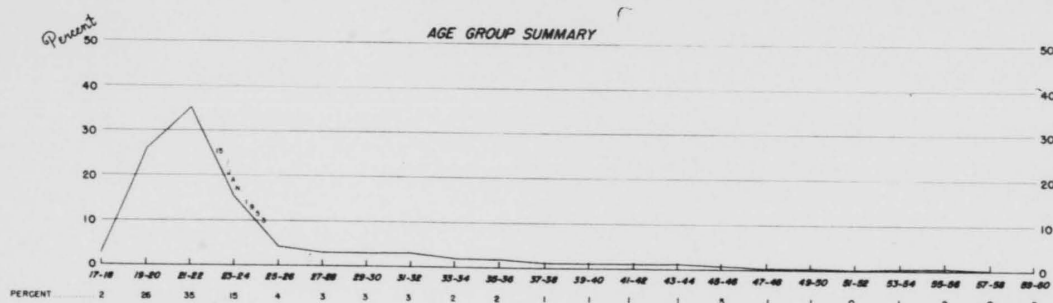
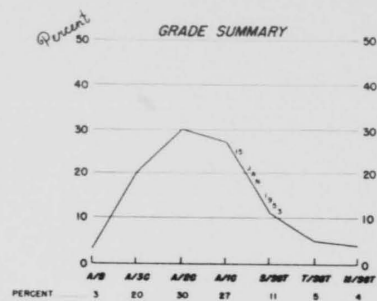
Registrar's Office, Base Hospital

COMPUTATION

$$\frac{\text{Number of cases} \times 1,000 \text{ persons}}{\text{Mean Strength}} = \text{rate per 1,000}$$

RESTRICTED

AIRMEN AGE GROUP & GRADE SUMMARY
LADD AFB 1953



SOURCE: AF-P7

COMPTROLLER 4.11

SUBJECT: Age Group Summary

PURPOSE

To provide a tool for evaluating the relative maturity of Airmen under the jurisdiction of the Commanding General, 5001st Composite Wing.

SCOPE

Includes Airmen assigned to units within the 5001st Composite Wing excluding those airmen assigned to tenant units.

COMPUTATION

The machine listing is tabulated by year of birth; therefore, in order to facilitate reading, the data expressed in terms of age-in-years. To convert the age to a percentage, the number of personnel in any one age is divided into the total strength reported on listing.

SOURCE

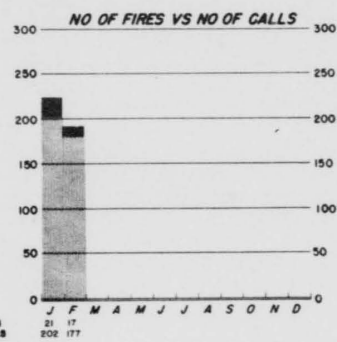
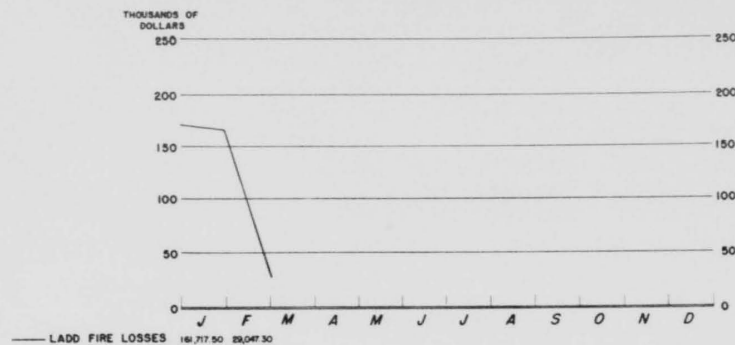
AF-P7

Project: 4.11
Date Current: 15 January 1953
Preparation: Management Analysis

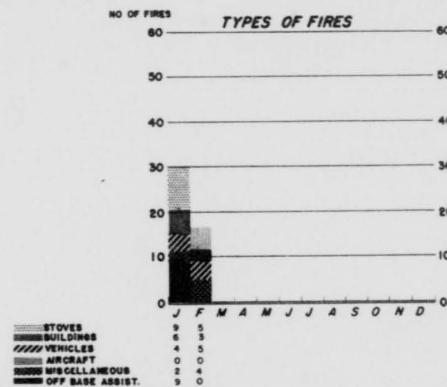
COMMENT

As of 15 January 1953, 78% of the Ladd Airmen were under 25 years of age and 85% were under 30 years of age. 80% of the Ladd Airmen were under the grade of S/Sgt.

MONETARY VALUE OF FIRE LOSSES
LADD AIR FORCE BASE
1953



SOURCE: AAC-22



COMPTROLLER 5.11

SUBJECT: Monetary Value of Fire Losses

PURPOSE

To account for the preservation of public property and to provide data on potential fire losses by depicting present monetary fire losses by types of fire.

SCOPE

Includes all fire losses to public property at Ladd AFB and its satellites; however, it does not include the property damage resulting from fire that occurs in the city of Fairbanks that the Ladd Fire Department is called upon to extinguish.

SOURCE

AAC-22 Fire Record Journal

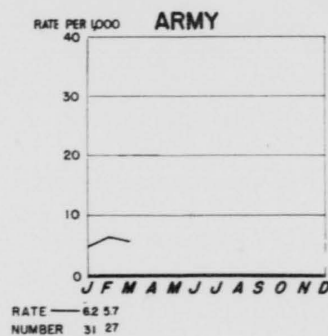
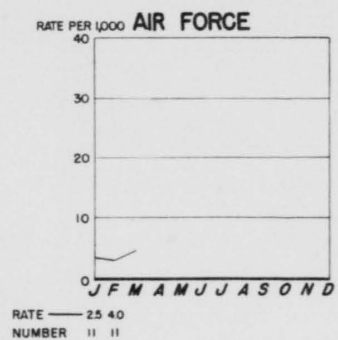
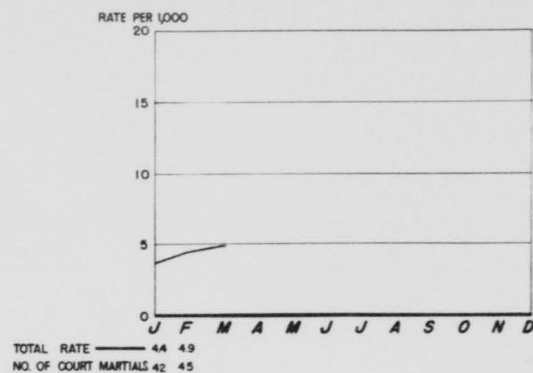
Project: 5.11
Date Current: 28 February 1953
Preparation: Management Analysis

COMMENT

Fire losses for Ladd in February dropped sharply from the January level. The fire department answered 177 calls during February; of these, 17 were fires and four involved monetary loss.

Bldg 3194 Overfired Furnace	1,000.00
Bldg 1513 Unattended fire in Kitchen range	21,122.00
Bldg TA 293 Open inflammable liquid ignited	6,900.30
Bldg 1045 Short in refrigerator	<u>25.00</u>
February Total	29,047.30
Year Total	190,764.80

COURTS MARTIAL RATES
LADD AIR FORCE BASE 1953



RESTRICTED SECURITY INFORMATION

COMPTROLLER 811

RESTRICTED

SECURITY INFORMATION

SUBJECT: Courts Martial Rates

Project: 8.11
Date Current: 28 February 1953
Preparation: Management Analysis

PURPOSE

To provide a means of indicating the disciplining of military personnel at Ladd Air Force Base through courts martial rates, monthly, on calendar year basis.

SCOPE

Included in the computation of courts martial rates are all military personnel assigned and attached to Air Force, SCARWAF, and Army units as each department exercises courts martial jurisdiction at Ladd Air Force Base.

SOURCE

Base Office of the Provost Marshal

COMPUTATION

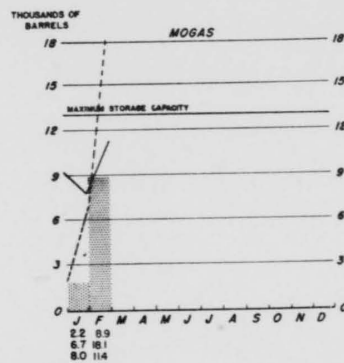
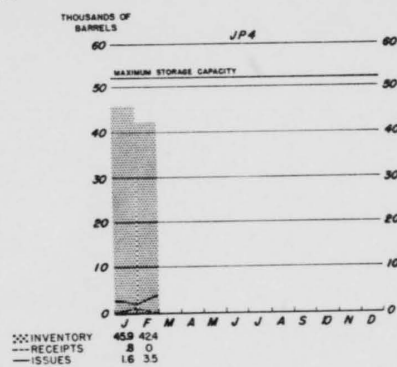
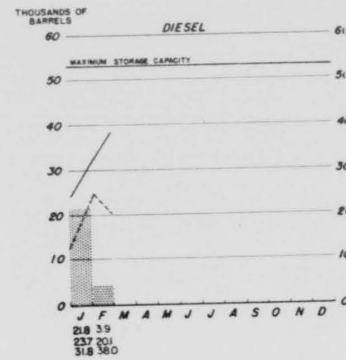
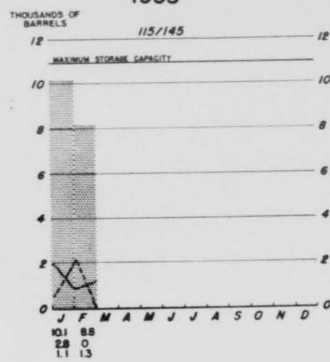
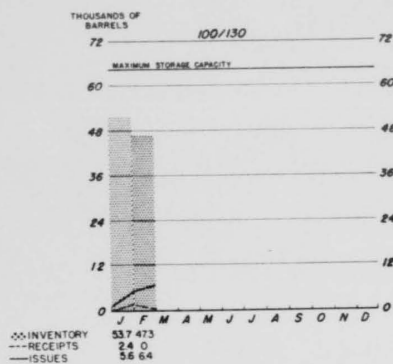
$$\frac{\text{Number of Courts Martial} \times 3,000 \text{ persons}}{\text{Means Strength}}$$

COMMENT

Courts Martial Rates for February rose over the January level. Although the Army Courts Martial Rate declined the increase registered by the Air Force resulted in an overall gain for the Base.

RESTRICTED

CONFIDENTIAL SECURITY INFORMATION
POL INVENTORY STATUS
LADD AFB
1953



* SCALE CHANGES WITH EACH CHART
 BARREL = 42 GALLONS

SOURCE: BULK PETROLEUM SLATE

CONFIDENTIAL SECURITY INFORMATION

COMPTROLLER: 9.11

CONFIDENTIAL

SUBJECT: POL Supply Status

PURPOSE

To provide a means for analyzing the effectiveness of supply action for POL products. Also, to indicate the adequacy of present storage capacities based on monthly demands for the base.

SCOPE

Maximum storage capacity, monthly inventory total receipts and issues for all POL products.

SOURCE

Bulk Petroleum State.

SECURITY INFORMATION

Project: 9.11
Date Current: 28 February 1953
Preparation: Management Analysis

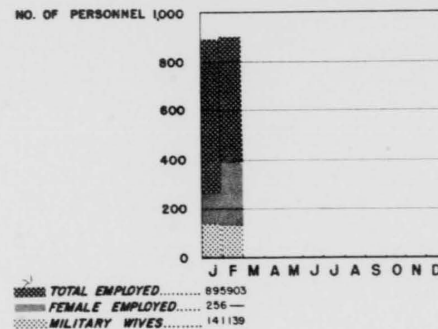
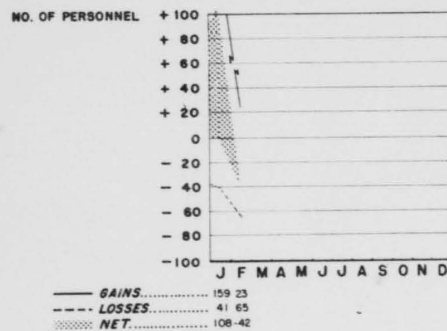
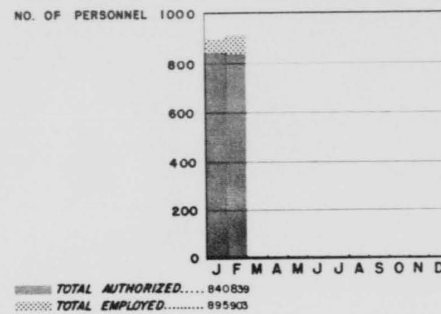
COMMENT

POL inventories for Ladd decreased in all grades except Mogas, which gained 6 thousand barrels over the January level.

The POL Officer reports expected Diesel receipts for March to be 43.9 thousand barrels; estimated consumption to be 36.6 thousand barrels which will result in a better inventory position by the end of March.

CONFIDENTIAL

CIVILIAN PERSONNEL STATUS
LADD AFB - 1953



SOURCE: CIVILIAN PERSONNEL OFFICE, PCS-AAC-01

COMPTROLLER 131

SUBJECT: Civilian Personnel Status

PURPOSE

To provide a means for evaluating programs in the administration of the overall civilian personnel program.

SCOPE

Included are civilian personnel employed in the following projects: (1) P458 - Maintenance of Installations; (2) P458 - Operations of Installations; (3) P459 - New Construction and Minor Repairs; (4) P478 - Medical Group; (5) P690 - Research and Development; (6) P458 - MATS (Serviced by Ladd Air Force Base). Further, a summary of the number of females, military wives, and temporary hires is included to measure the support that each gives in the accomplishment of the overall program.

SOURCE

AAC-Q1, Civilian Personnel Office

COMPUTATION

Averaging weekly reports from Civilian Personnel Office.

Project: 13.11
Date Current: 28 February 1953
Preparation: Management Analysis

COMMENT

Civilian personnel strength and turnover reflects abnormal conditions due to the accession of temporary employees in December and January.

Of the sixty-five losses during February, 25 were due to expiration of appointment.

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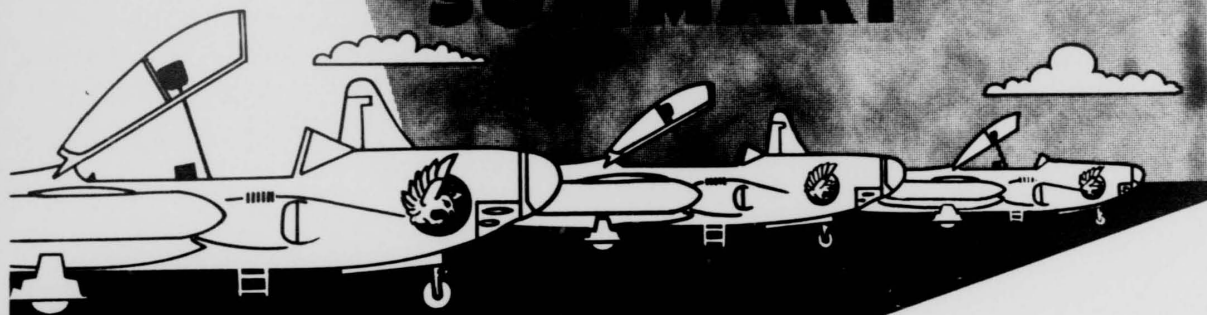
APPENDIX IX
COMBAT READINESS SUMMARY
MARCH 1953

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**COMBAT
READINESS
SUMMARY**



Month of MARCH

prepared by COMPTROLLER

LADD AIR FORCE BASE , ALASKA

INTRODUCTION

LAKE AIR FORCE BASE

Combat Readiness Summary

1. The primary purpose of this combat readiness summary is to provide the Commanding General of Lake Air Force Base with a recurring check of vital combat readiness factors which will aid in the determination of the combat readiness of the 449th Fighter Interceptor Squadron, the 548th ACGM Group, the 4th AFA Group, and Base Defense.

2. The summary presents a digest of information pertaining to the readiness of the above cited units with analyses of personnel, aircraft, T/A equipment and the general ability of units to carry out their combat missions.

3. Combat readiness reports are estimates of readiness submitted by unit commanders, and over a period of time they provide accurate indications of organizations as well as of the unit itself. It is believed that the analysis of these estimates and their consolidation into this report will prove useful in measuring accomplishment of the primary mission of Lake Air Force Base.

4. This summary will be published monthly for distribution on the fifteenth working day of each month. Recommendations for improvement are invited from all agencies.

CONTENTS

CONTENTS

449TH FIGHTER INTERCEPTOR SQUADRON

Project Title

- 1.11 Combat Readiness
- 1.12 Combat Crew Personnel
- 1.13 Aircraft Maintenance
- 1.14 Aircraft & Pilot Utilization
- 1.15 Flying Training F-64A
- 1.16 Flying Training F-22E
- 1.18 Fighter Gunnery Proficiency
- 1.19 Alert Aircraft Status

549TH AIRCRAFT CONTROL AND WARNING GROUP

Project Title

- 1.21 Combat Readiness
- 1.22 Combat Readiness - ACEW Squadron (Sites)
- 1.23 Radar Operations
- 1.24 Average Communication Time Lag
- 1.25 Area II Total Radar Tracks

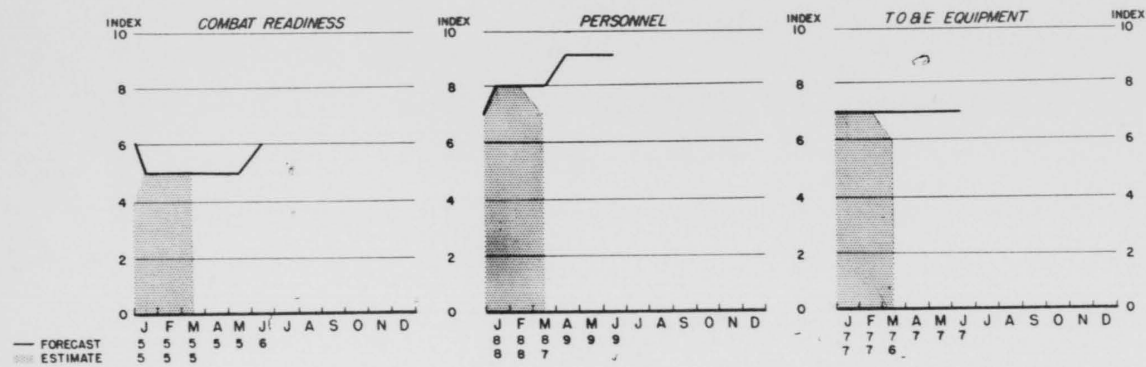
4TH AAW GROUP

Project Title

- 1.31 Combat Operations Effectiveness
- 1.32 Operational Status of Equipment
- 1.33 Radar Range of Detection

SECRET SECURITY INFORMATION

COMBAT READINESS 1953
449TH FIGHTER INTERCEPTOR SQUADRON



SOURCE: 1-AF-V2A

COMPTROLLER 1.11

SECRET SECURITY INFORMATION

SECRET SECURITY INFORMATION

SUBJECT: Combat Readiness
449th Fighter Squadron

Chart No. 1.11
Date Current: 31 March 1953
Preparation: Management Analysis
Coordination: 449th Fighter Squadron

REFERENCE

To indicate squadron CO's estimate of his unit's readiness for combat and to indicate numbers of combat ready aircraft and combat ready crews for the same period.

SCOPE

Percentage of combat readiness by month estimated by CO. Quarterly forecast by CO of estimated combat readiness for next three month period. Average number combat ready fighter type aircraft compared to average number combat ready crews for same.

ORGANIZATION

1-AS-V2A. Reports prepared by Commanding Officer, 449th Squadron.

REMARKS

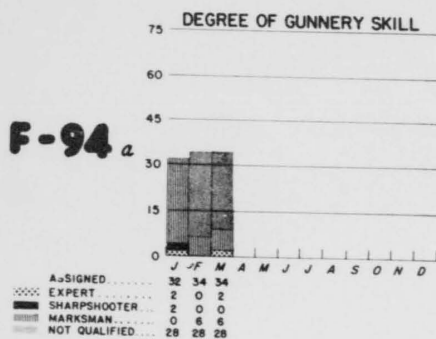
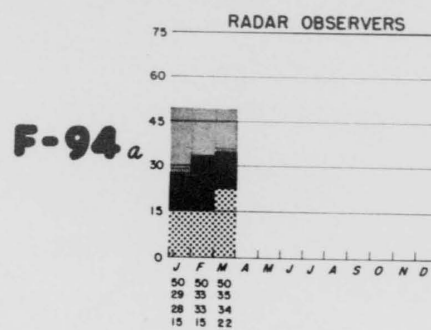
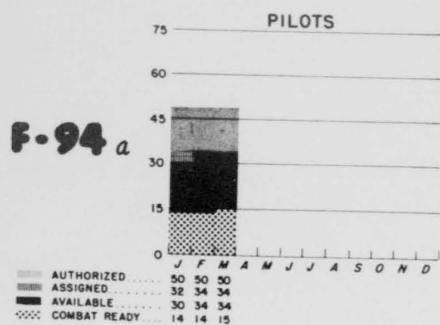
Combat readiness forecasts are submitted quarterly for the following three month period. In the event factors effecting the combat readiness of the Unit alter, a change report is required. If no change report is submitted, the organization, in the CO's estimate, has attained the forecasted level of combat readiness.

COMMENT

The Forecast rise in Combat readiness is based on progress in training of Air Crews.

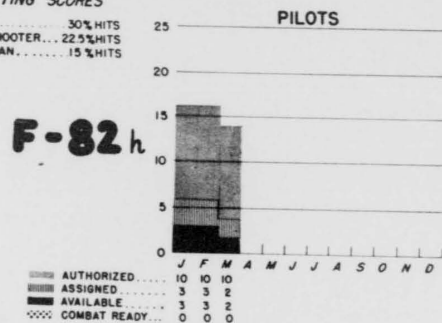
SECRET

SECRET
SECURITY INFORMATION
COMBAT CREW STATUS
449TH FIGHTER INTERCEPTOR SQ.
1953



QUALIFYING SCORES

EXPERT 30% HITS
 SHARPSHOOTER... 22.5% HITS
 MARKSMAN 15% HITS



SECRET
SECURITY INFORMATION

COMPTROLLER 112

SECRET

SUBJECT: Combat Crew Status
449th Fighter Interceptor Sq

SECURITY INFORMATION

PURPOSE

To provide comparisons of authorized, assigned, available and combat ready pilots and radar observers and to indicate levels of skill attained by pilots in Gunnery Marksmanship.

Project: 1.12
Date Current: 31 March 1953
Preparation: Management Analysis
Coordination: 449th Fighter Squadron

SCOPE

Monthly average number of pilots and radar observers authorized, assigned, available in (Alaska), combat ready and skilled in gunnery during each calendar year.

SOURCE

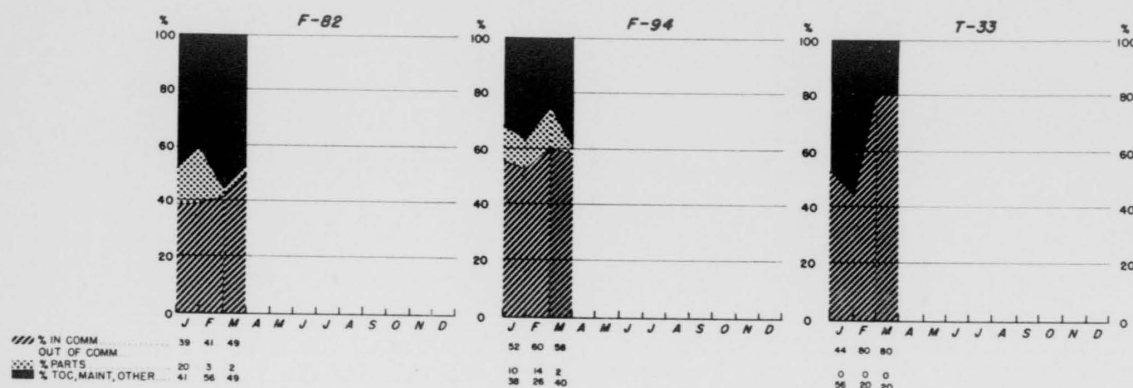
449th Operations

COMPUTATION (449th)

Monthly Averages of Daily Data

SECRET

AIRCRAFT MAINTENANCE EFFICIENCY
 449TH FTR. INTERCEPTOR SQ.
 1953



SOURCE: 1-AF-AI

RESTRICTED

COMPTROLLER 113

RESTRICTED

SECURITY INFORMATION

SUBJECT: Aircraft Maintenance

Project: 1.13
Date Current: 31 March 1953
Preparation: Management Analysis

PURPOSE

To indicate the percent of time aircraft were in commission monthly and to depict reasons for out-of-commission time.

CURRENT

The 449th Fighter-Interceptor Squadron had an average of 12 F-94A aircraft in commission daily during March 1953.

SCOPE

Cumulative hours in commission and out of commission by cause on monthly basis for the calendar year.

% of hours on hand consumed by types of out of commission.

CONVERSION

Conversion of actual hours in and out of commission to percentages of total hours each month.

	F-94A	
	Est	Max
AOCP	14	2
TUC	1	0
Maint	2	16
Walf	23	24
In Comm.	60	58

SOURCE

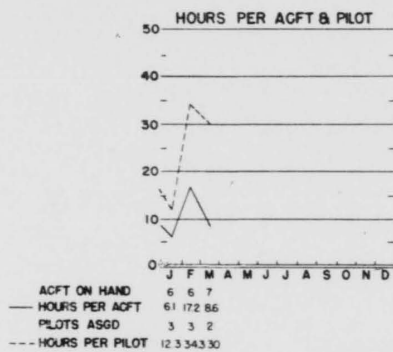
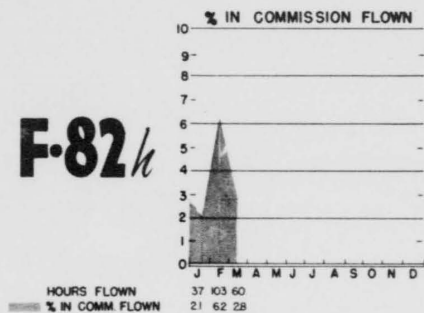
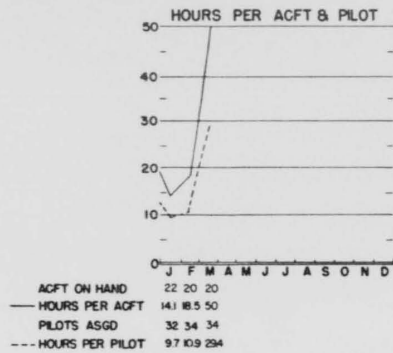
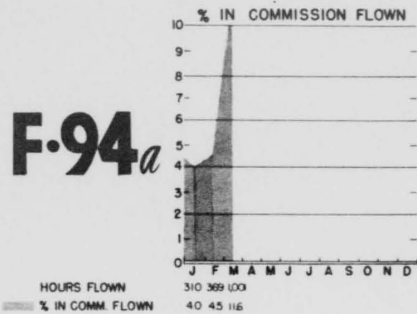
1-AP-61

RESTRICTED

RESTRICTED
SECURITY INFORMATION

ACFT & PILOT UTILIZATION

449th FIGHTER INTERCEPTOR SQ.



SOURCE: I-AF-AI

RESTRICTED
SECURITY INFORMATION

COMPTROLLER 1.14

RESTRICTED

SECURITY INFORMATION

SUBJECT: Aircraft and Pilot Utilization
449th Fighter Interceptor Squadron

Project: 1.14
Date Current: 31 March 1953
Preparation: Management Analysis
Coordination: 44th Fighter Squadron

PURPOSE

To indicate the percentage of in commission time flown by fighter aircraft of 449th and the average hours flown per pilot and aircraft.

SCOPE

Monthly ratio of hours flown to hours in commission for 449th Fighter Squadron.

Monthly hours flown per pilot and aircraft.

SOURCE

1-4F-41

COMPUTATION

Computation based on ratios of hours flown to hours in commission monthly and aircraft and pilots assigned. Chart shown only 10% range to magnify range of utilization possible.

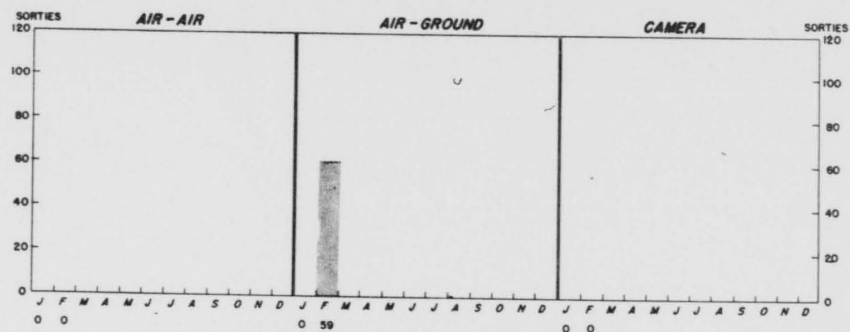
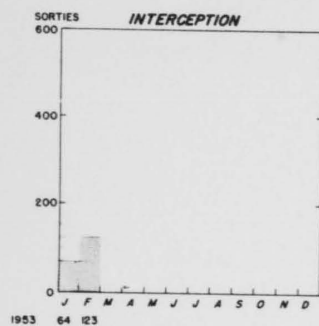
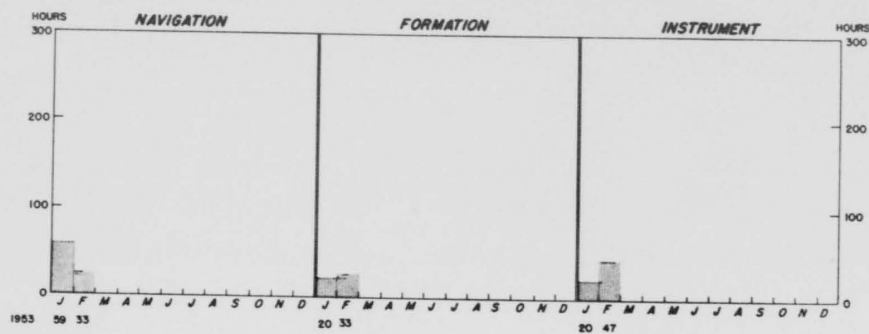
COMMENT

F-94A aircraft utilization for March increased sharply due to the record flying time recorded by the 449th Fighter-Interceptor Squadron.

F-82H aircraft utilization decreased as the result of fewer flying hours and more aircraft available during March.

RESTRICTED

CONFIDENTIAL SECURITY INFORMATION
FLYING TRAINING F-94A
449TH FIGHTER INTERCEPTOR SQUADRON
1953



SOURCE: AAC-T4

CONFIDENTIAL SECURITY INFORMATION

COMPTROLLER 1:15

CONFIDENTIAL

SECURITY INFORMATION

SUBJECT: Flying Training - #948

Project: 1.15
Date Current: 31 March 1953
Preparation: Management Analysis
Coordination: 449th Fighter Squadron

PURPOSE

To indicate monthly breakdown by type of training of F-94A flying as compared to programmed flying by type.

SCOPE

Monthly flying breakdown programmed vs accomplished for current year and Calendar Year 1951.

SOURCE

Monthly training report (AOC-74)

COMPLETION

Project program requirements on a personnel assigned basis.

REMARKS

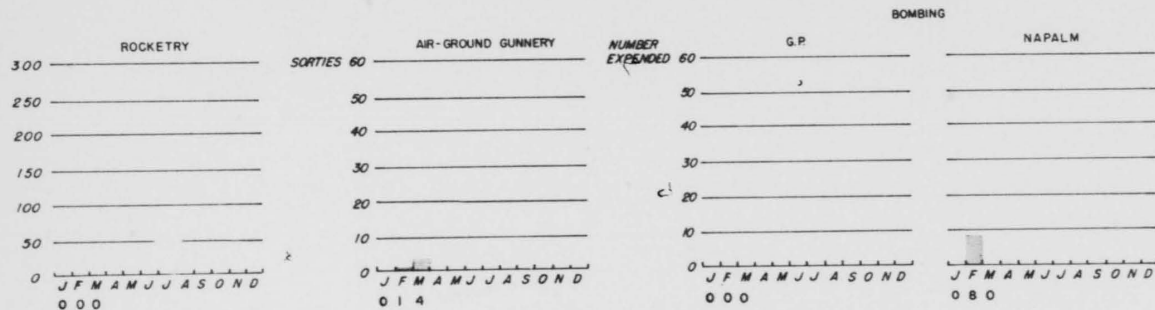
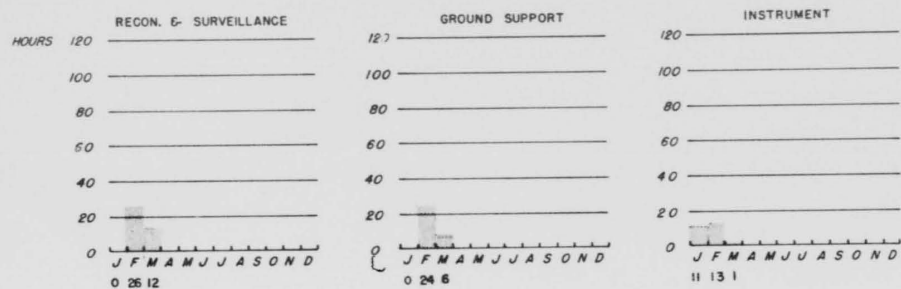
The training report AOC-74 was not submitted in time to be included in this presentation.

CONFIDENTIAL

CONFIDENTIAL SECURITY INFORMATION

FLYING TRAINING F-82h.

449th FIGHTER INTCP. SQ. 1953



SOURCE: F-82H DET. "A" OPNS

CONFIDENTIAL SECURITY INFORMATION

COMPTROLLER I:16

CONFIDENTIAL

SECURITY INFORMATION

SUBJECT: Flying Training F-82H
44th Fighter Interceptor Squadron

Project: 1.16
Date Current: 31 March 1953
Preparation: Management Analysis
Coordination: 44th Fighter Interceptor Sq.

REASON

To indicate monthly breakdown by type of training of F-82H flying.

DISSENT

Flying training was accomplished in 4 of the 7 programmed phases during March.

SCOPE

Monthly flying breakdown accomplished for current year.

SOURCE

Monthly training Report.

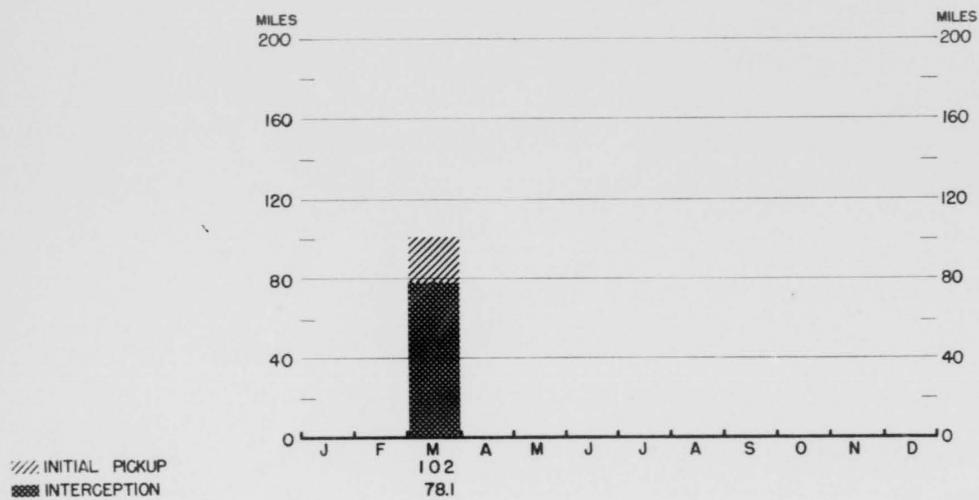
CONFIDENTIAL

SECRET SECURITY INFORMATION

AIR DEFENSE TRAINING MISSION

449TH. FTR. INTCP. SQ.

1953



SOURCE: ADCC

SECRET SECURITY INFORMATION

COMPTROLLER 1.17

1 4 3 4

SECRET

SECURITY INFORMATION

SCOPE: The average intercept distance Air
Defense Training missions.

Project: 1.17
Date Current: 31 March 1953
Preparation: Management Analysis

FIGURES:

To indicate the average distance from Iad
to point of initial pickup and to indicate aver-
age distance from Iad's base to intercepted.

COMMENT:

Figures are based on twenty-one training
missions. Four intercepts were made from OAF
and four intercepts were directed from their
primary target after initial intercept
to training mission target.

SCOPE:

Monthly averages of distance from Iad's
base to detected and intercepted.

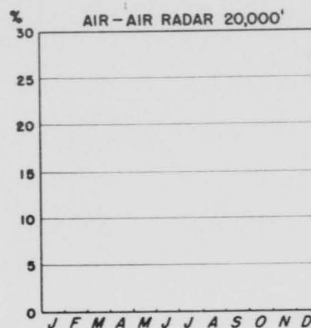
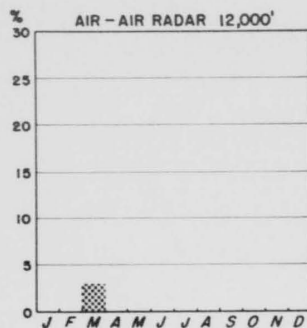
SCOPE:

Combat Operations Section

SECRET

SECRET SECURITY INFORMATION
 1953 FIGHTER GUNNERY PROFICIENCY
 449TH FIGHTER INTERCEPTOR SQ.

F-94A

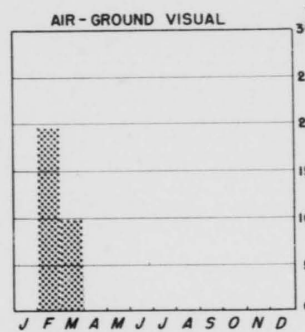
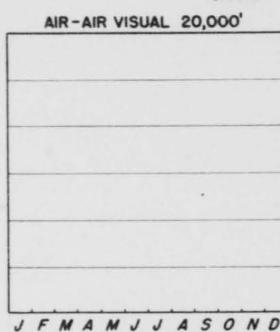
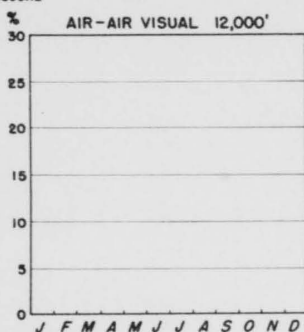


ROUNDS
 HITS
 %SCORE

0 0 1,485
 297
 2.8

ROUNDS
 HITS
 %SCORE

0 0 0



ROUNDS
 HITS
 %SCORE
 + ACTIVITY, BUT NO SCORING
 SOURCE:

0 0 0

SECRET SECURITY INFORMATION

COMPTROLLER I.18

SECRET SECURITY INFORMATION

SUBJECT: Fighter Gunnery Proficiency
449th Fighter Interceptor Squadron

Project: 1.18
Date Current: 31 March 1953
Preparation: Management Analysis
Coordination: 449th Fighter Interceptor Sq.

PURPOSE

To indicate percentage of hits accomplished by F-94A pilots in all phases of gunnery practice except cases.

SCOPE

Ratio of hits scored to rounds fired per month in 5 categories of gunnery for calendar year 1953.

SOURCE

Operation 449th Fighter Interceptor Squadron.

QUANTIFICATION

Conversion of actual figures to percentages of perfect performance.

COMMENT

Gunnery training for March was in the Air to Ground and Air to Air Radar 12000' categories.

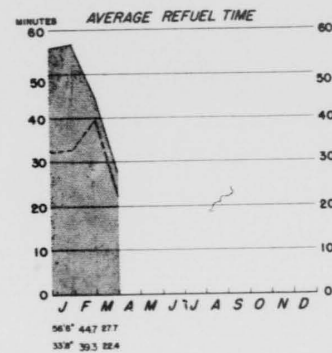
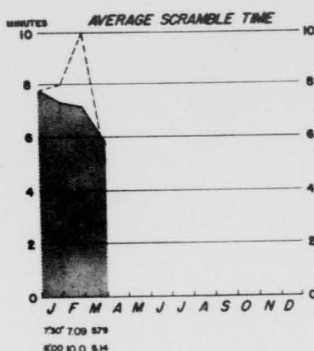
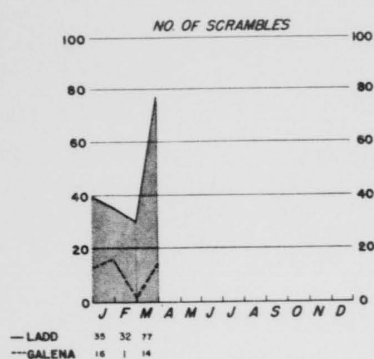
The 449th Operations office reports a 2.8 target factor for Air to Ground gunnery due to size of target in use. This raises the Air to Ground gunnery score to 27.7%

A target of 1.5 for the radar gunnery raises the actual score to 4.2%.

SECRET

SECRET SECURITY INFORMATION

ALERT AIRCRAFT STATUS
449TH FIGHTER INTERCEPTOR SQUADRON
1953



SOURCE: ADCC

SECRET SECURITY INFORMATION

COMPTROLLER 1.19

SECRET SECURITY INFORMATION

SUBJECT: Scramble and Turn-around times for Alert
Aircraft at Iado and Galena

Project: 1.19
Date Current: 31 March 1953
Preparation: Management Analysis
Coordination:

PURPOSE

To indicate the number of alert aircraft scrambled from each base as well as the length of time required for scramble and the time necessary for turn-around after each mission.

SCOPE

Monthly average time expended in scrambling interceptors for unidentified aircraft and the average time required to refuel alert aircraft.

SOURCE

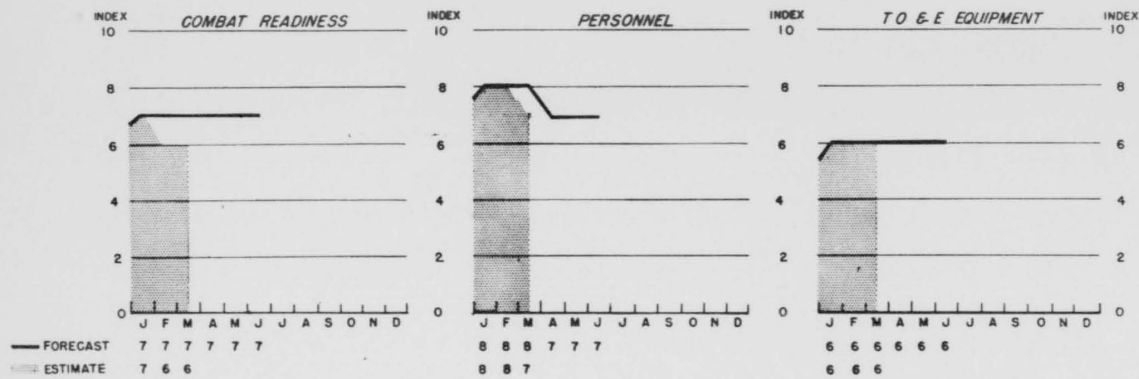
Combat Operations Section.

SECRET

SECRET SECURITY INFORMATION

COMBAT READINESS 1953

548 ~~th~~ AC & W GP.



SOURCE: 1 - AF-V2A

COMPTROLLER 121

SECRET SECURITY INFORMATION

SECRET SECURITY INFORMATION

SUBJECT: Combat Readiness - Radar Units

Project: 1.71
Date Current: 31 March 1953
Preparation: Management Analysis
Coordination: 548th AEW Group

PURPOSE

To indicate the CO's estimates of combat readiness of the Radar Units along with their forecasted combat readiness.

SCOPE

Monthly combat readiness estimates for the calendar year on the 548th AEW Group and its subordinate squadrons.

SOURCE

1-AN-12 prepared by the radar units.

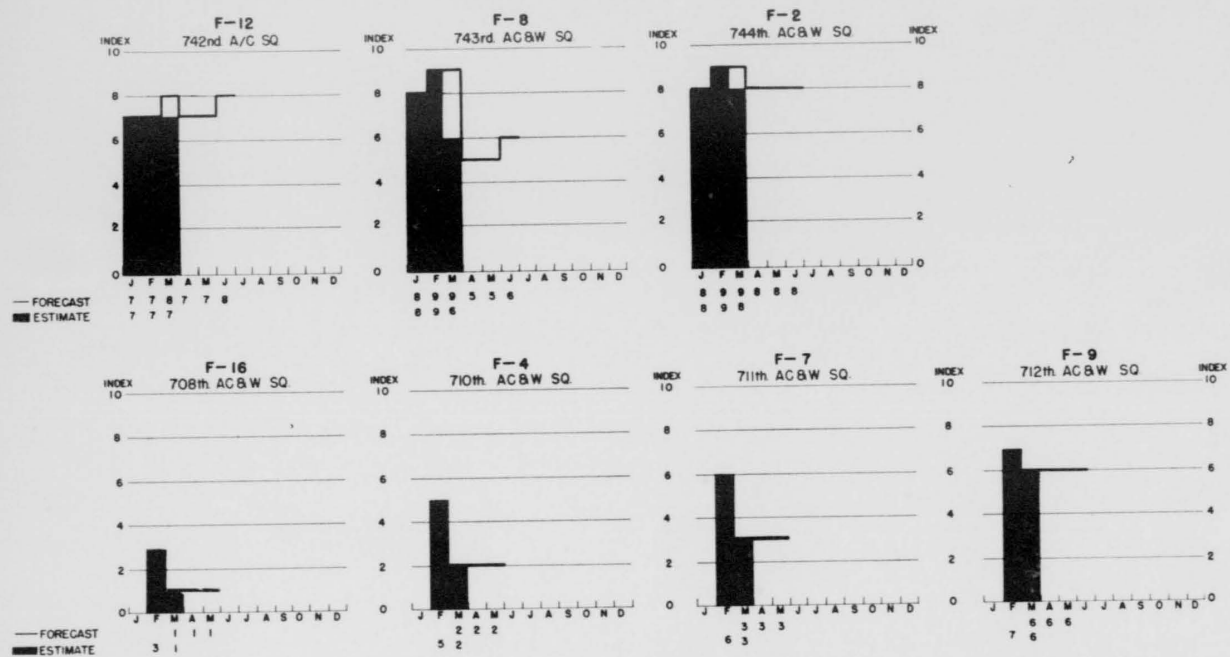
REMARKS

Combat readiness forecasts are submitted quarterly for the following three month period; in the event that factors effecting the combat readiness of the Unit alter, a change report is required. If no change report is submitted, the organization, in the CO's estimate, has attained the forecasted level of combat readiness.

SECRET

SECRET SECURITY INFORMATION

COMBAT READINESS 1953
AC&W SQUADRONS



SOURCE: I-AF-V2A

SECRET SECURITY INFORMATION

COMPTROLLER 1.22

SECRET SECURITY INFORMATION

SUBJECT: Combat Readiness ACGW Sq

Project: 1.22
Date Current: 31 March 1993
Preparation: Management Analysis
Coordination: 548th ACGW Group

PURPOSE

To indicate and compare the combat readiness of the Squadrons which in turn indicates the combat preparedness of the sites.

SCOPE

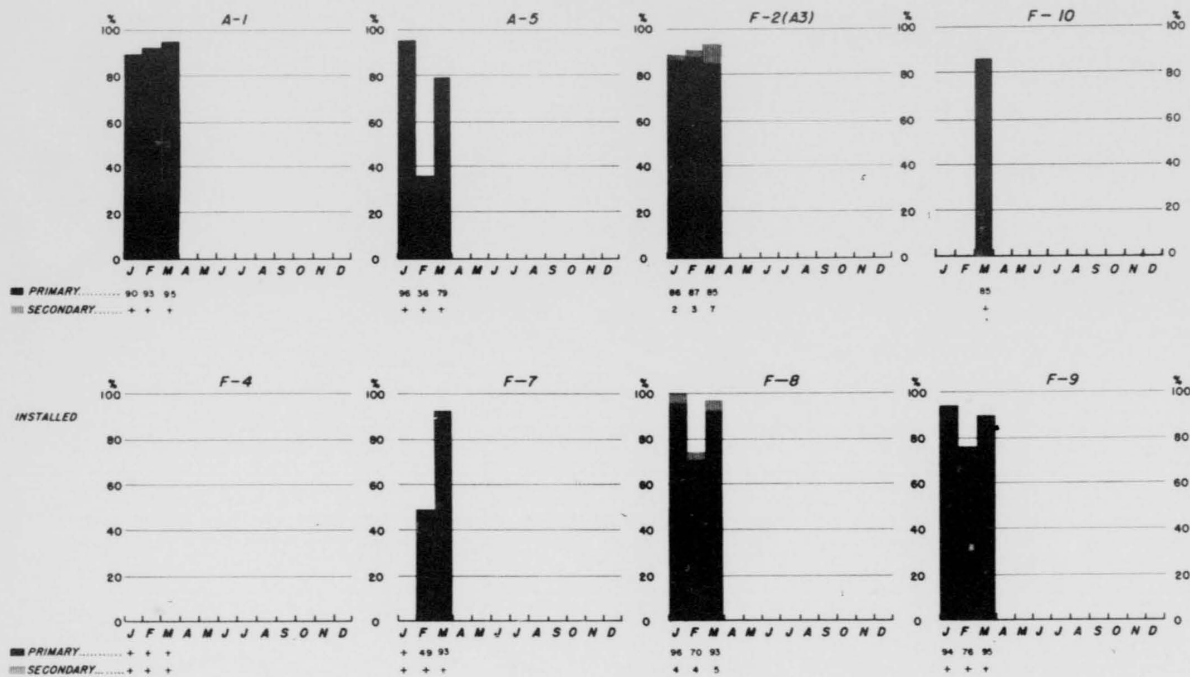
Quarterly combat readiness estimates and forecasts for the calendar year for all the ACGW Squadrons reported.

SOURCE

1-CP-70A

SECRET

AG & W RADAR OPERATION
AIR COVERAGE
1953



SOURCE: AAC-H4

SECRET

COMPTROLLER 123

SECRET

SECURITY INFORMATION

SUBJECT: Radar Operations - Radar Sites

Project: 1.23
Date Current: 31 March 1953
Preparation: Management Analysis

PURPOSE

To indicate operational time of radar set at the sites for both primary and secondary weapons.

SCOPE

Of the seven sites operational only two have secondary weapons installed and are considered capable of 100% air coverage for the month.

SCOPE

Breakdown by percentage of the amount of time each station is on the air with either the primary or secondary weapon.

The operations log for F2(4-3) indicates 4-3 operating as back up for F2 only covers the time F2 is off the air for schedule maintenance leaving the time down for emergency maintenance uncovered.

SOURCE

AAC-14

% of time Primary Weapon Non-Operational

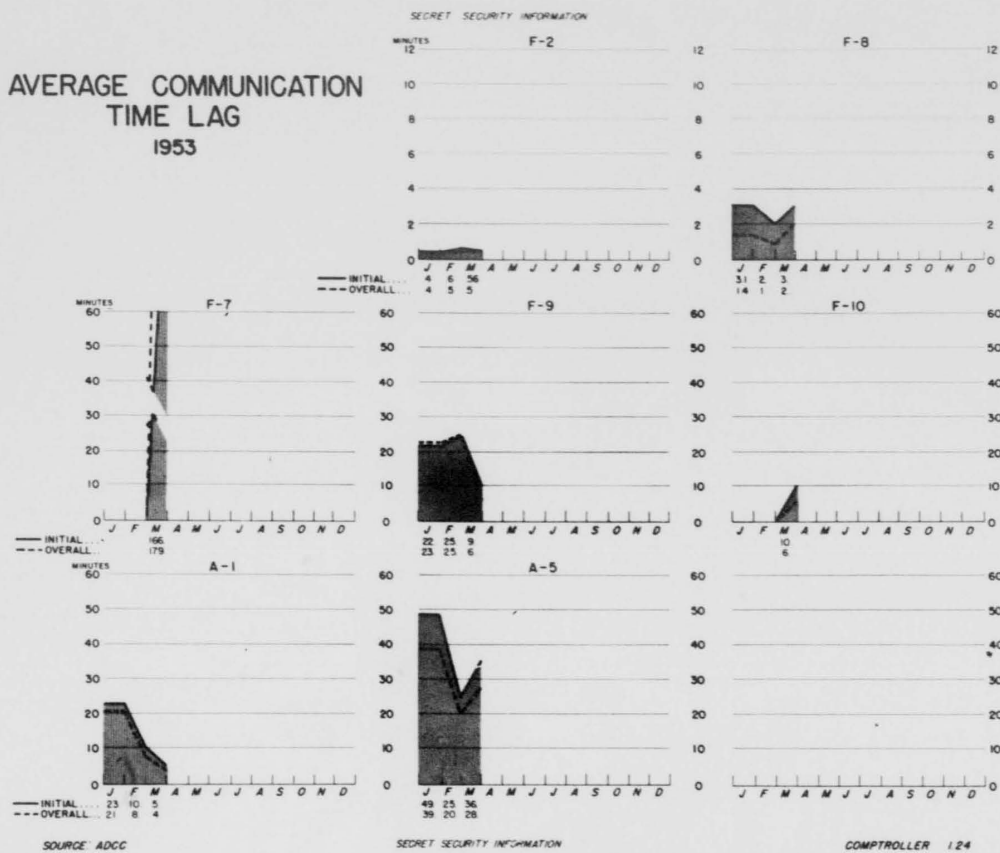
COMPUTATION

Conversion of actual data concerning in and out of commission periods to percentages of total hours in each month.

	41	45	48	47	48	49	410
Preventive Maint	5	7	10	7	7	5	4
Emergency Maint	0	0	5	0	0	0	4
SOCP	0	13	0	0	0	0	7
Primary Operative	95	79	85	93	93	95	85

SECRET

AVERAGE COMMUNICATION
TIME LAG
1953



SECRET

SECURITY INFORMATION

SUBJECT: Time Lag in Passing Plots from
Subordinate Stations to ADCG

Project: 1.74
Date Current: 31 March 1953
Preparation: Management Analysis

PURPOSE

To indicate the time lag in passing radar plots to the ADCG from the time of initial detection at each radar station to receipt of this information in the Control Center.

COMMENT

F-7 had difficulty due to atmospheric. Should be remedied with addition of extra channels which would be used in times of communication troubles.

SCOPE

Monthly average time delay of each plot passed from subordinate stations to the ADCG.

SOURCE

Combat Operations Section.

REMARKS

Time lag is figured for Initial Plot and subsequent track. This chart is not intended to show only communication deficiency but the overall time lag, human and mechanical, in passing radar information to the ADCG.

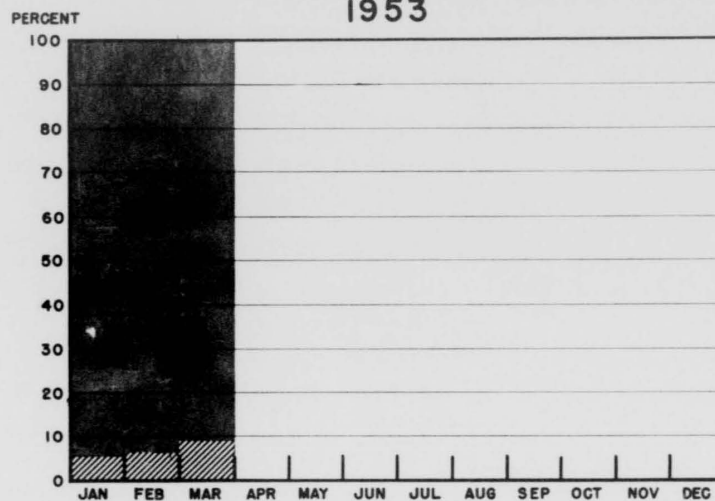
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SECRET SECURITY INFORMATION

AREA II AC & W TRACKS

TOTAL TRACKS VS. UNIDENTIFIED TRACKS

1953



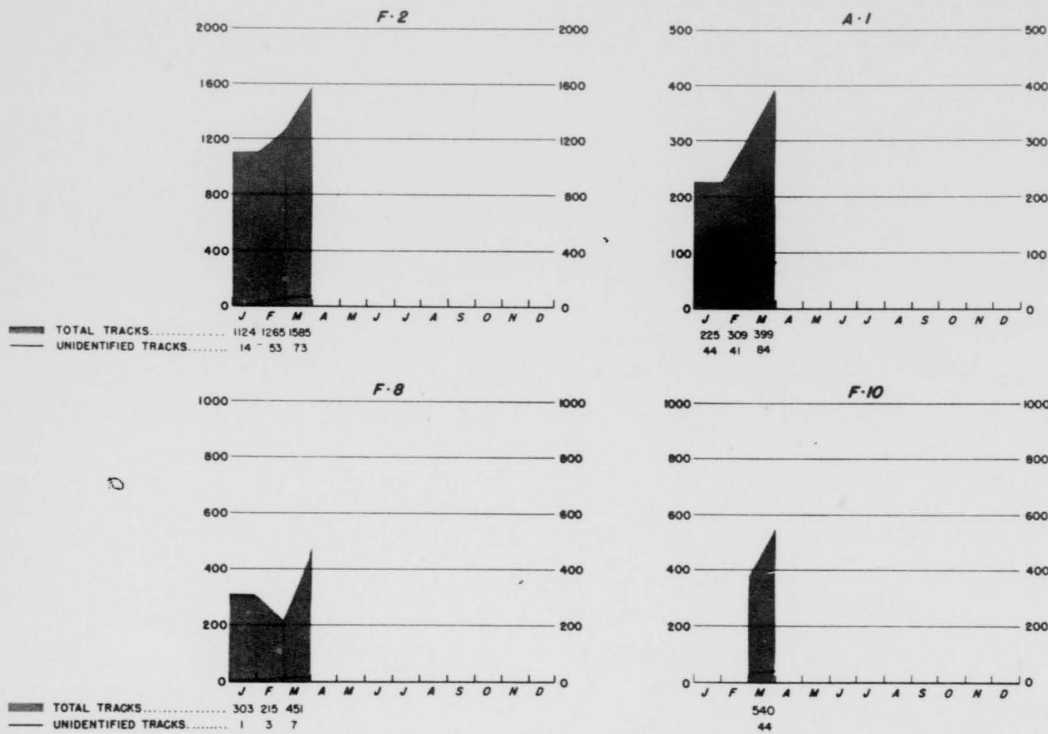
TOTAL TRACKS	1822	1913	3203
////// % UNIDENTIFIED	5.98	6.48	9.36

SOURCE: ADCC

SECRET SECURITY INFORMATION

COMPTROLLER 125

AC & W SITES
TOTAL TRACKS VS UNIDENTIFIED TRACKS
 1953

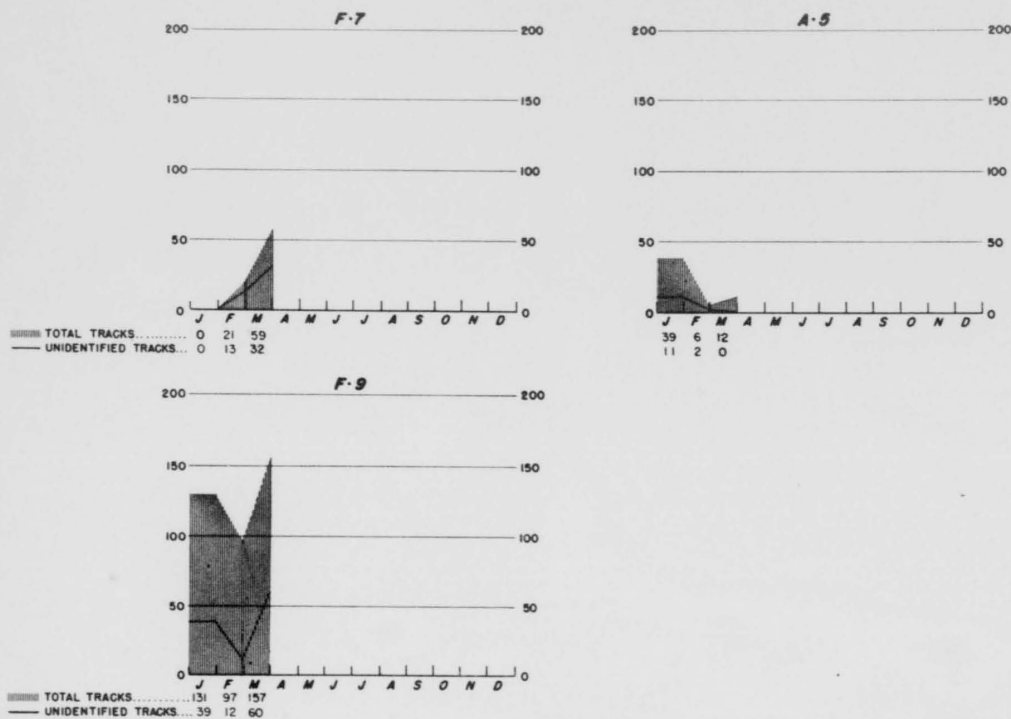


SOURCE: ADCC

SECRET

COMPTROLLER 1.25

AC & W SITES
TOTAL TRACKS VS UNIDENTIFIED TRACKS
1953



SOURCE: ADCC

SECRET

COMPTROLLER 1.25

1500

SECRET SECURITY INFORMATION

SUBJECT: Total Tracks and Number of Unknowns
for Area II and Subordinate Radar
Stations.

Project: 1.25
Date Current: 31 March 1953
Preparation: Management Analysis

PURPOSE

To indicate the year round trend of traffic in Area II on a monthly basis, broken down into identified and unidentified tracks. Also, to give an indication of the volume of traffic each radar station can detect.

SCOPE

Monthly total of all tracks detected in Area II, broken down for each radar station and the number of unidentified tracks which are a part of this total.

SOURCE

Combat Operations Section.

DETAILS

An error in computation of information for this chart was discovered after completion. Three figures are affected. Total tracks for Area II should read 3034, total tracks for F-8 should read 282, and percent unidentified should read 10.11%.

Total tracks increased to 3034. Included in this total are 500 tracks credited to F-10, a new addition to Area II. F-10 traffic is not broken down into Area I and Area II this month but will be in future reports. Overall increases in Area II was due to improved flying weather.

Following reasons are given for lack of identification:

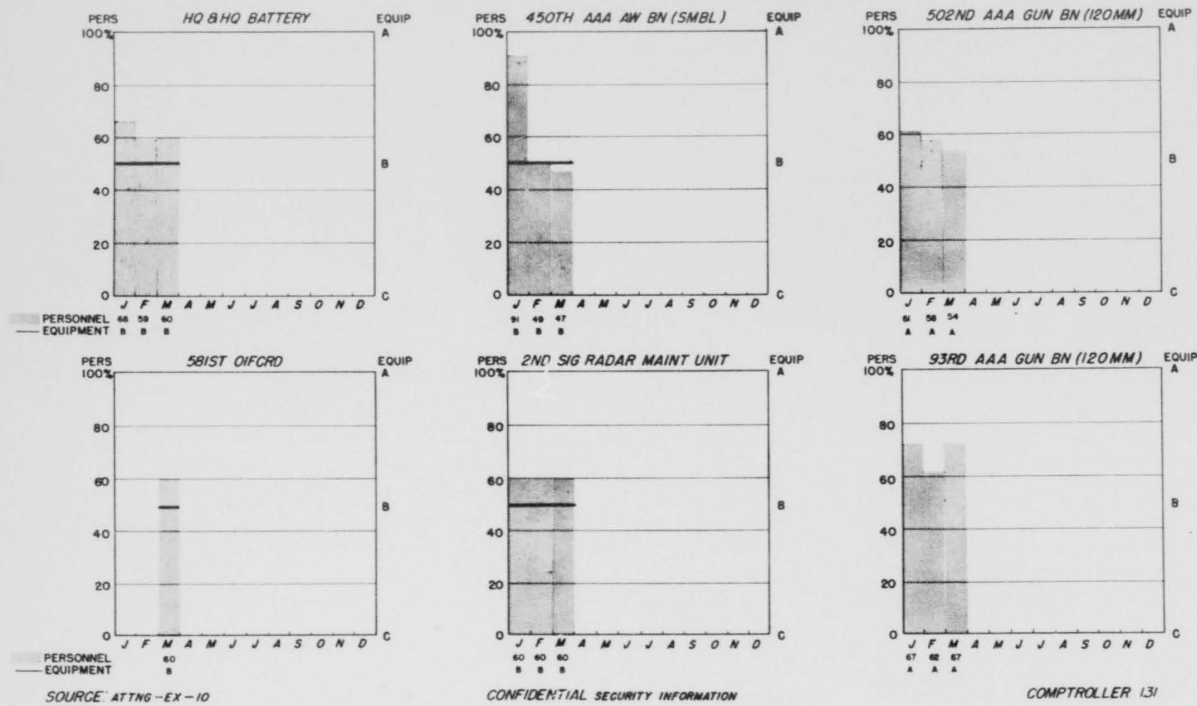
1. Outbound tracks, not of a suspicious nature, and not scrubbed on, (51).
2. 15 tracks of only several plots and a fade; presumed to be bush type operation.
3. 2 tracks were not scrubbed on because no alert aircraft were available. (27 March-special mission)
4. 124 tracks occurred in an area where no fighters were based.
5. 48 tracks were west of 168° 30'.
6. 11 tracks were scrubbed on but not identified because bogey faded too soon.
7. 1 track was scrubbed on but not identified because bogey was lost in Permanent Echo.

SECRET

CONFIDENTIAL SECURITY INFORMATION

1953

COMBAT OPERATIONS EFFECTIVENESS
4TH ANTI-AIRCRAFT ARTILLERY GROUP



CONFIDENTIAL SECURITY INFORMATION

SUBJECT: Combat Operations Effectiveness
4th Antiaircraft Artillery Group

Project: 1.31
Date Current: 21 March 1953
Preparation: Management Analysis
Coordination: 4th AAA Group

PURPOSE

To indicate the monthly degree of combat effectiveness of the elements of the 4th AAA Group as reflected by status of equipment and training of personnel.

SCOPE

Monthly indices on a calendar year basis of combat effectiveness of ground defense units.

SOURCE

Strength and Training Status Report,
RCS MATNG-EE-10.

COMPUTATION

Training Effectiveness =

$$\frac{a + b + c + d + e}{5 \times T/O \& E \text{ Strength}} \times 100\%$$

where the unknowns are personnel who have completed:

- a - basic training
- b - advanced individual training
- c - unit training
- d - combined branch training
- e - field exercises and maneuvers

Key to Equipment Index:

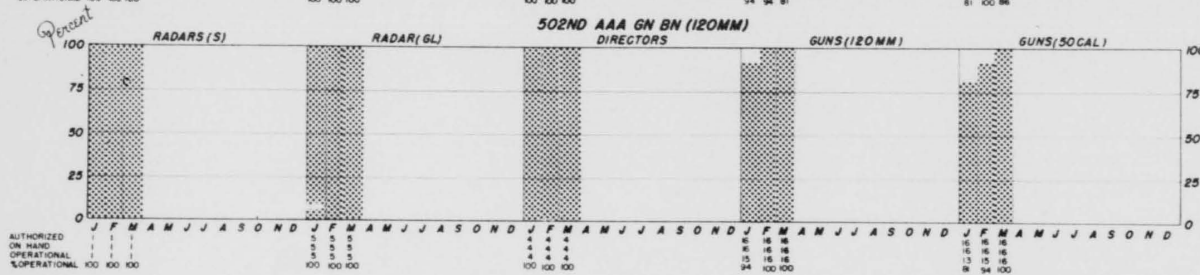
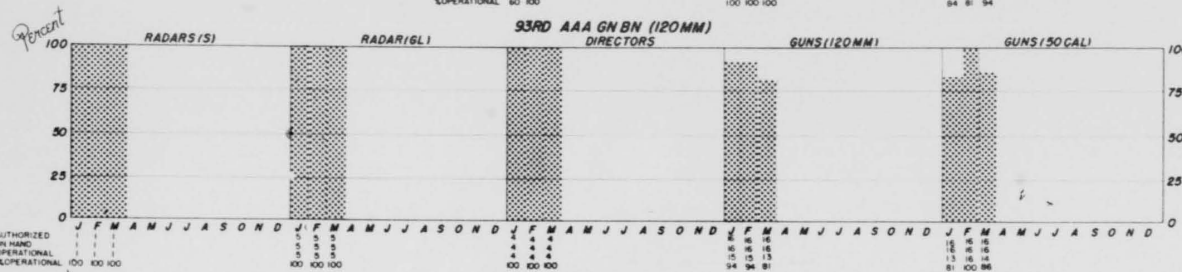
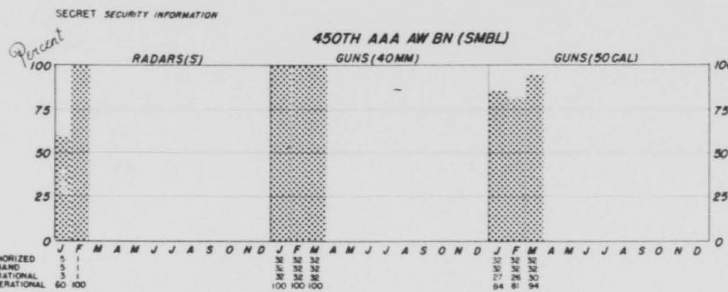
- A - Equipment status permits immediate operational employment
- B - Equipment status permits immediate operational employment after minor corrective action
- C - Equipment status ~~does not~~ permit employment without correction of major deficiencies.

COMMENT

In the CO's estimate the units are considered capable of effectively accomplishing their combat mission. However, due to continued personnel losses the critical point is rapidly approaching; beyond which these units will not be capable of accomplishing their full combat mission.

CONFIDENTIAL

OPERATIONAL STATUS
OF EQUIPMENT
4TH AAA GP
1953



SECRET SECURITY INFORMATION

SOURCE: 4TH AAA GP COMPTROLLER 132

SECRET

SECURITY INFORMATION

SUBJECT: Operational Status of Equipment

Project: 1.32
Date Current: 31 March 1953
Preparation: Management Analysis
Coordination: 4th AAA Group

PURPOSE

To indicate Operational Status of equipment peculiar to AAA Mission.

SCOPE

Monthly averages of equipment operational with reasons for non-operational status of said equipment, calendar year basis.

ORIGIN

Headquarters, 4th AAA Group

COMMENTS

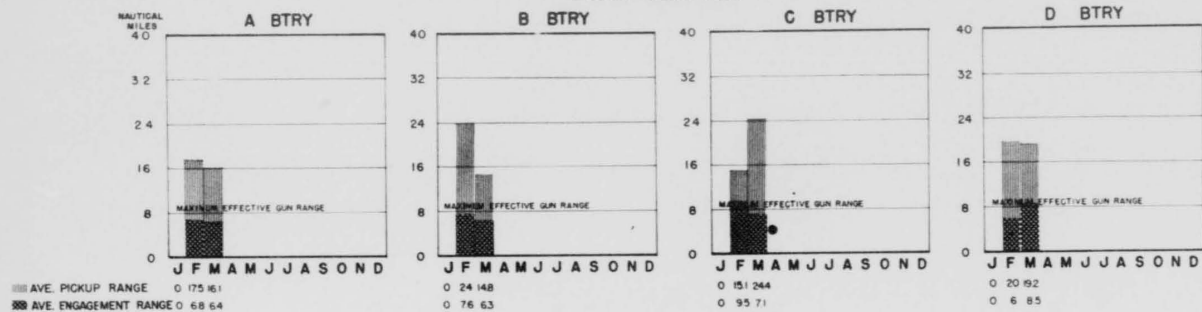
Reasons for the non-operational status of equipment are not made available to this office.

SECRET

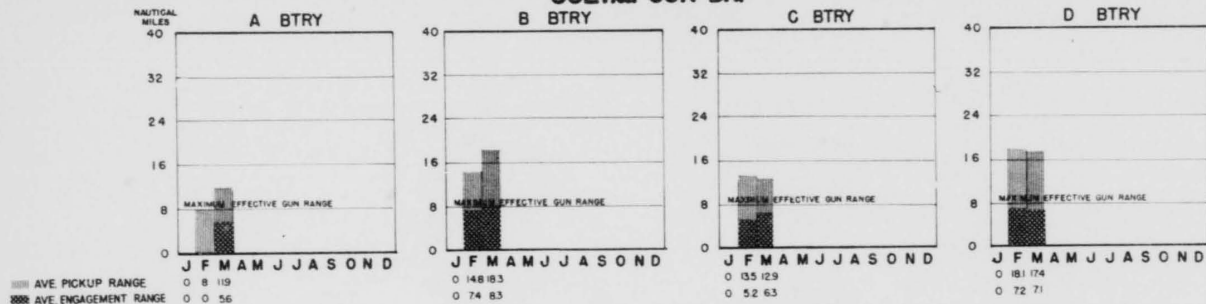
AVERAGE RADAR PICKUP RANGE

GUN LAYING RADAR • 1953

93rd. GUN BN.



502nd. GUN BN.



SOURCE: ADCC

SECRET

COMPTROLLER 133

SECRET SECURITY INFORMATION

SUBJECT: Detection Proficiency
4th AA Group

Project: 1.33
Date Current: 31 March 1953
Preparation: Management Analysis

PURPOSE

To indicate the proficiency of AA Units in detecting aggressor missions upon which, under combat conditions, they would bear anti-aircraft artillery.

To indicate the monthly average distances in miles aggressor missions are detected from the anti-aircraft artillery units.

SCOPE

Monthly percentages on a calendar year basis of aggressor missions flown on Ladd Air Force Base which were detected.

Monthly average ranges of detection of aggressor missions on a calendar year basis by units of the 4th AA Group.

SOURCE

Combat Operations Section.

COMMENT:

Twenty-three Air Defense Training Missions were available to AA. Average participation was 16 missions per battery. Reasons for non-participation were mal-functions, and for the most part battery in transit between field firing and normal station.

SECRET

INTRODUCTION

This Statistical Survey is presented as a means of informing each staff section of those areas that are analyzed and submitted monthly to the Commanding General, 5001st Composite Wing. Although an Installation Commander has eighteen areas of responsibility under the scope of AFM 24-1, dated 10 November 50, this survey branches only those areas where problems exist.

Specifically, this survey has been designed as a tool of management and as such it is hoped that it will serve a useful purpose for the staff action in those areas an analysis may apply in the interests of furthering completed staff action. Furthermore, in offering this survey for staff use, any comments, criticisms, or suggestions as to methods used, data covered, etc., will be greatly appreciated.

The statistical and narrative data contained herein is formulated from information obtained from operating officials or extracted from statistical reports. The completed survey is distributed on the fifteenth workday of each month.

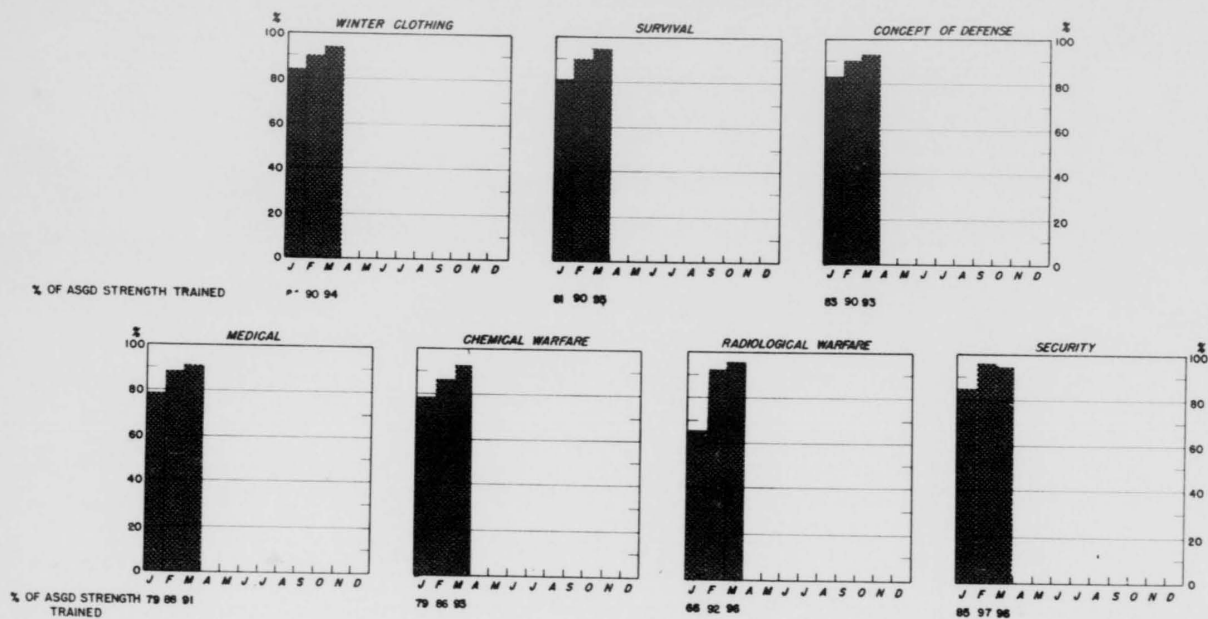
CONTROLLER

<u>PROJECT</u>	<u>CONTENTS</u>
	<u>TITLE</u>
1.51	Aircraft Maintenance
1.52	Aircraft & Pilot Utilization - C47
1.53	Flying Safety
1.61	Ground Safety
2.11	Military Security
3.11	WD Rates
4.11	Age Group Summary
5.11	Monetary Value of Fire Losses
8.11	Courts Martial Rates
9.11	P.O.I. Inventory Status
13.11	Civilian Personnel vs Total Authorized

1953 AIRMEN MILITARY TRAINING

LADD AIR FORCE BASE

PHASE I - THEATER INDOCTRINATION



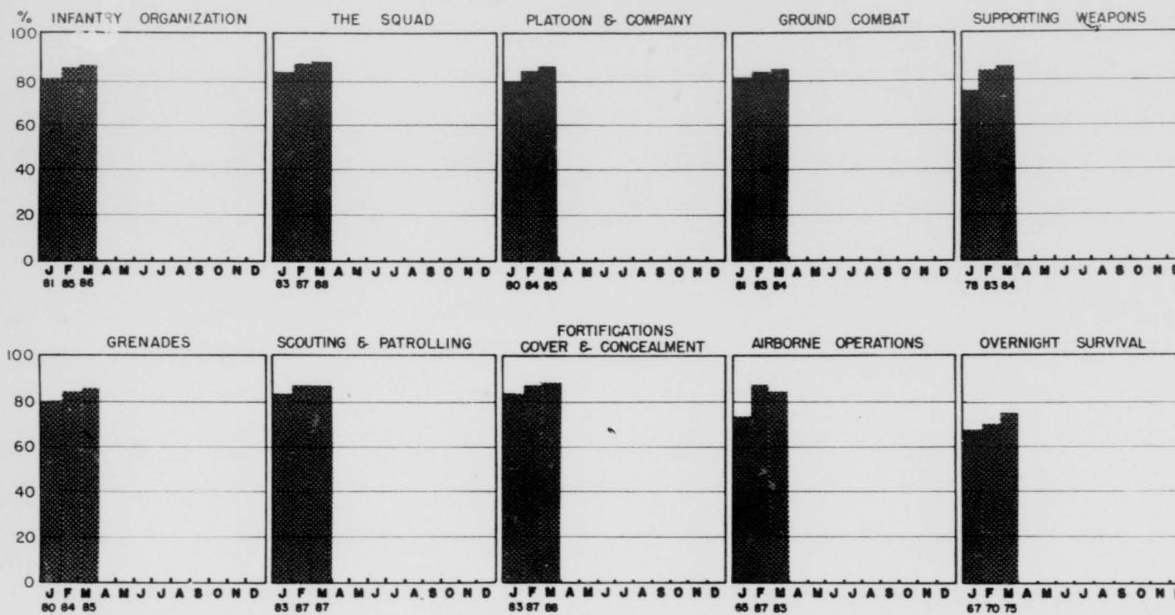
COMPTROLLER 1.41

1953 AIRMEN MILITARY TRAINING

LADD AIR FORCE BASE

PHASE II - ONE TIME TRAINING

(% OF ASGD STRENGTH TRAINED)



SOURCE: A3

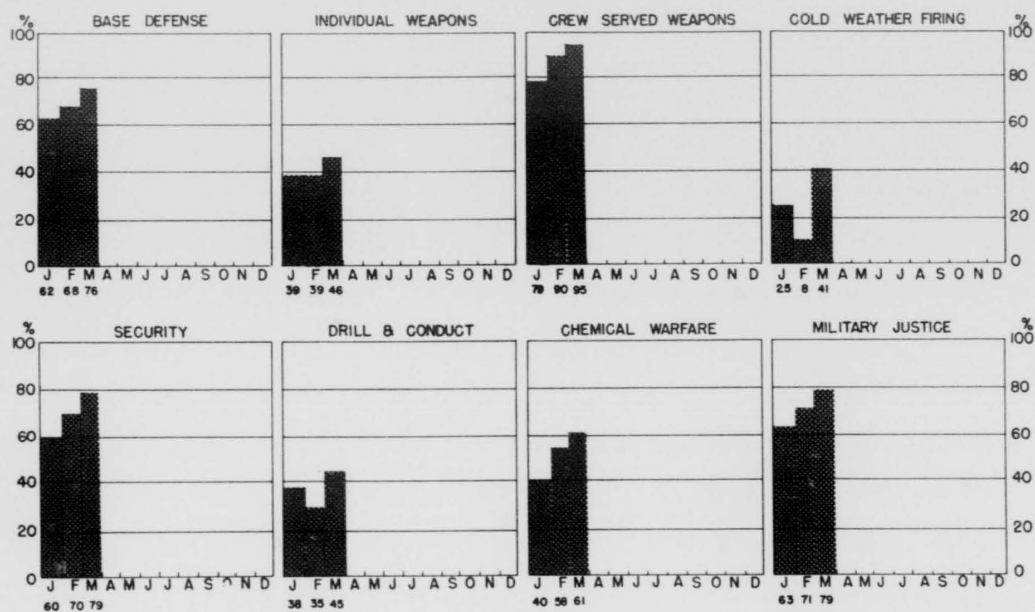
COMPTROLLER 141

1953 AIRMEN MILITARY TRAINING

LADD AIR FORCE BASE

PHASE III- ANNUAL TRAINING

(% OF ASGD STRENGTH TRAINED)



SOURCE: A-3

COMPTROLLER 1.41

SUBJECT: Airman Military Training
Phase I - Theater Indoctrination
Phase II - One-Time Training
Phase III - Annual Training

Chart: 1.41
Date Current: 31 March 1953
Preparation: Management Analysis

COMMENT:

Alaska Theatre Indoctrination training was conducted one (1) time during the month of March. One hundred and twenty (120) men were trained in accordance with AACH 50-3.

Cold Weather Familiarization Firing was conducted 16 thru 21 March 1953. This training was conducted to acquaint officers and airmen with the operation of their assigned weapon under cold weather temperatures. Nineteen hundred and fifty-six (1956) officers and airmen were trained in this phase of training.

A make-up course was conducted on overnight survival training. Approximately four hundred (400) personnel were trained. Upon completion of this course most organizations this station were 100% in this phase of training.

PURPOSE:

To provide a means of measuring progress in accomplishing the annual minimum training requirements of ground defense training as set forth by Alaskan Air Command.

SCOPE:

Percentage of Airmen who have completed training during the year on a monthly basis in each individual subject stressed by AACH as necessary for a sound base defense.

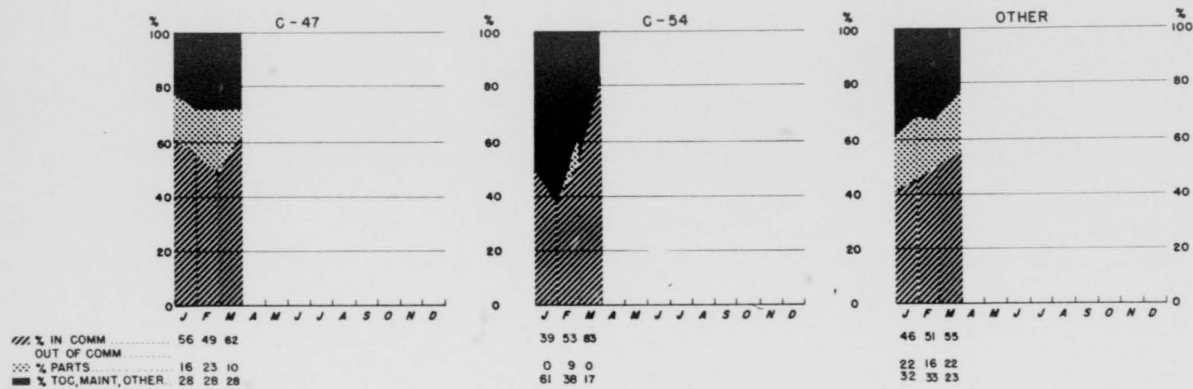
SOURCE:

A-3

COMPUTATION:

Converting tabulated numbers of individuals who have completed training in a subject to overall percentages of possible accomplishment.

AIRCRAFT MAINTENANCE EFFICIENCY
5064TH CWT SQ.
1953



SOURCE: 1-AF-AI

RESTRICTED

COMPTROLLER 1.51

RESTRICTED

SECURITY INFORMATION

SUBJECT: Aircraft Maintenance
6064th CVT Squadron

Project: 1.51
Date Current: 31 March 1950
Preparation: Management Analysis

OBJECTIVE

To indicate the percent of time aircraft were in commission monthly and to depict reasons for out of commission time.

SCOPE

For March CVT had an average of 6 aircraft in commission daily.

DATA

Cumulative hours in commission and out of commission on monthly basis for the calendar year.

% of hours on hand consumed by types of out of commission.

ANALYSIS

Conversion of actual hours in and out of commission to percentages of total hours each month.

	Feb	Mar
REP	23	10
T.C.	1	0
Maint	19	11
Self	6	17
Other	2	0
In Commission	49	62

RESULTS

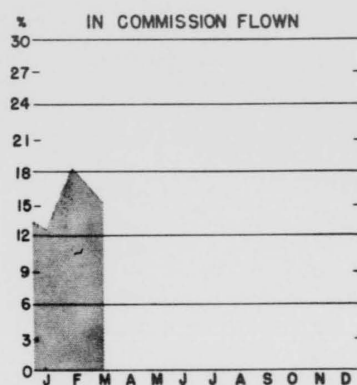
1-27-51

RESTRICTED

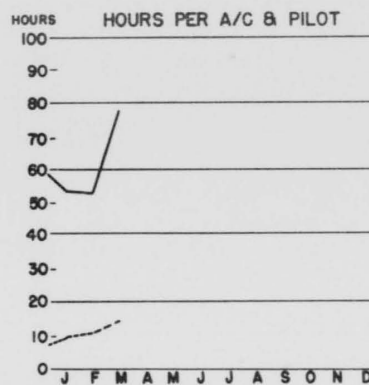
C-47 A/C & PILOT UTILIZATION

CWMT SQ.

1953



HOURS FLOWN 433 406 622
 % IN COMM FLOWN 12.7 18.4 15.2



A/C ON HAND 8 9 8
 HOURS PER A/C 5.4 7.2 8
 PILOTS ASSIGNED 89 91 85
 HOURS PER PILOT 9.8 14.6 8

COMPTROLLER 1.52

RESTRICTED

SECURITY INFORMATION

SUBJECT: A/C and Pilot Utilization OOT Sg

Projects: 1.52
Date Current: 31 March 1953
Preparation: Management Analysis
Coordination: OOT Sg

PURPOSE

To indicate the percentage of in commission time flown by cargo type aircraft of the OOT Sg and the average number of hours flown per pilot and aircraft.

SCOPE

Monthly ratio of hours flown to hours in commission for the OOT Sg for calendar year 1953.

Monthly average hours flown per pilot and aircraft assigned during calendar year 1953.

FORMS

1-AP-41

FORMULAE

$$\frac{\text{Total Hours Flown}}{\text{Total Hours in Commission}} \times 100$$

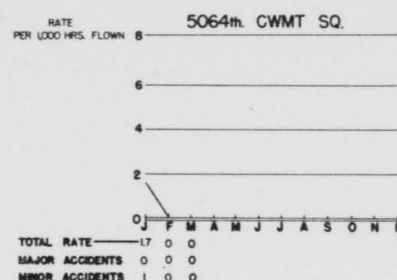
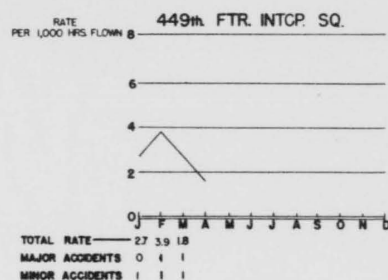
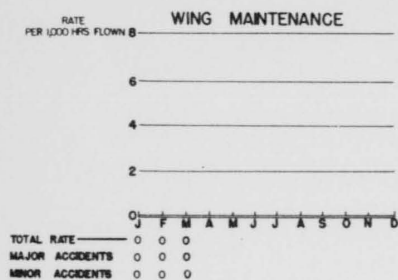
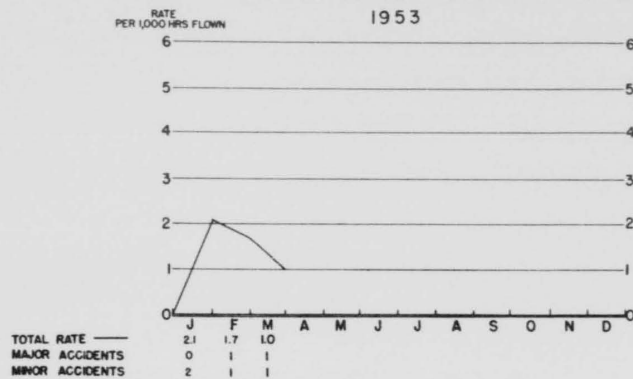
= % in commission flown

REMARKS

% in commission flown will vary directly with the number of hours flown but inversely with the number of hours in-commission.

RESTRICTED

RESTRICTED SECURITY INFORMATION
 FLYING SAFETY
 AIRCRAFT ACCIDENTS RATES, LADD AIR FORCE BASE
 1953



SOURCE: BASE FLYING SAFETY OFFICE

RESTRICTED
 SECURITY INFORMATION

COMPTROLLER 1.53

RESTRICTED

SECURITY INFORMATION

SUBJECT: Flying Safety

Project: 1.53
Date Current: 31 March 1953
Preparation: Management Analysis

PURPOSE

To measure the effectiveness of the Flying Safety Program of the 5001st Composite Wing by month for one calendar year.

SCOPE

Number of aircraft accidents incurred by units possessing aircraft excluding Flight 30*, 10th Rescue Squadron which is attached to the 5001st Composite Wing for logistical support only and, therefore, any aircraft accidents would be the responsibility of the 10th Rescue Squadron at Headquarters, APO.

LOCATION

Base Flying Safety Office

DEFINITION

$$\frac{\text{Number of accidents} \times 1000 \text{ hours}}{\text{Number of hours flown}} = \text{rate}/1000 \text{ hours}$$

The above formula is applicable to individual rates as well as the total base rate.

SUMMARY

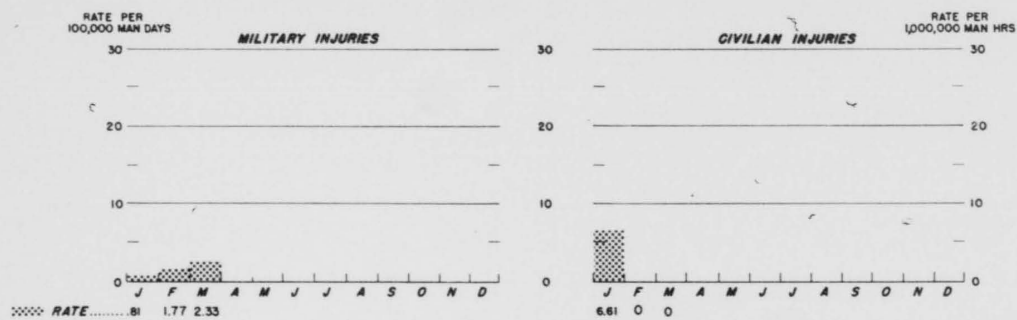
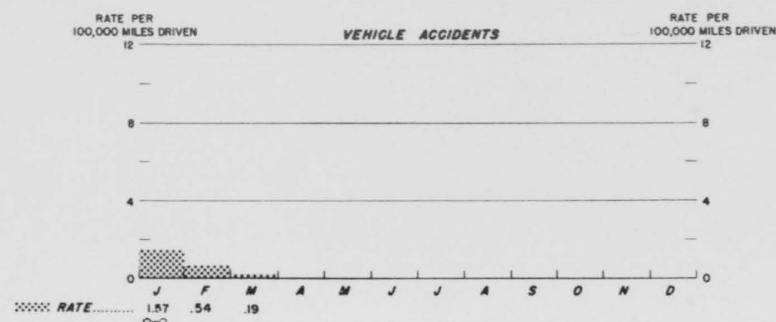
There were two flying accidents and one incident involving the 449th F.I. Squadron during March.

Damage to tip tanks and aft section of a T-6A aircraft while landing at Calcutta resulted in a minor accident. Cost of the damage was 126.25. A major accident.

A major accident to an F-8E aircraft resulted when a weak locking pin spring on a 50 col caused gun to misfire damaging the blast tube and leading edge of wing; cost 1700.

RESTRICTED

GROUND SAFETY
LADD AFB INJURY & ACCIDENT RATES
1953



COMPTROLLER 1.61

RESTRICTED INFORMATION

RESTRICTED

SECURITY INFORMATION

SUBJECT: Ground Safety

Project: 1.61
Date Current: 31 March 1953
Preparation: Management Analysis

PURPOSE

To measure the effectiveness of the Ground Safety Program of the 401st Composite Wing by month for one calendar year.

SCOPE

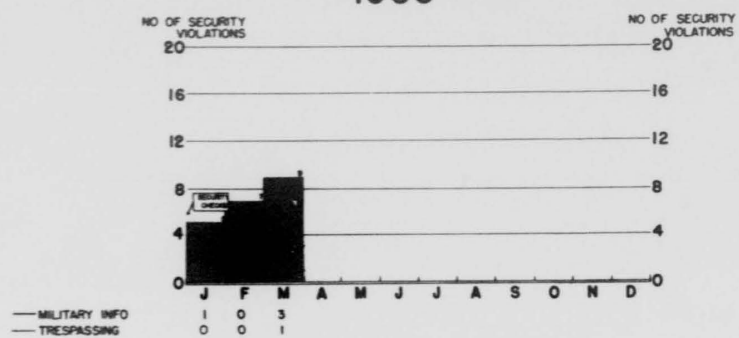
Monthly vehicle accidents, military injuries and civilian injuries.

SOURCE

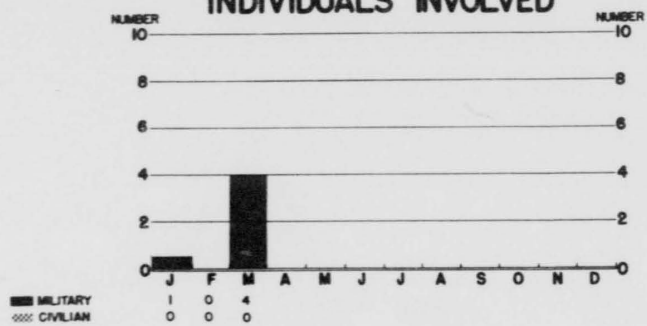
Ground Safety Office

RESTRICTED

MILITARY SECURITY
LADD AIR FORCE BASE
1953



INDIVIDUALS INVOLVED



SOURCE: RCS AF-Y7

COMPTROLLER 2.11

1522

RESTRICTED

SECURITY INFORMATION

SUBJECT: Military Security

Project: 2.11
Date Current: 31 March 1953
Preparation: Management Analysis

PURPOSE

To indicate the degree of military security that exists within those areas under the jurisdiction of the CG, 5001st Composite Wing.

SCOPE

Includes those security violations which result from loss or compromise of classified documents and/or material and trespassing in restricted areas by category of individuals committing the violation (Military or Civilian). Further, a summary of security checks and surveys is included to establish a correlation between the number of violations and the number of security checks conducted.

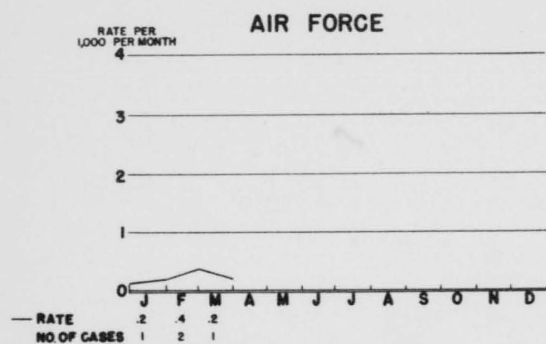
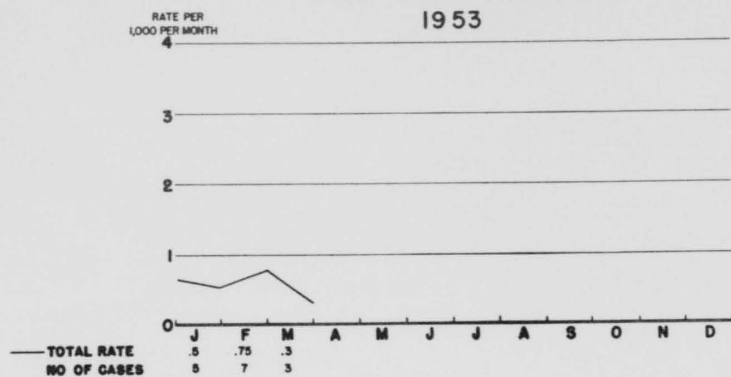
REFERENCE

Report of Air Provost Marshall Activities
(DCS: AF-77)

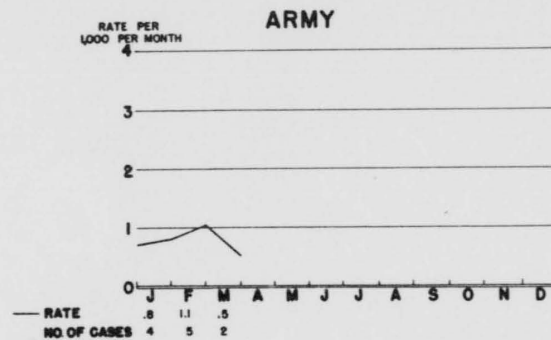
RESTRICTED

RESTRICTED
SECURITY INFORMATION

VD RATES
LADD AIR FORCE BASE
1953



SOURCE: REGISTRAR, MEDICAL GROUP



RESTRICTED
SECURITY INFORMATION

COMPTROLLER: 3.11

RESTRICTED

SECURITY INFORMATION

SUBJECT: VD Rates

Project: 3.11
Date Current: 31 March 1953
Preparation: Management Analysis

OBJECTIVE

To provide a means of partially measuring the health and welfare of personnel of Ladd Air Force Base by indicating venereal disease rates.

SCOPE

Monthly rate per 1,000 personnel assigned and attached Air Force, Army and USAF at Ladd Air Force Base.

LOCATION

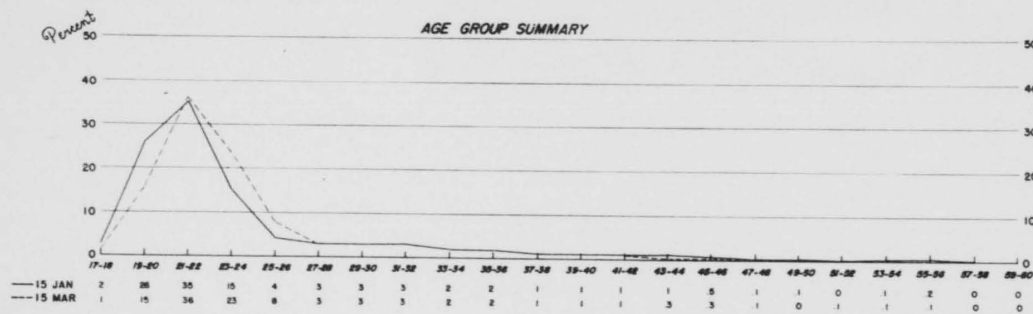
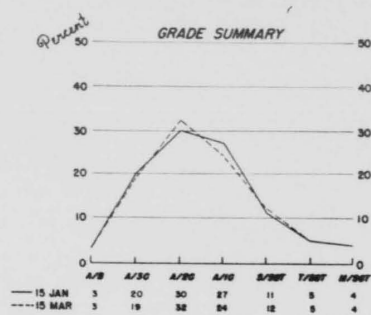
Registrar's Office, Base Hospital

DEFINITIONS

Number of cases per 1,000 personnel = rate per 1,000
person strength

RESTRICTED

AIRMEN AGE GROUP & GRADE SUMMARY
LADD AFB 1953



SOURCE: AF-P7

COMPTROLLER 4.11

SUBJECT: Age Group Summary

SECURITY INFORMATION

Project: 4.11
Date Current: 31 March 1953
Preparation: Management Analysis

PURPOSE

To provide a tool for evaluating the relative maturity of Airmen under the jurisdiction of the Commanding General, 5001st Composite Wing.

SCOPE

Includes Airmen assigned to units within the 5001st Composite Wing excluding those Airmen assigned to tenant units.

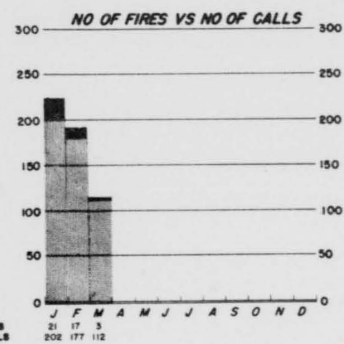
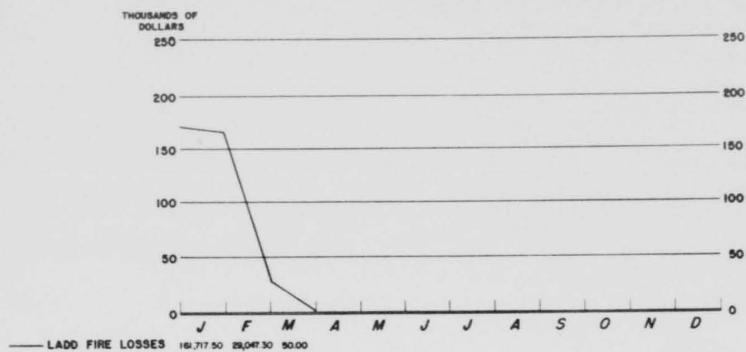
DEFINITION

The machine listing is tabulated by year of birth; therefore, in order to facilitate reading, the data expressed in terms of age-in-years. To convert the age to a percentage, the number of personnel in any one age is divided into the total strength reported on listing.

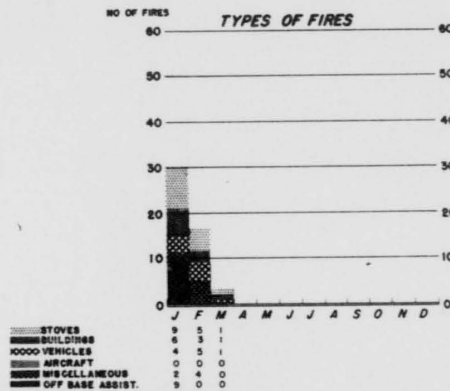
FORM

AF-17

MONETARY VALUE OF FIRE LOSSES
LADD AIR FORCE BASE
1953



SOURCE: AAC-22



COMPTROLLER 5.11

SUBJECT: Monetary Value of Fire Losses

OBJECTIVE

To account for the preservation of public property and to provide data on potential fire losses by depicting present monetary fire losses by types of fire.

SCOPE

Includes all fire losses to public property at Iadd #8 and its satellites; however, it does not include the property damage resulting from fire that occurs in the city of Fairbanks that the Iadd Fire Department is called upon to extinguish.

SOURCE

AAC-82 Fire Record Journal

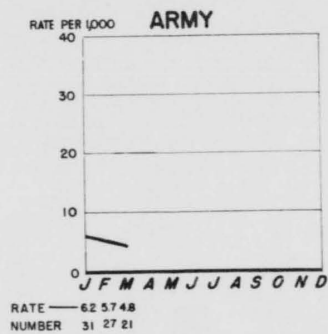
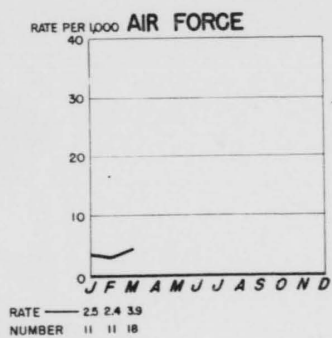
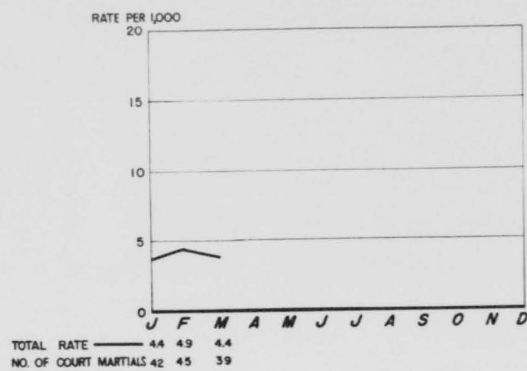
Projects: 5.11
Date Current: 31 March 1953
Preparation: Management Analysis

RESULTS

Fire losses for Iadd were the lowest of the year for March. Only one fire involved monetary loss.

Std. 3190 Overheated Stove	50.00
Year Total	\$19,812.00

COURTS MARTIAL RATES
LADD AIR FORCE BASE 1953



RESTRICTED SECURITY INFORMATION

COMPTROLLER 8.11

RESTRICTED

SUBJECT: Courts Martial Rates

PURPOSE

To provide a means of indicating the disciplining of military personnel at Lack Air Force Base through courts martial rates, monthly, on calendar year basis.

SCOPE

Included in the computation of courts martial rates are all military personnel assigned and attached to Air Force, ~~ARMY~~ and Army units as each department exercises court martial jurisdiction at Lack Air Force Base.

SOURCE

Base Office of the Provost Marshal

COMPUTATION

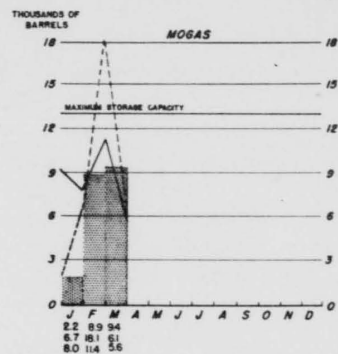
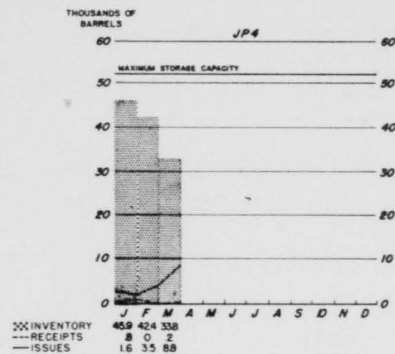
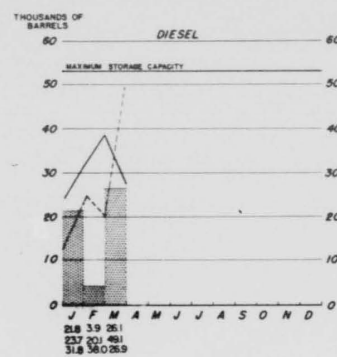
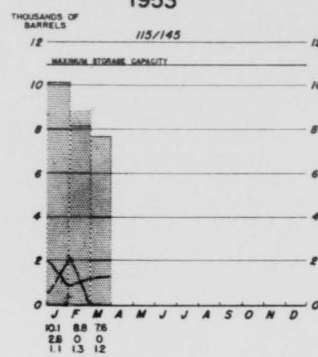
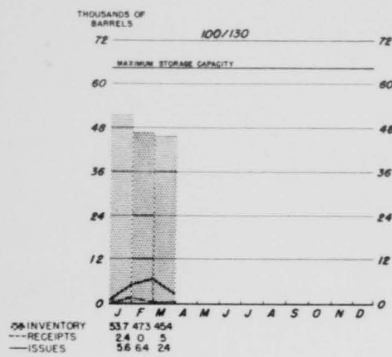
Number of Courts Martial x 1,000 persons
Means Strength

SECURITY INFORMATION

Project: 6.11
Date Current: 31 March 1953
Preparation: Management analysis

RESTRICTED

CONFIDENTIAL SECURITY INFORMATION
POL INVENTORY STATUS
LADD AFB
1953



* SCALE CHANGES WITH EACH CHART
 BARREL = 42 GALLONS

SOURCE: BULK PETROLEUM SLATE

CONFIDENTIAL SECURITY INFORMATION

COMPTROLLER: 9.11

CONFIDENTIAL

SECURITY INFORMATION

SUBJECT: POL SUPPLY STATUS

Project: 9.11
 Date Current: 31 March 1953
 Preparation: Management Analysis

OBJECTIVE

To provide a means for analyzing the effectiveness of supply action for POL products. Also, to indicate the adequacy of present storage capabilities based on monthly demands for the base.

CONTENTS

Estimated consumption and receipt of POL products for April are as follows:

BASE

Maximum storage capacity, monthly inventory total receipts and issues for all POL products.

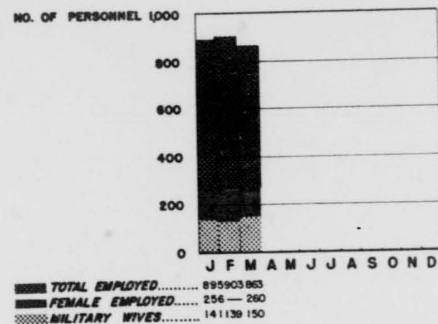
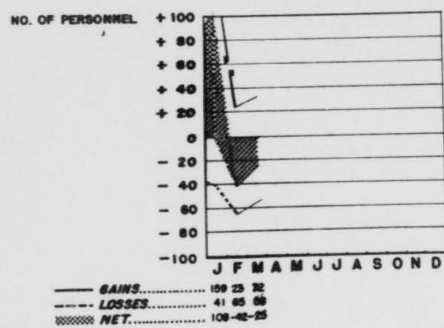
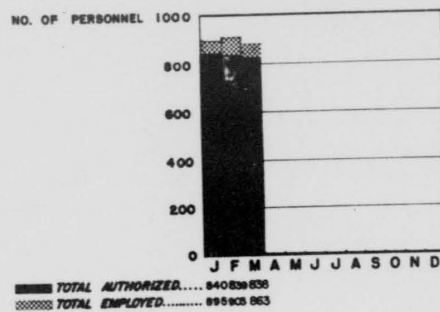
	Consumption	Receipts
100/130	3,375 bbis	4,090 bbis
115/145	3,109	2,531
Diesel	22,700	22,602
JPA	10,580	6,469
Wags	7,650	7,762

BASE

Ball Petroleum State.

CONFIDENTIAL

CIVILIAN PERSONNEL STATUS
LADD AFB - 1953



SOURCE: CIVILIAN PERSONNEL OFFICE RGS: AAC - 01

COMPTROLLER 1311

SUBJECT: Civilian Personnel Status

SYNOPSIS

To provide a means for evaluating progress in the administration of the overall civilian personnel program.

DETAILS

Included are civilian personnel employed in the following projects: (1) 1458 - Maintenance of Installations; (2) 1458 - Operations of Installations; (3) 1459 - New Construction and Minor Repairs; (4) 478 - Medical Group; (5) 7690 - Research and Development; (6) 1458 - WAFB (served by Ladd Air Force Base). Further, a summary of the number of females, military wives, and temporary hires is included to measure the support that each gives in the accomplishment of the overall program.

SOURCE

AAG-01, Civilian Personnel Office

CONTENTS

Averaging weekly reports from Civilian Personnel Office.

SECURITY INFORMATION

Project: 13.11
Date Current: 31 March 1953
Operations: Management Analysis

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX X

LADD AIR FORCE BASE REGULATION 65-7

SATELLITE SUPPORT PROCEDURE

THIS PAGE IS DECLASSIFIED IAW EO 13526

LEWMA
65-7A
1 Page
Page 1

BASE REGULATION)
NUMBER 65-7A)

LADD AIR FORCE BASE, ALASKA

12 January 1953

SUPPLY AND MAINTENANCE

Satellite Support Procedure

(This Regulation Amends Base Regulation 65-7, dated 9 October 1952)

* * * * *

18. Maintenance:

* * * * *

c. Rescinded

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BY COMMAND OF BRIGADIER GENERAL SMITH:

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BASE REGULATION)
NUMBER 65-7)

LADD AIR FORCE BASE, ALASKA

9 October 1952

SUPPLY AND MAINTENANCE

Satellite Support Procedure

(This supersedes Base Regulation 65-7, 4 Dec 50)

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1. References:

- a. AFM 67-1
- b. AFR 67-10
- c. AAC Administration Plan No. 56-2
- d. AFR 145-11

2. Purpose: The purpose of this regulation is to establish a procedure to assure the timely requisitioning and receipt of supplies, material and equipment at Sites, Satellites and Outlying Stations.

3. Scope: This regulation affects all organizations and activities having command or logistical responsibility for any site, satellite, sub-base, outlying detachment, or station.

4. Definitions: For the purpose of this regulation, supplies and equipment are placed in the following special handling categories:

a. Recurring Requirements - those supplies which are consumed at a uniform rate, such as mail, beer, food, movies, etc.

b. Irregular requirements (non-emergency) - maintenance parts, construction material, tires, etc.

c. Emergency Requirements - those items which if not received immediately will affect the mission of the unit and/or jeopardize its operational intent - ROCP, AOCP, ASSOC, VDP, Refrigeration plant failures, generator failures, etc.

d. Automatic Resupply - Food or rations will be on automatic supply based on personnel strength which will be forwarded by parent organization to the station ration breakdown section of the Base Commissary. Other items for automatic resupply are mail, movies and PX items of a general nature which are consumed at a uniform rate. No other item of supply will be construed or interpreted as automatic supply thereby relieving site, satellite and parent organization of their responsibility of supply requisitioning and procurement.

e. Supply Channel - The routing or channel of a supply request from the consumer and the return routing or supply of a given commodity. The supply channel will vary for different types of supplies.

f. Site Supply Expediter - The 5001st Composite Wing Site Supply Expediter is an agent or representative of the Base Commander, established and assigned within the Maintenance and Supply Group, who will monitor the overall supply and logistical support to Sites.

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g. Priority - Supplies will be requisitioned, processed, and transported by the priority rating established by current USAF Precedence ratings, by category of emergency such as AACP, VDP, ROCP, MSSOC, ANCR, MTUOP, MAIOP, disaster relief, health and welfare of the troops, unanticipated tactical situation or as required and/or approved by the Base Commander.

h. Outlying Stations, Site, Satellite, Sub-base - All stations, bases, outposts, activities (including detachments and sub-bases) assigned to Hq, 5001st Composite Wing.

i. Parent Organization - The organization to which a site, satellite, sub-base, detachment or activity is directly responsible for purpose of administration, operation, duty performance and mission accomplishment.

5. Responsibilities: This directive will not be construed or interpreted to relieve any satellite, parent unit or organization, or individual from their responsibility or to deviate from supply and maintenance procedures as defined in existing regulations or directives.

a. Programming Requirements:

- (1) Organizations planning projects or operations at a satellite will advise the parent organization exercising command jurisdiction of the satellite of the date and duration of the operation or project and the number of personnel involved. This information will be used by the parent organization to requisition and automatically ship to the satellite those supplies which are consumed at a greater rate due to personnel increases. Such supplies will be shipped to the site prior to or simultaneously with the increase in personnel.
- (2) Upon completion of a work project at a satellite which will suddenly release or decrease the number of personnel, or any sudden decrease in assigned personnel, the satellite commander will notify the parent organization by corrected strength report, indicating the decrease. The parent organization will properly coordinate and terminate those supplies previously augmented for the satellite.

b. Group, squadron, sub-base, unit, satellite and site commanders are responsible for the operation and supply of their detachments under the provision of this regulation.

c. The Commanding Officer, 5001st M&S Group, will be responsible for providing supply, transportation (including on-base transportation at Ladd AFB) and maintenance support as outlined herein.

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- (1) Supply Expediter. The Wing Site Supply Expediter, 5001st M&S Group, is responsible for the overall monitoring to assure timely supply and support for the purpose of accomplishment of the mission of the 5001st Composite Wing.

d. CWMTS, 5001st Composite Wing, is responsible for the scheduling of air transportation as may be required to carry out the procedures outlined herein. Special flights authorized by the CG or the C/S will be scheduled by the AC/S Operations. 54th TC or aircraft on TDY at LAFB for the sole purpose of airlifting supplies, will be scheduled by the M&S Group.

6. General: The maintenance of a high state of morale at outlying stations is essential to the accomplishment of the mission of this command. Commanders concerned will require their personnel to give special consideration to site requirements. Such requirements will be projected or anticipated and will be requested by the Site or Satellite and the Parent Organization as soon as the need is known. A consideration of the supply pipeline is vital.

SECTION II

7. PX Supplies: A stock control will be maintained by the LAFB PX Supply Officer at each site which will eliminate requisitions from the outposts. The Ladd Exchange will control the stock levels at the sites and replenish them so that a constant level of all commodities is maintained. The Air Freight Section or Commercial Transportation Section, M&S Group, LAFB, as applicable depending on point of destination, will inspect, accept, and receipt for the supplies from the PX Supply Officer and will outload by priority.

8. Mail: Personal and Official.

a. At no time will Official Government mail and personal mail be transported within the same pouch.

b. All mail, outgoing and incoming, will be awarded top priority and handled as follows:

- (1) Outgoing Mail, Personal. All personal mail destined for Sites will be placed in a separate pouch per Site and hand carried daily by the Parent Organization to the LAFB Post Office who, in turn, will make delivery to the Air Freight Section. Air Freight Section will manifest the outgoing mail and assure of its expedient shipment.
- (2) Incoming Mail, Personal. All personal mail originating from a Site will be placed in a separate pouch, manifested and given to the pilot of the aircraft returning to LAFB. Upon arrival at LAFB, the aircraft commander or pilot will assure that the personal mail pouch is off-loaded and delivered to a responsible and authorized representative of the Air Freight Section who will, in turn, notify the LAFB Post Office for pick up.

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- (3) Outgoing Mail, Official Government. All Official Government mail destined for Sites will be routed to the site through the applicable parent organization who will place such mail in a separate pouch and will deliver, as generated, to the Air Freight Section. All outgoing Official Government mail bags will be manifested by Air Freight Section. In no instance will Official Government mail be held within the parent organization for a period to exceed three (3) working days.
- (4) Incoming Mail, Official Government. All Official Government mail originating from a Site will be placed in a separate pouch manifested and given to the pilot of the aircraft returning to LAFB. Upon arrival at LAFB, the aircraft commander or pilot will assure that the Official Government mail pouch is off-loaded and delivered to an authorized representative of the Air Freight Section who will, in turn, notify the parent organization for pick-up.
- (5) All personal outgoing mail which is insured or registered will be processed as follows:
 - (a) The LAFB Post Office will prepare the notice and receipt forms for each separate piece of insured or registered mail. Once each month the Class A pay agent, a commissioned officer, of the parent organization, will receipt for the insured and registered mail from the LAFB Post Office. The Class A pay agent will be responsible for the delivery to and receipt from the addressee on each piece of insured and registered mail. Upon return to LAFB, the Class A pay agent will turn in the signed receipts to the LAFB Post Office.
 - (b) Insured and registered mail is designed for safeguarding and not a means of expediting. All precautionary means will be utilized for such safeguarding and an unbroken chain of signed receipts will be maintained.
 - (c) To expedite insured and registered mail, the parent organization will check with the LAFB Post Office during the month when a special or known trip is being made by an officer to a Site. This officer will sign for the insured and registered mail and deliver it to the addressee and obtain the addressee's signature. Upon return to LAFB, the signed receipts will be hand carried by this officer to the LAFB Post Office.
 - (d) In the event the addressee of insured and registered mail is not immediately available to sign the receipt, the Site Commander may sign the receipt and accept full responsibility for such mail. The Site Commander will obtain the signature of the addressee and will assure that the signed receipt is forwarded to the LAFB Post Office.

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- (e) If insured or registered mail reaches a Site or Satellite for personnel who have rotated or transferred from the applicable Site, the officer possessing such mail and receipts will be responsible to return the mail and receipts to the LAFB Post Office.

9. Movies:

a. The movie supply to Satellites or Sites will be the responsibility of the Army-Air Force Sub-Film Exchange, CINCAL, located at LAFB. Movies will be supplied on the basis of one (1) unit of four (4) movies per site per week. The supply of movies will be on a 21 day cycle consisting of one (1) unit showing at the Site, one (1) unit going to the Site and one (1) unit returning from the Site.

b. Site Commanders will submit weekly the 16 MM Entertainment Motion Picture Weekly Attendance Report, in duplicate, directly to the LAFB Army-Air Force Sub Film Exchange. Negative reports will be submitted. One (1) copy of this report will be maintained in a file at each Site or Satellite Activity.

c. Movies will be an automatic resupply and will process as follows:

- (1) The Army-Air Force Sub-Film Exchange will inspect, pack and deliver the weekly quantity per site to the Air Freight Section.
- (2) Air Freight Section will receipt for the movies from the Army Air Force Sub-Film Exchange by means of an Air Freight Tally and/or manifest, a copy of which will be presented to the Army-Air Force Sub-Film Exchange representative at time of delivery.
- (3) Air Freight Section will be responsible for storage, protection, security and out-loading of the film. Air Freight Section will require the aircraft pilot to receipt for the film as it is out-loaded for flight and delivery to the Site.
- (4) Upon arrival and delivery of the film at a Site, the aircraft pilot will have an authorized Site representative receipt for the film.
- (5) All film will be returned from the Site to the Army-Air Force Sub-Film Exchange within one (1) week after its receipt provided transportation facilities make this possible and practical. Film will be receipted for by the aircraft pilot to the Site Commander or his authorized representative. Upon arrival of the aircraft at LAFB, the Air Freight Section will receipt for the film from the pilot and will be responsible for notification for pick up and receipt of the film to the Army-Air Force Sub-Film Exchange.

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d. At all times, movie film will be stored and transported to protect it from moisture, excessive heat, cold, inflammable or combustible materials and areas.

10. Rations:

a. The basis for issue of rations is the ration return. The responsibility for the prompt submission of the ration return rests with the parent organization. Ration returns for satellite stations being supplied weekly will be furnished the Ration Breakdown Section 20 days prior to the consumption date of the rations.

b. The amount of subsistence authorized is based on the Master Menu and AFR 145-11. When substitutions are necessary, they will be noted on the ration issue slip. The Master Menu is used as a basis for issue and must be used in preparation of meals. Deviation will result in shortages and overages.

c. Money Turn-In. Turn-in of cash collected for meals will be to the LAFB commissary sales office as often as practicable and in all cases as of the last day of the month. All monies collected for meals will be turned over to the Class A agent by the Site Commander or the Site Food Services Officer at the end of each month, who will in turn, effect turn-in of the monies to the LAFB Commissary Officer. AF Form 447 will be utilized for cash collections. All cash sheets will be serially numbered by the detachment food services officer.

d. Inventory of Subsistence:

- (1) It will be the responsibility of the parent organization to obtain from each satellite a complete inventory of subsistence and emergency operational type ration on hand at each site or sub-base as of the last day of the month. This report will be submitted to the Ration Breakdown Officer by the 10th of each month.
- (2) Excessive quantities shown on inventories will be used as deletion list. Stock levels will be controlled due to the limited storage space at most sites. This also provides for more effective utilization of aircraft by not sending items to stations where excess exists.

e. Shipment of Subsistence:

- (1) Perishable subsistence will be entered on the backlog by the Ration Breakdown Section. The perishables will be held in cold storage boxes until such time as Air Freight Section calls for the rations, at which time rations will be delivered directly to the aircraft by the Base Commissary Section. If for any reason the flight aborts, meat products and other perishables which have been loaded for site distribution will not be reloaded but will be used for on-base issue and consumption.

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- (2) The backlog of perishables prepared by the Ration Breakdown Section will indicate the date that perishables on hand at each site will reach a zero balance. This factor will be considered by the Site Supply Expediter to determine emergency requirements for airlift.

f. Non-Perishables Subsistences: Non-perishable subsistence will be delivered to the Air Freight Section immediately after it has been prepared for shipment. The Air Freight Section will enter this factor on the daily cargo backlog.

g. Emergency Request. All emergency requests for subsistence will be forwarded through the parent organization to the subsistence Sales Officer. Justification for each emergency request will be furnished. A copy of all emergency requests for subsistence will promptly be furnished the Site Supply Expediter by the parent organization.

11. Air Force and Technical Service Supplies: Proper requisitioning of Air Force and Technical Service supplies is the responsibility of the consumer or the site. The requirements of the consumer will be made known with the least practical delay by anticipation or projection to the parent organization. In turn, such requirements will be requisitioned as soon as possible by the parent organization. Properties are classified and will be handled as follows:

a. M/R Plant Account Property (T/A Property) will be requested and issued by means of USAF Form 446 from the parent organization to Base Supply. USAF Forms 90A and 446 (Hand Receipt) will be utilized to maintain responsibility from the parent organization Supply Officer to the Site Commander or Site Supply Officer.

b. TO&E property, where applicable and authorized, will be requisitioned and accounted for by UPREAL by the parent organization and to the Site Commander by USAF Form 446 (Hand Receipt) for control purposes. Such TO&E's will not include expendable items, ammunition allowances or individual items of clothing and equipment.

c. Expendable property will be requested by the consumer or Site, to the parent organization who requests issue from Base Supply by means of USAF Form 446. Turn-in of a like item, simultaneous exchange, is not required on expendable property.

d. Non-expendable, limited recoverable, and/or recoverable property will be requested by the consumer of site to the parent organization who request issue from Base Supply by means of USAF Form 446. Turn-in of a like item, simultaneous exchange, is required on this property. If a simultaneous exchange or turn-in is impossible, the parent organization will certify on the face of the Issue Slip that like item will be turned in.

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c. Regulated or controlled property is not authorized for issue unless so stated in a current authorization, supply directive, or written authority of a higher command. Special issue of unauthorized equipment will be processed in accordance with paragraphs 59 and 167, Part I, AFM 67-1. Changes to existing authorizations will be processed in accordance with AFR 5-25.

12. Fuel:

a. A stockpile of 300 days supply of all necessary types of fuel (heating, diesel, aircraft, motor gas, lubes) will be on hand at the beginning of each fall season and no later than 15 September of each year. Fuel resupply will be accomplished by rail, air, vehicle, or water, as applicable. Requirements will be submitted to the AF-1174-SO, Base Supply, LFB, through the parent organization, by the site or satellite commander. Requisition deadlines will be as prescribed by Hq AAC. Consumption and/or anticipated requirements will be used by the site or satellite Commander as a basis for requisitioning.

b. All fuel in containers will be stored in accordance with T.O. 06-1-9 where possible.

13. Receiving Supplies and Service Direct from Vendor, Depots, or Agencies Other Than Regular Channel Established at LFB:

a. Upon receipt of supplies shipped direct to a site, sub-base or satellite from a Vendor, Depot or other activity, the Site Commander or Site Supply Officer will forward two (2) copies of the shipping document to the Group Materiel of the parent organization, LFB, who will direct preparation of corresponding or necessary issue slips as required. The parent organization will be assisted by Base Supply in determining the classification of the property received as to UPRM/L, M/R expendable and accountability applicable thereto. The Group Materiel, Parent Organization, will be responsible to assure that all property is properly recorded and accounted for with Base Supply, Supply personnel of the parent organization and sites.

b. Services, other than Materiel, will be confirmed by the Site Commander to the Group Materiel, Parent Organization, who will initiate appropriate action as required.

14. Special Services Equipment and Supplies:

a. All special Service Equipment for use at a site or satellite will be requested by the Site Commander to the parent organization who will request authorized issue from Base Supply. All such requests from the parent organization will be routed through the Base Special Services Officer for coordination and control.

b. The parent organization will issue Special Service Equipment and Supplies on AF Form 446 (Hand Receipt) from their M/R Account where applicable, excluding expendables, to Site.

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c. Base Special Services will not request, draw or issue Special Service Equipment and Supplies for Satellites.

d. USO shows and special entertainment will be coordinated with and monitored by the parent organization.

15. Payment of Service Personnel at Sites: The payment of troops at sites or satellites will be the responsibility of the immediate parent organization.

16. Supply of Clothing Through Cash Sales:

a. A consolidated clothing requirements list will be submitted to the parent organization by each site not later than the 20th of each month. Each list will indicate the individual for whom clothing is required, indicating size, type and quantity.

b. The parent organization supply officer will list all clothing requirements on AF Form 446 (Issue Slip). The completed AF Form 446 (Issue Slip) will be presented to the LAFB Clothing Sales officer, who will issue the quantities and sizes requested.

c. The class A agent officer detailed to make payments at the sites concerned will accept responsibility for clothing and deliver same.

d. AMC Form 16C will be accomplished for each individual to whom clothing is sold. AMC Form 16C and cash for items sold will be returned to the clothing sales officer, LAFB, by the class A agent. All items not accounted for in this manner will be turned in to the LAFB Clothing Sales Officer on AF Form 447 (Turn-in slip).

e. The transaction involving the receipt of clothing sales items, their sale, turn-in of monies derived therefrom and clothing not sold, will be completed within a fifteen (15) day period from date of original issue from the Base Clothing Sales Officer, LAFB, by the Class A Agent. Instances where this limit is exceeded or turn-in does not balance, issue will be reported to the CG, 5001st Composite Wing, LAFB, by the LAFB Clothing Sales Officer.

SECTION III

17. Salvage, Reclamation, Destruction and Abandonment of Supplies:

a. All items determined by the outlying station commanders to be other than serviceable or economically repairable shall be held awaiting inspection and disposal instructions from Supply or Maintenance inspectors furnished by LAFB. Supply inspectors will be dispatched from Parent Organizations as applicable and as requested by the satellite through the parent organization. Supply and Maintenance inspectors will furnish disposal instructions on all items in question.

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b. The site or satellite supply officer will maintain identity or identify all items by affixing the appropriate condition or status tags. Supply and Maintenance inspectors will assist where questionable. Status and condition tags will indicate condemned or reclamation.

c. Items declared of salvage or reclamation value will not accumulate at Sites but will be routed and transported as soon as practical to LAFB. Upon arrival at LAFB, Air Freight Section or Commercial Transportation will notify the parent organization of such items. The parent organization will prepare turn-in slips, AF Form 447, either to salvage or reclamation, as applicable, from the condition or status tags on the item. If replenishment in kind is desired by the site or parent organization, a statement will be placed on the face of the issue slip, AF Form 446, that like item was turned in on voucher number (referencing to the turn-in voucher of the same item.)

d. All organizational clothing and equipment will be returned to LAFB unless the Commanding General, LAFB, desires to hold the items for disposition instructions by a disposition team.

e. All other items which are not economically repairable or saleable to an extent warranting return to LAFB as determined by the inspection team will be retained at the outlying station and at the discretion of the Site Commander will be reclaimed, abandoned or destroyed.

f. The M&S Group, LAFB, may assist in the inspection and identification of property at Sites by furnishing qualified S&M inspectors, circumstances permitting.

18. Maintenance:

a. Automotive Maintenance:

- (1) Each Satellite station will restrict the echelon of maintenance accomplished to the capability of personnel performing the maintenance and the tools available. The extent of maintenance normally should not exceed the replacement of assemblies and sub-assemblies.
- (2) Automotive maintenance requirements beyond the capabilities of Site personnel will be referred to the parent organization. The parent organization will make a formal request to the Commanding Officer, Motor Vehicle Squadron. The request will contain as much information as possible concerning the repairs required, or suspected requirements.
- (3) Maintenance Forms relating to assigned vehicles will be maintained by Satellite base personnel.

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b. Automotive Maintenance Team: A team will be established by the Commanding Officer, 5001st Motor Vehicle Squadron, for the purpose of accomplishing all echelons of maintenance beyond the capabilities of the Satellite Station. This team will be placed on TDY with the Satellite Station and as requested by the parent organization.

c. Vehicle Inspection: An inspection team will be established by the Commanding Officer, 5001st Motor Vehicle Squadron. The duties of the team will include the following:

- (1) Inspection of at least fifty per cent of all vehicles assigned to Satellite Stations each three (3) months, to determine:
 - (a) Condition of vehicles.
 - (b) Functioning, adequacy, and utilization of maintenance, vehicles and personnel.
 - (c) Adequacy of tools and related equipment.
 - (d) Vehicle abuse or misuse.
 - (e) Proper preventative maintenance.
 - (f) Maintenance of Forms.
- (2) Submission of reports of inspection through command channels to headquarters, 5001st Composite Wing.

d. Maintenance of Equipment.

- (1) Each satellite may accomplish any echelon of maintenance on assigned equipment or utilities which they are capable of performing, based on the extent to which qualified personnel, tools and equipment are available. Such maintenance should be restricted as much as possible to the replacement of assemblies and should normally accomplish organizational and field maintenance on technical equipment.
- (2) Tools and other materials are authorized for all maintenance programs performed at a base level as currently set forth in applicable allowances or special authorizations. Any requests for tool issues not authorized in current authorizations will require base and/or command approval. Such requests will be forwarded through appropriate supply and command channels.

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- (3) Maintenance projects beyond the capabilities of a satellite will be referred to the parent organization for necessary arrangements. Those projects beyond the capabilities of the parent organization will be referred to and coordinated with the Commanding Officer of the appropriate maintenance organization at Ladd AFB.
- (4) Satellites will maintain all equipment maintenance records prescribed by USMP, AMC, Ladd AFB, or other pertinent directives.
- (5) Unsatisfactory Reports (Ref TO-00-35D-54B) will be submitted by satellite commanders through parent organizations to the UI Section, Inspection Section, 5001st Maintenance Sq, LAFB.

19. Reparables:

a. All reparable items, M/R, recoverable, and non-expendable, that cannot be successfully repaired by qualified site personnel and depending upon availability of parts, accessories or other facilities, will be properly stored and safeguarded by Site Commanders. Each item will be "green" tagged indicating stock number and nomenclature and bearing a statement indicating what repairs are required. The Site Commander will assure the return of all reparables to LAFB as generated and as soon as practical.

b. Reparables returned to LAFB will process through the parent organization to the applicable repairing activity or to Base Supply. Special care will be given to return, repair and processing of reparables as reparable items may be termed as a source of supply, particularly those items in critical or short supply.

20. Transportation:

a. The parent organization, in coordination with the Site Supply Expediter, Air Freight Section or Commercial Transportation, will be the final authority for determining the priority to be established on outgoing cargo and materiel.

b. In the event scheduled and loaded aircraft or other transportation cannot depart or arrive at point of designation on a predetermined time and date, or priority cargo is backlogged thereby causing a greater emergency at the site, Air Freight Section and Commercial Transportation Section will be responsible for any unloading, safeguarding, security and storage of material and supplies. In the event scheduled transportation is grounded, cancelled or delayed, the organization who had scheduled the transportation, will advise the parent organization, who in turn will notify the Site Commander of the action involved and the proposed time and date said cargo will move.

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c. Organizations Preparing Tally-In Forms: Organizations preparing tally-in forms for cargo movement through Air Freight Section will be as descriptive as possible. Tally-ins resulting from TX requests will prominently display the TX message number on the face of the corresponding tally-in.

21. Evacuation: Casualty and medical evacuation will be by air, rail, vehicle, or water, depending on the incident and existing transportation facilities, to the nearest Air Force Base with hospital facilities. Evacuation will be the responsibility of the Site Commander coordinated with and through the parent organization for any desired aid or assistance.

SECTION IV

22. Site Supply Expediter:

a. There shall be established within the Maintenance and Supply Group a site Supply Expediter. This office shall consist of one (1) Commissioned Officer and such enlisted assistants as is considered necessary to accomplish the assigned mission.

b. The functions of this office shall consist of, but not be limited to the following:

- (1) Establish liaison with all parent organizations and all activities responsible for logistical support of satellite stations.
- (2) Maintain suspense files of all emergency requests from sites. A copy of all emergency requests will be furnished by the parent organization immediately upon their receipt from a site or satellite.
- (3) Screen outgoing shipments against emergency requests to determine that priority requests are receiving appropriate action.
- (4) Follow-up with parent organizations to determine status of emergency requests.
- (5) Checking out-bound aircraft to ascertain that priority cargo is aboard.
- (6) Establish and maintain such files, charts or records necessary to reflect a perpetual, up to date, status per site per requirement of an automatic, recurring, irregular and emergency nature and corresponding current and/or completed action applicable thereto.
- (7) Assure that all logistical support, materiel, services, and supplies process and flow as set forth in this directive.

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c. The Site Supply Expediter will be a monitoring agent, a representative of the Commanding General, 5001st Composite Wing, who may at any time, coordinate, investigate, ascertain and inspect responsible activities at any level, to assure and confirm in his opinion that supplies and logistical support is stable and that no administrative delays are delaying adequate action of logistical support which would retard or penalize the primary mission of the 5001st Composite Wing.

d. The Site Supply Expediter will not have accorded to him a command authority but will perform in a liaison capacity with responsibility for overall monitoring and expedient processing as and where required.

e. If for any reason the essential logistical support has ceased due to untimely or improper administrative management, the Site Supply Expediter will coordinate with any staff, section, office or organization to determine causes. Situations that cannot be promptly or properly overcome, the Site Supply Expediter will without delay consult the CG or Chief of Staff, Hq, 5001st Composite Wing, setting forth all facts as revealed.

BY COMMAND OF BRIGADIER GENERAL SMITH:

CLAIR L. WOOD
Colonel, USAF
Chief of Staff

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APPENDIX XI

LADD AIR FORCE BASE REGULATION 67-9

WEEKLY REPORT OF PETROLEUM PRODUCTS

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BASE REGULATION)
NUMBER 67-9)

LADD AIR FORCE BASE, ALASKA

17 November 1952

SUPPLY

Weekly Report of Petroleum Products (Aviation and/or Ground)

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1. References:

- a. AFM 67-4
- b. AFR 67-10 as amended.

2. Purpose: The purpose of this directive is to provide the Petroleum Section, Ladd Air Force Base, with weekly inventory and consumption figures for petroleum products both aviation and/or ground, through the preparation and submission of LAFB Form 58, "Weekly Report of Petroleum Products."

3. Scope: This report will be submitted by all outlying sites that have air or ground petroleum servicing responsibilities. This report will cover all grades and types of petroleum products.

4. Time of Preparation: The report required by this directive will be prepared by each reporting activity on LAFB Form 58 on the 6th, 14th, 21st and last day of each month, and will include all action from 0800 local time of the preceding report date, to 0800 local time of the date of the current report. When the reporting date falls on a non-work day, reports will be prepared as of 0800 local time on the last working day preceding the normal report date.

5. Preparation of Report:

a. Column C: The identical balances reported in Column J of the previous report should be brought forward and entered in Column C of the current report.

b. Column D: Enter on the appropriate line the number of gallons of fuels received during the reporting period. All receipts other than those resulting from defueling of aircraft must be considered.

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c. Column E: Enter on the appropriate line the number of gallons of fuel removed during the reporting period from aircraft undergoing repair, being dismantled for shipment, or for other reasons.

d. Column F: Include fuels issued during the reporting period for aircraft, vehicle, heating, or other ordinary uses necessary to operations. Do not include fuels shipped from reporting activities to other sites.

e. Column G: Enter the total number of gallons shipped during the reporting period from the reporting activity to sites, or other points.

f. Column H: Enter all gains due to temperature, etc., during the reporting period.

g. Column I: Enter the number of gallons of fuels lost because of fire, leakage, etc., during the week. A footnote is required to explain losses in excess of allowable losses.

h. Column J: Enter the number of gallons of fuels on hand as of 0800 local time of the reporting date. This entry will be determined by actual physical measurement of the fuel in storage tanks, servicing units, and tank cars, etc., and a physical measurement of drums and cans of fuel. The entry in this column will equal Column C, plus Column D, plus Column E, less Column F, less Column G, plus Column H, less Column I.

i. Column K: Enter in this column the number of gallons of fuels which are not available for issue under normal operating conditions and which are commonly referred to as "tank bottom." Fuel in pumping systems, connecting lines, will be included in "dead storage."

6. Submission and Distribution:

a. Reports from outlying sites will be collected and forwarded to CO, 5001st Maintenance and Supply Group by group commanders having command jurisdiction of outlying sites through normal distribution channels to arrive at Hq, 5001st Maintenance & Supply Group no later than 1000 hours on the 2d, 9th, 17th and 24th calendar day of each month.

b. A sample worksheet for preparation of "Weekly Report of Petroleum Products" is attached as Inclosure 1 to this directive.

c. A standard format for teletype transmission of this report is attached as Inclosure 2 to this directive.

d. The first report required by this directive will reflect all action from 0800 local time, 14 Dec 52, to 0800 local time 21 Dec 52.

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7. Reports Control Symbol: Reports Control Symbol LF-S1 has been assigned to this report.

BY COMMAND OF BRIGADIER GENERAL SMITH:

CLAIR L. WOOD
Colonel, USAF
Chief of Staff

OFFICIAL:

John E. Mead
JOHN E. MEAD
Capt., USAF
Adjutant

2 Inclosures:

1. LAFB Fm #58
2. Format for transm of Rept

DISTRIBUTION "A"

Average weekly
temp + ___°F or - ___°F

WEEKLY REPORT OF PETROLEUM PRODUCTS

as of 0800 hours

Aviation and/or Ground

19__

RCS: LF-51

Reporting Activity _____

A Line No.	B Grade of Fuel	C Balance Last Rept	D Receipts (except defueling)	E Turn- ins	F Issued	G Shipped	H Inventory		I Adjustments	J Balance on hand	K Dead Storage
							Gains	Losses			

LAFB FORM NO 58, 30 Oct 52. Note: All quantities to be reported in gallons.
Inlosure #1

FROM: CO, DET F-8

TO: CO, 160TH AC&W GP

WEEKLY RPT OF PETROL PRDTS CMA RCS LP-31 AS OF 21 OCT 52 FOLS PD

LINE 1/98,000/0/0/2,300/0/0/50/95,650/20,000

LINE 2/120,000/49,730/500/6,761/1,500/0/126/161,823/22,000

LINE 3/73,836/0/0/0/0/0/87/73,749/15,000

LINE 7/2,120/0/0/25/106/0/4/1,985

LINE 11/3,560/530/0/721/0/0/3/3,366

LINE 14/28,701/0/0/1,487/0/0/53/27,161/6,500

LINE 15/1,600/0/0/206/0/0/14/1,380

LINE 16/3,816/0/0/106/0/0/3/3,707

LINE 17/2,837/0/0/103/0/0/3/2,731

LINE 18/1,657/0/0/15/0/0/0/1,642

LINE 19/68,713/5,605/0/8,920/0/0/210/65,188/15,000

Inclosure #2

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APPENDIX XII

LADD AIR FORCE BASE REGULATION 67-10
SUPPLY OF DECENTRALIZED AC&W SQUADRONS

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BASE REGULATION)

LADD AIR FORCE BASE, ALASKA

NUMBER 67-10)

15 January 1963

SUPPLY
Supply of Decentralized AC&W Squadrons

Contents

	<u>Paragraph</u>
Purpose	1
Scope	2
Responsibility	3
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Special Provisions.	8

1. Purpose: The purpose of this regulation is to established a uniform supply procedure and established separate Memorandum Receipt Accounts for Aircraft Control and Warning Squadrons, not physically located on Ladd Air Force Base.

2. Scope: The provisions of this regulation govern the processing of all documents and shipment of supplies and equipment, with the exception of subsistence and medical supply required to support AC&W Squadrons based on the AF-1174-30 for logistical support.

3. Responsibility: All organizations of the 5001st Composite Wing are responsible within the scope of their respective activities for compliance with this regulation.

4. Security Provisions: Personnel at each echelon are cautioned to avoid compromise of security. Site designation will not appear on documents, containers or packages in conjunction with geographical location and/or squadron numerical designation.

5. General:

a. Supply personnel will make every effort to complete supply action without return of documents to the originating agency. The squadrons, in turn, will insure that requisitions submitted are complete, and in conformity with paragraph 5a below. Squadrons so located that normal and regular supply cannot be achieved will exercise forethought in requisitioning. Heavy or bulky items destined for locations accessible only during the summer months will be requested in the 3rd quarter of the calendar year in order that supply may be effected in time to meet the season's sailing schedules.

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b. Responsible officers will clear their custody receipt accounts in person with the Plant Account Custodian, AF 1174 SO. Transfer of accounts between responsible officers will be accomplished by certificate of transfer.

c. A Liaison Unit will be established by AC&W Headquarters at the Property Accounting Section of Base Supply to monitor and expedite service to the squadrons. This Unit will lend assistance to, but will not assume the duties of, normal Base Supply functions.

d. ROCP, RNFP, and VDP requests will be processed by the Priorities and Special Handling Unit in accordance with standard procedures applicable to priority requisitions. Pilot pickup will be accomplished in accordance with the provisions of AACL-67-19, dated 5 April 1952.

e. Signed copies of all documents covering shipments to the squadrons will be forwarded to AF 1174 SO within ten (10) days after equipment is received at the squadron. If signed copies of these shipping documents are not returned to AF 1174 SO within thirty (30) days after shipment leaves Ladd Air Force Base, a follow-up request for signature will be made by Central Voucher Control Branch of Base Supply, AF 1174 SO.

- (1) Specimen signatures of individuals authorized to receipt for and/or requisitions supplies at the squadrons will be submitted to the accountable officer, AF 1174 SO, in the manner outlined in paragraph 54c, Part I, AFM 67-1.

6. Issue Procedure:

a. Squadron action: Routine requests will be submitted by the squadrons between the 20th and 30th days of the month, consistent with availability of mail service. Submission will be on AF Form 104B (USAF Requisition and Shipping Document), addressed to Property Accounting Section, Base Supply. An organizational control number will be used in the "Authority or Requisition" block. The "Requisitioning Officer" block will be signed by the unit supply officer or his duty appointed representative. Quantities authorized, on hand, and due-in will be indicated for each item. The squadron precedence rating will be typed in bold letters in the body of the document. Cost accounting code will be included on all 104B's for expendable property. Items will be triple-spaced, and a minimum of one (1) inch will be left clear for Property Accounting Section use at the bottom of each requisition.

- (1) Requisitions for non-listed AF or Tech Services items will include all information required by LAFB Form 44 (See Incl #1). Submission of the form itself is required with the 104B (Reproduction authorized).
- (2) Documents requesting Plant Account property will be annotated "Items(s) listed required for M/R Acct. No. _____, Accountability Retained". Authority for Issue _____.

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- (3) Documents requesting initial issue of UPREAL property will be annotated "UPREAL Property, Accountability Terminated". Authority for Issue _____.
- (4) Documents requesting replacement of recoverable items will be annotated "Like unserviceable item(s) is (are) being shipped to AF 1174 SO by earliest available transportation on organizational control No. _____."
- (5) Request for ROCP, VDP, RNFP, Special and Emergency items will be transmitted by electrical means to the AC&W Liaison Section via the AC&W Group Message Center. This information will be transposed to AF Form 104B and submitted to the Base Supply, Special Handling Unit for action.

b. AF 1174 SO Control Action: Upon receipt at AF 1174 SO, the requesting document will be edited and vouchered. Master AF Form 104B will be reproduced and distributed in accordance with paragraph 6c below, and will include one copy of the 104B to be withdrawn for voucher suspense, one copy will be forwarded to AC&W Liaison Unit, one copy will be routed to the Plant Account, if the request is for M/R property. The remaining reproduced copies of AF Form 104B then will be processed through the pertinent Base Supply Units, in accordance with normal operating procedures, and distributed in accordance with paragraph 6c below.

- (1) A separate AF Form 36 (Voucher Register Account) of AC&W Shipping vouchers will be maintained by Property Accounting Section. The AF Form 36 upon completion will be released to Central Voucher Control for follow-up and return of suspended voucher.
- (2) When a requested item has been transferred to another class, it will not be cancelled but will be extracted to the proper class for supply action.

c. Reproduction: If immediate shipment is to be made from Base Supply stock, the coded 104B will be reproduced in sufficient copies to allow for the following minimum distribution:

- (1) Two (2) copies to be forwarded to the requesting activity, one to be used as organization copy, the other to be signed and returned to AF 1174 SO within ten (10) days after receipt of the material, as a supporting document to the voucher.
- (2) One (1) copy to be forwarded to the AC&W Liaison Unit for informational and follow-up purposes.
- (3) Seven (7) copies to be forwarded to the warehouse for shipping action.

(3)

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- (4) Extra copies will be reproduced as required and distributed as follows:
- (a) Cost accounting copy for all expendable shipments.
 - (b) Auditor's copy (one of each ten shipping documents) to USAF resident auditor.
 - (c) Back order copy to Property Accounting Section.

d. Material Facilities, AF 1174 SO, Action: Processing through warehouse and shipping will be in accordance with procedures established for other off-base shipments.

- (1) Marking of shipments will be in accordance with letter Headquarters, 5001st Composite Wing, File No. LFAMA 400.22, Subject: Shipment to AC&W Sites dated 23 Dec 52.

a. AF 1174 SO Follow-up action: Upon receipt of the unsigned voucher copy from the Base Transportation Office indicating movement of the material to the Air Freight Dock, the suspense voucher inserted in voucher jacket file will be removed and replaced by dated copy received from Commercial Transportation or Air Freight Section indicating shipment has been accomplished. In order to accomplish a positive 30-day follow up by the Central Voucher Control Branch on outstanding vouchers for which a signed copy has not been received, Commercial Transportation Officer will check with Air Freight Dock to ascertain the status and/or shipping date of the material. This information will be returned to Central Voucher Control Branch for entry on the voucher suspense copy. Follow-up action will be initiated by Central Voucher Control Branch thirty (3) days from the actual date of flight. One (1) information copy of all correspondence relative to follow-up will be routed to the AC&W Liaison Unit. The voucher suspense documents will be made available to the Liaison Unit for periodic review of release dates, so that internally delayed shipments (within AF 1174 SO) may be checked for possible expediting if desired.

7. TURN-IN PROCEDURE:

a. Unserviceable or excess AF or Army-purchased non-expendable, and AF expendable recoverable property, will be turned in to AF 1174 SO by the earliest available transportation. Six (6) copies of AF Form 104C will accompany the equipment. One (1) advance copy will be sent to Base Supply Officer, AF 1174 SO, ATTN: Classification Unit. An organization control number will be used in the "Shipping Officer's Voucher Number" block, and the document will be annotated to indicate that Plant Account credit is due, when such is the case.

- (1) The receiving unit will coordinate with the Plant Account custodian to secure approval for turn-in of M/R property. If approved, the custodian will so indicate. If disapproved, the custodian will annotate the document "Not on Plant Account records".

(4)

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b. Turn-Ins of property due to causes other than fair wear and tear and/or incomplete items will be processed in accordance with paragraph 97 through x, Part I, AFM 67-1 and Part V, AFM 67-1.

c. Property and paperwork will be received and processed in the usual manner for off-base shipments, except that Receiving Unit personnel will forward a vouchered copy of the IO&C, signed to acknowledge receipt of the material, to the originating squadron, and similar copy to the AC&W Liaison Unit. Property Accounting Section will be responsible for the forwarding of voucher copies of M/R receiving documents to the Plant Account for posting prior to filing.

d. Items such as blankets, comforters, and organizational clothing which are received by Base Supply and require laundering or dry cleaning prior to being placed in serviceable stock will be processed through the Base Laundry. This will be a responsibility of the Base Supply Officer.

8. Special Provisions:

a. Priorities of shipments will be in accordance with provisions of the current edition of USAF Operating Program (OP) "Priorities of Programmed Units."

b. Acceptance of Petty Cash Purchase items, and authorized signature on AF Form 385 (Test) will be accomplished for the squadrons by the AC&W Liaison Unit. Normal AF 1174 SO shipping facilities will be utilized.

BY COMMAND OF BRIGADIER GENERAL SMITH:

OFFICIAL:

John E. Nease
JOHN E. NEASE
Captain, USAF
Adjutant

CLAIR L. WOOD
Colonel, USAF
Chief of Staff

DISTRIBUTION "A"

(5)

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DATA REQUIREMENTS FOR NON-LISTED ITEMS

This form, filled in with pertinent information to fullest extent, as applicable, is required to be attached to each Issue Slip submitted to Base Supply for non-listed Air Force or Army supplies.

Issue Slip No. _____ Date _____

- a. Manufacturer's part or catalog number _____
- b. Model or type _____
- c. Complete nomenclature _____

- d. Electrical Characteristics, if applicable _____

- e. Complete description of major item to which related _____

- f. Interchangeability with any suitable substitute, indicating stock number or complete description of substitute _____

- g. Catalog, handbook, or drawing reference, page and figure number _____

- h. Specifications (include job requirement) _____

- i. Special packaging instructions to be included in Purchase Request, if applicable _____
- j. Special identification required _____
- k. Special shipping instructions, if necessary _____
- l. Recommend six (6) months level to be maintained _____
- m. Suggested unit pack _____
- n. If a brand name is specified state why a competitive item will be unacceptable _____

Attachment No. 1 to Base Regulation 67-10

LAFB Form #44 (8 Jan 53)

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APPENDIX XIII
REPORT ON SCHEDULED FIELD VISIT

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HEADQUARTERS
SACRAMENTO AIR MATERIEL AREA
MCLELLAN AIR FORCE BASE
MCLELLAN, CALIFORNIA

SMSD 319.1

3 March 1953

SUBJECT: Report on Scheduled Field Visit

TO: Commanding Officer
5001st Composite Wing
Ladd Air Force Base
APO 731, c/o Postmaster
Seattle, Washington

1. PURPOSE: To assist in resolving supply problems, to recommend measures for improving local supply operations, interpreting and implementing prescribed procedures, and determining adequacy of prescribed procedures.
2. DATE OF VISIT: This visit was conducted on 19 - 21 January 1953.
3. PERSONNEL PERFORMING THIS VISIT WERE:

Elwyn E. Sprague, Field Representative, Area Activities Office
Oliver D. Black, Field Representative, Area Activities Office
Harris C. Reiche, Organization and Methods Examiner, Management and Procedures Office
Donald M. Roberts, Organization and Methods Examiner, Oversea Monitoring Office
Harry C. Steffens, Warehouse Superintendent, Base Supply Division
Norbert D. Steffens, Warehouse Superintendent, Materiel Processing Office
Capt. Marion T. Evans, Chief, Area Activities Office, 39th Supply Group Depot
4. PERSONNEL CONTACTED:

Brig. Gen. Donald Smith, CG, Ladd Air Force Base
Lt. Col. S. D. Hand, CO, M&S Group
Maj. C. R. Cruickshank, A-4, 5001st Composite Wing, Supply
Capt. W. Carpenter, Assistant, A-4, 5001st Composite Wing, Supply
Capt. E. D. Wood, Assistant, A-4, 5001st Composite Wing, Supply
Capt. J. Chiccano, Base Supply Officer, AF 1174, SO
Capt. R. A. Briggs, S-4, 160th AC&W Group
1st Lt. V. C. Hewitt, Property Accounting Officer
1st Lt. J. C. Hilbert, Service Stock Officer
1st Lt. W. D. Meyer, Materiel Facilities Officer

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1st Lt. R. Hollman, Receiving and Classification Officer
Rupert L. Smith, Assistant Base Supply Officer
Herbert C. Brewster, Chief, Management & Procedures Office

5. PROBLEMS AFFECTING SUPPLY PERFORMANCE

a. PROBLEM: To attain the highest degree of effectiveness from assigned personnel through measures designed to increase morale, improve personal relations, accelerate production, and obtain maximum utilization of allotted manpower.

RECOMMENDATION: A recommendation was submitted to the M&S Group Commander and the Base Supply Officer which involved the realignment of first line supervisory personnel.

ACTION AGENCY: Iadd Air Force Base. The above recommendation was accepted and action initiated during the course of the visit to effect these changes.

b. PROBLEM: Expeditious Processing of Back Order Releases:

- (1) The back order release system presently in effect consists of manual preparation of a small local form, concurrent with the posting of receiving documents, which is forwarded to a central location for conversion into AF Form 446. Control and priority of conversion is determined by volume rather than by date. Numerous instances were observed where from 4 to 6 weeks had elapsed between preparation of the local form and preparation of the AF Form 446. Several examples were also noted where the local forms were apparently lost as material had been available for as much as 6 months without back order release action effected. This method results in a duplication of effort in that the information placed on the local form must also be placed on the AF Form 446. This system further retards the processing of paper-work and subsequently delays the issuance of material.

RECOMMENDATION: It was recommended that a modified hand-scribed back order release system be placed in effect. This system was explained in detail to operating personnel. It was the opinion of the visiting team that use of this method would release two people from the back order release operation for other duties.

ACTION AGENCY: Iadd Air Force Base. Action was initiated during the course of this visit to place this procedure into effect.

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c. PROBLEM: One of the major problems confronting the Base Supply Operation is the present inability to accomplish the minimum requisites conducive to an effective and efficient supply operation. In this connection the following basic fundamentals of stock control were reviewed and analyzed accordingly:

- (1) Stock List Changes: For the most part stock list change action has not been effected during the past two years. This condition results in numerous identical items being carried in more than one property class. Several instances were noted during review wherein material being requisitioned or locally purchased was available on the base in the same or another property class. The seriousness of this matter cannot be over emphasized since a condition of this kind will not only reduce the efficiency of the Supply Operation but will create excesses and defeat the basic concepts of stock control.
- (2) Stock Levels: Stock levels generally are not being periodically reviewed and adjusted. It was observed also that in instances where levels had been adjusted practical reasoning together with factual data, i.e., past consumption experience, seasonal requirements, standby levels, anticipated requirements based on maintenance schedules or lists, was not being employed.
- (3) Requisitioning Schedules: Requisitioning schedules to the 39th Supply Group Depot as well as requisitioning schedules provided the using organizations on the Base were not being adhered to. This precludes the scheduling of an even workload within the Supply operations and decreases the effectiveness in accomplishing mandatory work.
- (4) Reduction of Files: Many obsolete and dead stock record cards were observed in the active files as well as multiple cards on which balances had not been transferred. It was also observed that many items should be screened to determine proper classification in order that true excesses may be established and disposed of accordingly. During a spot check, four particular instances were observed where material subject to periodic test and check had been available for a period of two to four years without an issue being made. This material had been processed periodically through base maintenance shops in accordance with T. O. 00-35A-40 when actually the items should have

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been disposed of and cards removed from active files. The extra handling and time spent in screening dead and inactive cards when preparing stock balance reports, adjusting levels and requisitioning etc., reduces productivity immeasurably. It is estimated that the present 125,076 stock record cards could be reduced to approximately 65,000 to 70,000 active cards.

- (5) Due Outs: Numerous instances appeared where material was being held for an extended period (2 weeks to 6 months) without back order releases being effected to satisfy existing organizational requirements. Failure to promptly issue material in the number of instances observed causes the using organizations to flood the Base Supply Operation with unnecessary "hand carries" or "walk through" requests. This, of course, disrupts the normal flow of scheduled work which places another obstacle in the path of accomplishing basic stock control i.e., adjusting levels, timely requisitioning, processing stock list changes etc.

RECOMMENDATION: Although climatic conditions, due to geographical location, and the extremely high rate of both military and civilian personnel turn-over adversely affect supply performance, it is the opinion of the visiting team that the foregoing conditions can be corrected locally through application of the following recommendations:

- (1) Review of all operating units of the base with a view toward reassignment of personnel on an equitable basis. At the time of this visit Base Supply was operating with 59 vacancies under authorized strength while Base Maintenance was over strength. This condition, along with the man hours lost to special duty assignments, i.e., military training, KP, CD, TDY, etc., seriously affects supply performance and the normal application of sound supply fundamentals.
- (2) Recommend that duties and training of a purely military nature which do not require participation by civilian employees be scheduled at a time and in a manner which will not interfere with the full utilization of both civilian and military personnel in the accomplishment of Base Supply Mission. This recommendation is based on the fact that at this base, both civilian and military manpower is so closely integrated in the discharge of the primary mission that neither can operate at peak efficiency when the other is absent.

Hq, SWANA, SMSD 333, Subject: Report of Scheduled Field Visit

- (3) Immediate establishment of a training program to indoctrinate supply personnel in the basic fundamentals of stock control and supply discipline. The need for the establishment and maintenance of this program cannot be overemphasized since records maintained by Base Supply indicate that the rate of military and civilian personnel turn-over for the calendar year 1952, was 13% and 138% respectively. Records further indicated that cross sectional skill levels available have generally been established at less than 25% because of the large number of personnel who are without any previous supply experience. Contributing to this low figure is the fact that by necessity heavy reliance has been placed on servicemen's dependents to fill civilian vacancies and these people for the most part are new in the supply field.
- (4) The establishment of projects with positive schedules to insure timely accomplishment of; effecting stock list change action, periodic review and adjustment of stock levels, reduction of files and effecting back order releases.
- (5) The proper setting of celluloid sliding signals to reflect true stock status in order to minimize the time expended in accomplishing cycle requisitioning, reporting of excess, effecting back order releases etc.
- (6) Require using organizations to insert "unit cost" information during preparation of issue slips which will eliminate this requirement being performed by supply personnel. (Ref paragraph 21c(16), Part III, AF Manual 67-1).
- (7) Systematic scheduling of overtime.
- (8) That the number of personnel authorized to visit the property accounting section be held to an absolute minimum.
- (9) That addressograph equipment presently available be utilized for preparation of AF Form 105F series stock record cards when new cards are required.
- (10) Continued surveillance be maintained with a view toward streamlining and simplifying operating procedures.

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ACTION AGENCY: Ladd Air Force Base.

d. PROBLEM: Requisition Registers:

- (1) Requisition registers presently being used were implemented partially under the concept of Air Force Letter 67-10 (now obsolete) and do not contain sufficient information to be of value as a management tool or serve as an expedient for the preparation of Sections I and II, AF Form 359, Base Supply Report.

RECOMMENDATION:

- (1) Recommend that the possibility of utilizing AF Form 393 be investigated, and if found acceptable that these forms be requisitioned and registers subsequently established in accordance with the provisions of paragraph 16, AF Manual 67-1. Adoption of this recommendation will not only provide a standard means for obtaining required data for the Base Supply Report, but will provide management with other valuable information concerning work load, when levels were last reviewed and adjusted, if requisitions are being submitted on schedule, pipeline time and percentage of supply effectiveness by property class.

ACTION AGENCY: Ladd Air Force Base

e. PROBLEM: Preparation of AF Form 359, Base Supply Report.

- (1) Review of the Base Supply Report indicated cumulative totals in Section II since the inception of the report. It was further observed that repairable action columns, reflecting line items processed to local maintenance shops and shipments to the Depot, were not being tabulated. Also Column 3, (total number of lost voucher certificates this fiscal year to date), and Column 15 (line items declared excess over 90 days old), were not being filled in. Figures contained in Column 7 (line postings this month) obviously are based on the overall line items per document rather than the actual line postings made to the stock record card. Omission of the foregoing data renders the report ineffectual for evaluating base supply effectiveness and personnel and workload measurements.

RECOMMENDATION:

- (1) Recommend that the Alaskan Air Command be queried relative to a cut-off date for reporting cumulative totals. (See last sentence of paragraph 5.5c, Part I, AFM 67-1)

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- (2) All supply action be indicated in the report as set forth in paragraph 5.5, Part I, AF Manual 67-1 modified only on authority from the Alaskan Air Command.
- (3) Line postings as defined in paragraph 5.4a(2), Part I, AF Manual 67-1 be listed in Column 7, Section IV in order that all work accomplished may be reflected.

ACTION AGENCY: Ladd Air Force Base.

f. PROBLEM: Pipeline Time:

- (1) Average pipeline time for this base has been established in two categories, i.e., (1) 60 days for material available at the 39th Supply Group Depot and (2) 180 days for items which must be back ordered by the 39th Supply Group Depot and obtained by requisition from the ZI for reshipment to Ladd Air Force Base.
- (2) Pipeline time is not being computed systematically in a periodic manner and in the method provided by AF Form 393, Requisition Register. Because of time limitations, the accuracy of the above quoted pipeline figures could not be verified at the time of this visit and should be utilized as estimates only.
- (3) Lengthy pipeline time presents several problems to the Base Supply Operation, viz; projection and requisitioning of requirements six months in advance, planning and scheduling of work load, anticipation of seasonal requirements and allocation of storage space for those items which cannot be placed in outside storage.

RECOMMENDATION:

- (1) Recommend that requisitioning schedules be strictly adhered to by both Ladd Air Force Base and the 39th Supply Group Depot. Application of this recommendation will provide a more uniform work flow, permitting prompt processing by the 39th Supply Group Depot and reducing considerably the pipeline time for items available within the theater.
- (2) When material is not available and no firm "Gue-in" is in evidence at the 39th Supply Group Depot recommend extraction be made to the Zone of Interior for direct shipment to Ladd Air Force Base. It is estimated that

Hq, SWANA, SMSD 333, Subject: Report of Scheduled Field Visit

pipeline time can be reduced 30 to 60 days through application of this recommendation. This will also reduce the amount of paper work and unnecessary handling now being performed by the 39th Supply Group Depot under the present back order system.

ACTION AGENCY: Ladd Air Force Base and 39th Supply Group Depot.

g. PROBLEM: Receiving and Processing of Material

- (1) The present system in receiving material consists of storing the material in bays according to class of property and ultimate storage warehouse. These bays can only be entered from one end by a fork lift and results in material being processed and ready for delivery but cannot be moved due to additional material being currently received and placed in front of the bay. This system is hindering the flow of documents and material by date.

RECOMMENDATION: That material be placed in bays by load, as received from Transportation, rather than by class or warehouse storage point. That each bay then be worked by date received and cleaned out before starting on the next.

ACTION AGENCY: Ladd Air Force Base

h. PROBLEM: Material Handling Facilities

- (1) Many overage receiving and issue documents on hand in the warehouse operation are attributed to the non-availability of material handling equipment. Discussion of this problem revealed that although the Materiel Facilities Function is authorized 10 fork lifts, a maximum assignment of only 7 had been available for distribution and utilization by all warehouse units as well as the receiving section. Additional problems are encountered when necessary to move the fork lifts from one warehouse to another. Due to road conditions the fork lifts cannot be driven but must be hauled. At the time of this visit, two 40 ft. trailers were assigned with no provisions made for the assignment of a tractor to move this equipment when loaded. Tractors are requested from the Base Motor Pool but are not available in numerous instances.

RECOMMENDATION: That immediate action be taken to insure necessary equipment be allocated to the Materiel Facilities Division in order that assigned duties may be efficiently performed. Such action

Hq, SNAWA, SMSD 333, Subject: Report of Scheduled Field Visit
would materially reduce the cost of:

- (a) Hauling material handling equipment by truck from one warehouse to another.
- (b) Standby time of personnel waiting to load and unload trucks and trailers.
- (c) Lengthy processing time of documents.
- (d) Unnecessary time spent in making telephone calls.
- (e) Maximum equipment utilization.

ACTION AGENCY: Ladd Air Force Base

i. PROBLEM: Reporting of AOCF

- (1) At the request of the Commanding General, Ladd Air Force Base, a review was made of the theater AOCF reporting procedure. It was developed that although complete AOCF reporting was being accomplished by Ladd Air Force Base, items available within the Alaskan Theater were deleted from the Consolidated Theater AOCF report forwarded to the ZI by the 39th Supply Group Depot. This resulted in an inaccurate portrayal of AOCF status pending shipment of items within the theater to Ladd Air Force Base.

RECOMMENDATION: That the procedures outlined in AFM 67-51 be followed in reporting AOCF. That aircraft be reported AOCF until the parts are actually available at the base initiating the report.

ACTION AGENCY: 39th Supply Group Depot

j. PROBLEM: On-Base Issue Service

- (1) An average of 192 hours (24 calendar days) were required to process on-base issues and 184 hours (23 calendar days) to process off-base receipts has resulted in the inevitable breakdown of normal procedures and greatly increased the number of "special" and "hand-carried" requests.

RECOMMENDATION:

- (1) A time and motion study was conducted of the on-base issue procedure to determine the contributing factors causing such a time lag in processing requests. This study of the present procedure and a study of the proposed procedure and attached as inclosures number 1

Hq, SWAMA, SMSD 333, Subject: Report of Scheduled Field Visit

and 2 respectively. The major recommendations contained in the proposed method are:

- (a) Establishment of a regularly scheduled 2 hour messenger service throughout the base supply operation.
- (b) Physically moving the editing and voucher operations in closer proximity to one another.
- (c) Elimination of the Voucher Distribution Unit and the Warehouse Distribution Unit.

ACTION AGENCY: Ladd Air Force Base

6. Investigation of Special Subjects directed by Headquarters, Air Materiel Command.

a. Headquarters, AMC Special Subjects not covered in the preceding were reviewed and found in satisfactory condition.

7. A copy of this report has been furnished to the 39th Supply Group Depot, the 39th Air Depot Wing, the Alaskan Air Command, and to Headquarters, AMC, ATTN: MCSYS AND MCSD.

8. Reply by indorsement is not required unless specifically directed by higher authority.

FOR THE COMMANDING GENERAL:

/s/ Victor D Arvisstead, Maj, USAF
for
/t/ ERNEST L. RAINE
Colonel, USAF
Director, Supply and Services

2 Incls

1. Time & Motion Study
On-base Issue-Present
Procedure
2. Time & Motion Study
On-base Issue-Proposed
Procedure

ON-BASE ISSUES - PRESENT PROCEDURE

1. Received from requesting activity separated by priority and routine. Documents are edited. Priorities are time stamped immediately upon receipt while routines are time stamped after being edited. After being edited the priorities and routines are all placed in one "out-basket".
2. About once a day the supervisor hand carries the documents across the hall to be vouchered. They are placed in one basket, not separated between routine and priority.
3. Assigns voucher number and fills out AF Form 34. A voucher control stamp is placed on the document and it is dated.
4. Once a day the routine are handcarried to voucher distribution. The priorities are carried immediately to Priority Belt.
5. Sorts according to class, counts line items and places in appropriate basket.
6. When a clerk runs out of work, she comes in and is apportioned out about ten more documents to process, in whatever class has the biggest backlog.
7. Clerk codes the document and makes posting to AF Form 105-52. If an item presents any problems at all it becomes a "research" item and is turned back in to Voucher Distribution Clerk who places it in the unit supervisors folder to be researched at his convenience.
8. Returns completed work and is given more work. Each clerk averages about three trips daily to turn in work.
9. Records the number of line items processed by each clerk to be used in tabulating the daily and weekly output by clerk which is checked against the copy and placed on public display. The documents are placed in warehouse basket.
10. About once a day a warehouseman picks up all warehouse documents and handcarries to Central Warehouse. In some cases, as much as three days have elapsed between pickups.
11. Assigns a warehouse control number and enters voucher number, control number, date, class, items, and activity in register. (This constitutes a full time job.) Places document in folder for appropriate warehouse.
12. Whenever a warehouseman happens to be in the office he picks up the paperwork for his warehouse. There has been as much as one week between pickups.
13. Entered in register similar to the one in Central Warehouse. Location checked and material selected. Requesting activity notified and material is issued.

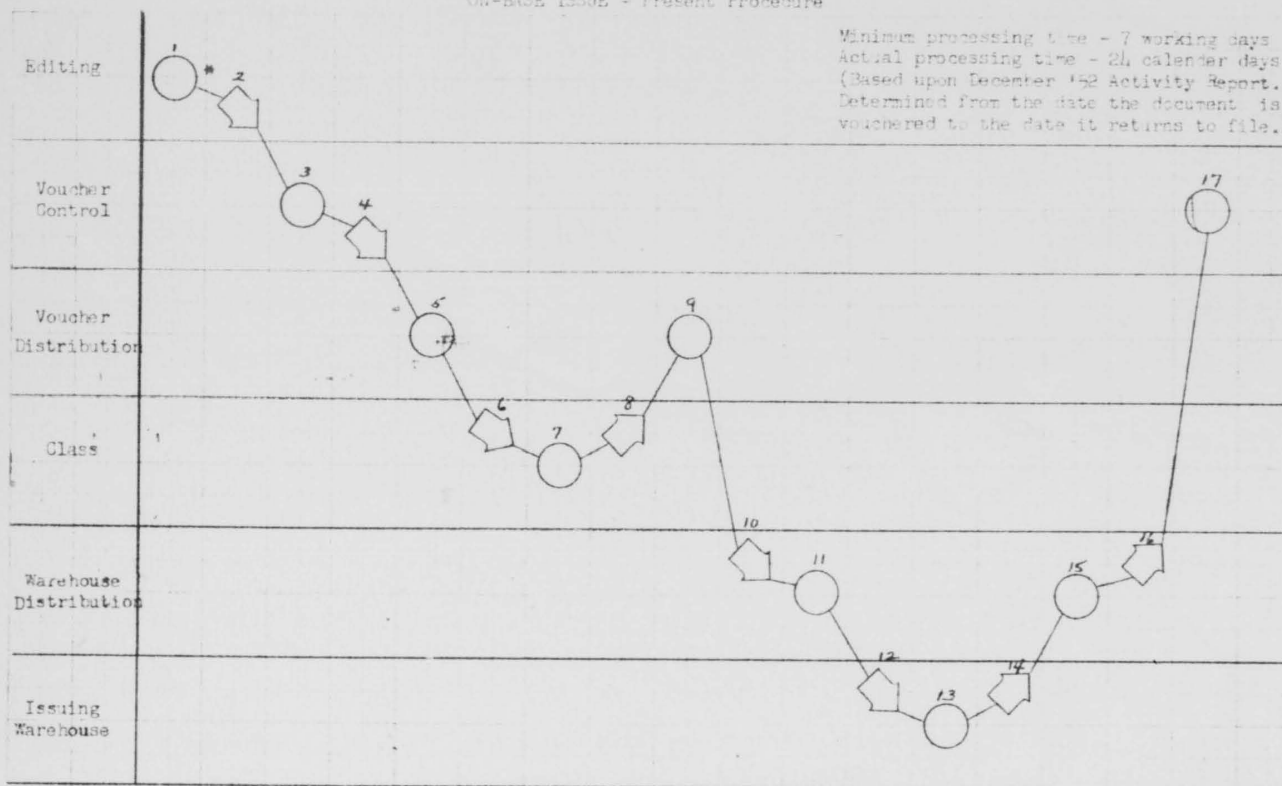
14. Carried back to Central Warehouse. No standard Procedure. Again, it may be a week between the time material is issued and the time the document is returned.

15. Checked off control register.

16. About once a day, a warehouseman carries the documents to Voucher Files.

17. Audited for completeness and AF Form 36 completed. Full suspense copy and place voucher in file.

ON-BASE ISSUE - Present Procedure

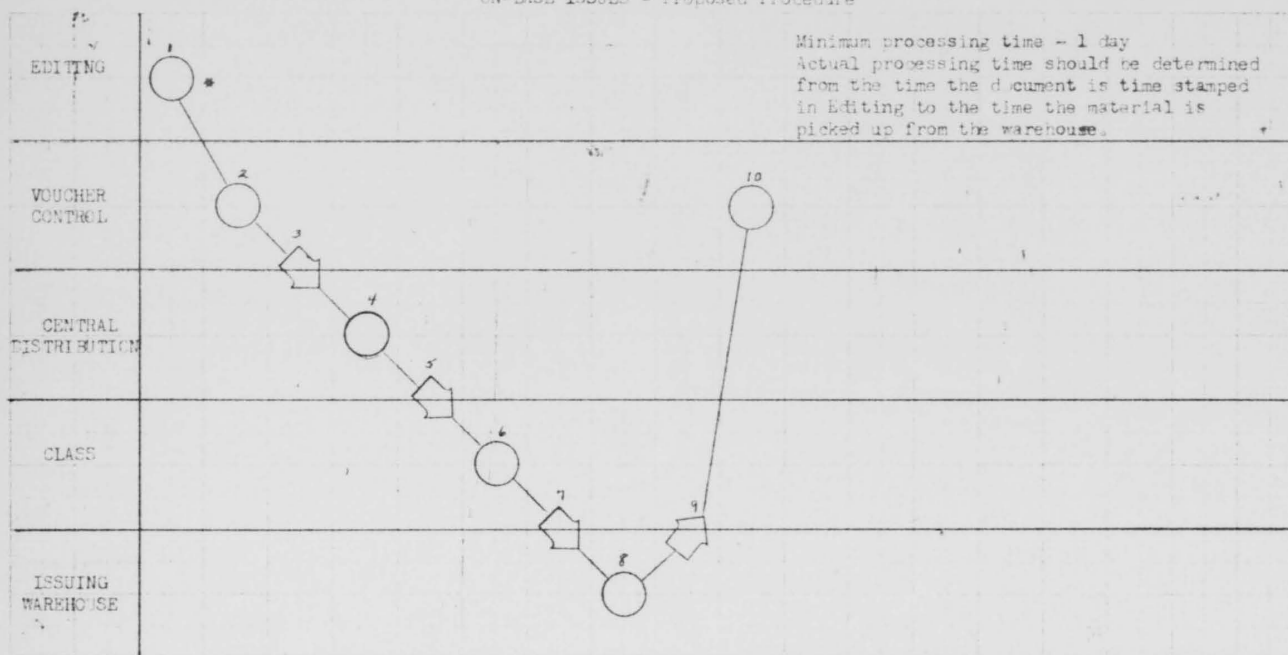


* Start symbols have purposely been deleted from the charts.

CLASS ISSUES - PROPOSED PROCEDURE

1. Received from requesting activity separated by priority and routine. Time stamp all documents before editing. Documents are edited. Placed in voucher basket separated between priority and routine. (Editing desks should be situated immediately adjacent to voucher desk.)
2. Assigns voucher number and fills out AF Form 36. A voucher control stamp is placed on the document and it is dated. Keeps documents separated between priority and routine.
3. Messenger delivers priorities directly to Priority Unit and delivers routines to Central Distribution. (One hour messenger service should be provided.)
4. Sorts documents into appropriate basket. (A pigeon-hole distribution rack should be constructed for this purpose.)
5. One hour messenger service between Central Distribution and Class.
6. Clerk codes the document and makes routing to AF Form 105-72. Tallies total number of items processed to be turned into supervisor at end of shift for supervisor's information only.
7. Messenger service directly to issuing warehouse. (One hour service.)
8. Entered in register. Location checked and material selected. Requesting activity notified and material is issued.
9. Messenger carries directly to voucher files. (One hour service.)
10. Audited for completeness and AF Form 36 completed. Full suspense copy and place voucher in file.

ON-BASE ISSUES - Proposed Procedure



* Storage symbols have purposely been deleted from the charts.

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APPENDIX XIV
FIRE PROTECTION MUTUAL AID AGREEMENT

1582

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FACILITIES

FIRE PROTECTION
MUTUAL AID AGREEMENT

THIS AGREEMENT entered into this 27th day of March 1953,
by and between Commanding General, Ladd Air Force Base for and
in behalf of the United States Government hereinafter called Party
of the First Part; and the City of Fairbanks, Territory of Alaska,
hereinafter called Party of the Second Part, witnesseth:

That for and in consideration of mutual agreements hereinafter
set forth, and in order to afford better fire protection to the
City of Fairbanks and Ladd Air Force Base:

1. Each of the parties hereto agree that they will render assistance to each other in fighting fires within the City of Fairbanks and Ladd Air Force Base.
2. The fire departments of the City of Fairbanks, and Ladd Air Force Base will aid each other upon request of the Fire Chief of the department needing assistance.
3. In all cases the Fire Chief of the Department in whose area the fire occurs will be in charge of the fire fighting activities at the scene of the fire. No liability may be incurred by the visiting fire departments in such instance, but they will be considered as units of the fire department in whose area they are working.
4. The department dispatching equipment to the aid of another department will dispatch one piece of equipment only unless additional aid is specifically requested.

FIRE PROTECTION MUTUAL-AID AGREEMENT Cont'd

5. It is specifically agreed hereto by each of the parties hereof that none of the provisions of this agreement shall authorize payment by one party hereto to either or both of the other parties hereto for any assistance rendered under the provisions of this agreement.
6. In no event shall the fire department of one of the parties hereto aid the fire department of another of the parties hereto if by so doing the area of the party responding to the aid of another would thereby be placed in jeopardy. The decision as to whether an area would be placed in jeopardy shall be determined in each case by the Fire Chief of the area concerned. This paragraph shall not be construed as limited by any other provisions in this agreement.
7. It is further specifically agreed hereto by each of the parties hereof that this is to be, and does hereby constitute, a mutual-aid agreement and by virtue of the provisions hereof, each of the parties hereto specifically waives any and all rights, claims, dues, debts and obligations of a monetary character that could, might, or may arise between the parties hereto by virtue thereof.
8. Further, that this agreement shall remain in force for an indefinite and unspecified period of time, but may be revoked by either of the parties, whose signature is hereunto fixed, upon written notice thirty (30) days in advance of the date upon which termination is specified or desired.

FIRE PROTECTION MUTUAL-AID AGREEMENT - Cont'd

9. None of the above mentioned fire departments shall be held liable for damages which might be incurred in responding to, or fighting fire under the provisions of this agreement. All departments will strictly adhere to the traffic laws and regulations pertaining to the area when returning from fire calls to the respective stations.

FOR THE UNITED STATES GOVERNMENT

/s/ Donald B. Smith
DONALD B. SMITH
Brigadier General, USAF
Commanding

FOR THE CITY OF FAIRBANKS, ALASKA

/s/ Donald H. Eynck
DONALD H. EYNCK
Fairbanks, Alaska, City Manager

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APPENDIX XV
SUPPLEMENTAL AGREEMENT NO. 1
JOINT OPERATION OF GALENA

1586

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APPENDIX _____ (Maint & Operation of Galena)-(Facilities)

--- R E S T R I C T E D ---

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
ANCHORAGE, ALASKA

Agreement No. AF 65(504)-3

Negotiated YES
(Yes or No)

SUPPLEMENTAL AGREEMENT NO. 1

THIS SUPPLEMENTAL AGREEMENT, made and entered into this 15 day October, 1952, by and between the UNITED STATES AIR FORCE and the CIVIL AERONAUTICS ADMINISTRATION, WITNESSETH That:

WHEREAS, On the 1st day of July 1951, the parties hereto entered into an agreement providing for maintenance and joint operation of the Galena, Airport, Alaska; and

Whereas, It is found advantageous and in the best interests of the Government to modify the said agreement for the following reasons; to facilitate Department of the Air Force fiscal procedures;

NOW, THEREFORE, The said agreement is hereby modified in the following particulars, but in no others:

By deleting sub-paragraph No (5) of Provisions No. 3a, and by substituting therefor the following sub-paragraph No (5), viz:

"(5) The CAA will furnish two mechanics to handle additional work caused by the provisions of this agreement. The CAA will, in April of each year, submit an estimate of the fund requirements for these mechanics and the power furnished under Item No. 3b (1) for the next fiscal year to Headquarters, Alaska Air Command. After approval of said estimate, Headquarters, Alaska Air Command will submit a Cross Servicing Order and acceptance form No NME 235 to CAA. CAA will submit quarterly billings to Headquarters, Alaskan Air Command, using Standard Form 1080 for such billings."

IN WITNESS WHEREOF, The parties hereto have executed this agreement as of the date and year first above written.

APPENDIX _____ . MAINTENANCE AND OPERATION OF GALENA. PAGE 2 OF SUPPLEMENTAL AGREEMENT

THE UNITED STATES AIR FORCE

By _____

(Official Title)

(Designation of Branch)

CIVIL AERONAUTICS ADMINISTRATION

By /s/ Robert F. Bacon

Acting Chief, Procurement Branch
(Chief)

Region 8, Anchorage, Alaska

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APPENDIX XVI
MANAGEMENT IMPROVEMENT REPORT

1589

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MANAGEMENT IMPROVEMENT REPORT
QUARTER ENDING 31 MARCH 1953

PART I. HIGHLIGHTS

A. General Trend of Improvement by Field

1. Area: Training

Field: Management Training

- a. During this reporting period, the Manpower and Management Office established a Civilian Management Improvement Officer to supervise the Management Improvement Training of this Command. The Management Improvement Officer counsels and advises the Commanders as to fields for improvement; surveys methods and procedures, and recommends improvement changes. The responsibility for supervisory training in management rests with the Group Commanders.

B. Specific Outstanding Examples of Management Improvement

1. Area: Manpower and Personnel

Field: Utilization

- a. Individual and special details of the Motor Vehicle Squadron were evaluated by that organization's supervisory personnel. The following management improvement was accomplished through this survey. Unit supply now remains open three nights per week at which time squadron personnel turn in laundry, change linens, and clean weapons. A total of approximately 12,000 man-hours per year better utilization is realized now that personnel do not leave their primary duty to perform such details during normal working hours.

2. Area: Manpower and Personnel

Field: Utilization

- a. All vehicles of the 2-1/2 ton class and up, received for Preventive Line Maintenance in the Maintenance Squadron, are placed on the grease rack and lubricated, at which time an inspector checks the undercarriage, thus eliminating duplication and kickbacks. Better utilization of from twelve to twenty man-hours per day are realized through this management improvement.

Subject: Management Improvement Report

3. Area: Distribution
Field: Storage and Issue

- a. Mobile cranes were assigned to using agencies upon the justification for their need. All mobile type cranes for maintenance and operation are the specific responsibility of the Commanding Officer, 5001st Motor Vehicle Squadron. The system has been changed whereby the cranes are now centralized in the Base Motor Pool, with an operator assigned to each crane to provide "on call" service at any time, thus eliminating hazardous operation and premature repair. Maintenance is reduced 50% with 100% more efficient operation.

4. Area: Operations
Field: Coordinated Effort

- a. A problem existed in handling repairable engines which were turned in to the receiving warehouse by the Engine Build-up Section for shipment. The process involved supply personnel picking up the engines at Hangar "A", transporting and unloading them in the warehouse. Commercial Transportation would then pick up and unload the engines at the shipping warehouse. An average of five engines per week was processed in this manner. A new system has been used this past month whereby the engines are loaded directly into the shipping van at Hangar "A". This process requires only ten minutes per engine. The paper work is handled as usual among three sections. This new system offers less chance of damage to the engines. Computed savings on man hours, using the processing of twenty engines per month as an average, is illustrated as follows:

Old Way:	Required 180 man hours (Armn & Civilian)
New Way:	Requires 6 man hours (Armn only)
Monthly Savings:	174 man hours
Yearly Savings:	2,288 man hours

The man hours saved by this new system are utilized fully during the month, which allows for smoother, more efficient operation of the units.

5. Area: Facilities
Field: Utilization

- a. OB, Surgical, Skin, and Well-Baby Clinics were held in various sections of the hospital. By hanging screens, the clinics have been consolidated in the basement of

Subject: Management Improvement Report

of Murphy Hall, eliminating duplication of effort and releasing two airmen formerly required, who are now being utilized in other sections of the hospital.

6. Area: Facilities
Field: Utilization

- a. Improved utilization of space and manpower has been accomplished in the Engineering Branch of the Air Installations organization by rearranging conference space in such a manner that engineers and draftsmen are not disturbed by casual visitors, and official visits are handled more expeditiously and efficiently. It is estimated that four man hours are saved daily, plus an additional intangible savings. This will represent better utilization of approximately 1,144 man hours per year.

7. Area: Transportation and Traffic Management
Field: Service Operations

- a. A C-119 on temporary duty at Ladd Air Force Base from Wright-Patterson Air Force Base, for use as a vehicle on several development cold weather test items, was utilized to haul cargo in support of the Wing Primary Mission. This was not included in the test program, but was consented to by the WADC CWT Detachment Commander and resulted in more complete utilization of the aircraft.

8. Area: Pre-flight Check List
Field: Maintenance

- a. One of the major cold weather operating difficulties with the C-47 type aircraft is failure of the propeller feathering system to operate properly during the pre-flight check. By a series of trials, it was determined that pre-flight feathering checks were successful if these checks were made after the engine "run-ups". The feathering check was moved from its standard position on the pre-flight check list to the last item on the list. This materially cut down the number of aborted missions and reduced the maintenance work on propeller feathering systems. A savings was realized through this improved method.

Subject: Management Improvement Report

PART II. FORECAST

A. Base Supply

(1) Area: General Management

Field: Organization, Methods and Procedures

1. The Property Accounting Branch has been selected as an area of study for improvement by the Base Supply Officer. Three objectives have been established and, as phases of progress are realized, they will be included in the Management Improvement Quarterly Report.
 - a. Realignment of the Property Accounting Branch, programming management and control and increasing productivity; realigning stock record cards to include full nomenclature; effecting stock transfers from Technical Services to the Air Force.
 - b. Reviewing job description, reference homogeneous assignment and span of control.
 - c. Establishing a dead and inactive card unit; establishing cross-index stock numbers and nomenclatures; establishing issue schedules to level out the workload per day on a twenty-two work-day month and the line items used by agencies served; setting up a production and work-load Standard Operating Procedure. End result desired: a steady normal workload throughout the supply system, good morale, and increased productivity.

B. 5001st Medical Group

(1) Area: Manpower and Personnel

Field: Utilization

1. Within the next six months, a new hospital will be opened at Ladd Air Force Base. This hospital will be authorized approximately 60% more personnel. A continuing study of section assignments is being made to insure the utmost in utilization of these personnel.
2. At present, the 5001st Medical Group is drawing up plans to use the personnel presently assigned as a cadre to train the large influx of airmen due this summer.

Subject: Management Improvement Report

C. 5001st Communications Squadron

(1) Area: Utilization
Field: Facilities

1. Due to lack of special-purpose vehicles, this organization will requisition supplies to build wooden boxes for each line and construction crew. These boxes will contain tools and equipment which permit each crew to utilize approximately two man hours daily by not having to wait in line for tools and equipment from supply each morning and turn in same each evening. Boxes will be secured with a padlock and will be of a size to permit loading on vehicles assigned by the Motor Pool. Estimate cost of boxes is \$150.00, which is negligible compared to an estimated saving of 3,744 man hours annually for six crews. Through the proper utilization of these man hours, the organization will function on a better management basis.

D. 5064th Cold Weather Materiel Testing Squadron

(1) Area: Manpower and Personnel
Field: Procurement of Personnel

1. A recommendation is being coordinated by this Headquarters for the mutual rotation of qualified Research and Development officers between the 5064th CWMTS and the Air Research and Development Command. This action is being taken to provide the 5064th CWMTS with an adequate source of qualified personnel, and will serve the double purpose of providing officers in the climatic test functions of ARDC with experience in Arctic operations, thus improving their capabilities. A similar program with APGC is working well, except that sufficient timely replacements are not available to the 5064th CWMTS. It is felt that both sources should be available for the mutual benefit of the three organizations. So far, APGC has been capable of providing sufficient airman replacements on a mutual basis, and ARDC has very few airmen in these categories because of their emphasis on civilian employment.

(2) Area: General Management
Field: Organization, Methods and Procedures

1. Suggestion boxes are being installed with complete instructions to airmen and junior supervisors to provide ideas for action by the Squadron Management Improvement Committee. A system of recognition is being effected to provide additional consideration for promotion for those providing workable suggestions. A separate re-

Subject: Management Improvement Report

port is being submitted to the management improvement office with the mechanics of this suggestion outlined for those who wish to follow suit.

E. 5001st Air Base Group

(1) Area: Manpower and Personnel
Field: Utilization

1. Six days per week, twelve men are detailed for trash collection. At present, assigned transient personnel and prisoners are detailed to relieve the daily requisition on assigned units. The erratic availability of transient and/or prisoner personnel, over a given period, eases the situation very little. A study is being conducted to let a contract for this work at a savings to the government, thereby making available the normally detailed men for their primary functions.
2. Scheduling transient personnel assigned for processing prior to site assignment is spot-lighted. By scheduled revision, the lay-over period at this station can be reduced considerably. During the next quarter, many man hours will be saved from good planning and coordination in processing transients for site duty.

F. 5001st Air Police Squadron

(1) Area: Manpower and Personnel
Field: Procurement

1. Plans are being made for coordination among the Air Police, Office of Special Investigation, and Civilian Personnel Sections for post-data on civilian applicants whose records contain information which should preclude their employment. In every case where a man is hired by an agency on the base and discharged for cause, a loss results to the government. The individual could be hired by another agency on the base before a complete investigation is run, when he would be immediately fired again. With such data catalogued by the three sections and made available at the request of any of the sections, a great savings can be realized by the government.

G. 449th Fighter-Interceptor Squadron

(1) Area: Distribution
Field: Stock Control

1. A plan is being perfected to establish a Service Stock Section in the 449th Hangar to service both the F-24

Subject: Management Improvement Report

and F-82 parts. Previously, the Service Stock was located in Hangar #1. This will effect a great savings in man hours in transportation of parts and eliminate lost time previously experienced awaiting the parts.

PART III. DELETIONS

- A. Plans for the consolidation of Squadron Personnel Sections at Group level were discontinued due to the Base reorganization plan now under way, which will inactivate the Group Headquarters, this Base.

PART IV. RECOMMENDATIONS

A. Problems beyond the authority of the Command to solve:

1. Paragraph 1, paragraph 109a(2), Air Force Manual 67-1 as amended, outlines procedures for operation of the Plumbing Shop, references, Recoverable and Limited Recoverable Items.
2. One-third of a plumber's time on a repair assignment is spent going to inspect the damaged parts, returning to the shop and informing the supervisor; then awaiting the supervisor's withdrawing from service stock the new part; returning to the site of trouble, effecting repair, and returning the damaged parts to the shop for turn in.
3. Recommend Air Force Manual 67-1 be amended to allow plumbers to carry a limited number of plumbing supplies on his truck while on duty; to replace or re-issue to the plumber like items when the damaged or worn part is turned in.
4. The annual savings in man hours at Ladd Air Force Base would be approximately \$144,000.00 if this change would be effected.

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APPENDIX XVII
COLD WEATHER TEST PROGRESS GRAPH

1597

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BI-WEEKLY COLD WEATHER TEST PROGRESS GRAPH

Effective Date: 31 March 1953

Legend: ————— Percent Completion
 ————— Percent Scheduled Completion

TITLE	PERCENT				
	OCT 15	25	50	75	MAR 15
<u>WADC PROJECTS</u>					
Diverter Segregator Oil System (C-119)*					
Hot Fuel Priming System (C-119)*					
Hot Air Priming System (C-119)*					
Propeller De-icing System (C-119)* **					
Environmental Temperature Survey (C-119)**					
Environmental Temperature Survey (B-47B)**					
High Capacity Feathering Pump (C-119)* **					
B-47B Aircraft* **					
F-86D Aircraft*					
Synthetic Fur Clothing					
26 x 6.6 Synthetic Casings (F-94A) **					
Auxiliary Cabin Heater (C-54D)**					
Incineratory Type Toilet					
<u>AFGC PROJECTS</u>					
E3R2 Mixing Unit and E-74 Fire Bomb*					
Radar Set AN/FPS-3					
Mark IV Anti-Exposure Suit					
M-108 Hydraulic Bomb Hoist					CANCELLED

* Test missions have been delayed or cancelled for reasons of non-availability of (1) Refueling Units, (2) Crash Fire Equipment, (3) Transportation, (4) Common Stock Items.

** Test conducted only during extreme cold period.

xx Tests terminated due to non-availability of extreme low temperatures.