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HISTORICAL Report

1 JULY—31 DECEMBER 1952

34TH AIR DIVISION (DEFENSE) KIRTLAND AFB NEW MEXICO .

Incl #1

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SUBJECT & DESCRIPTION OF INCLOSURES: K 411.07-34, 2 4728-1A
History, 34th Air Division (Defense)
July - Dec. 1952

NO. OF INCLOSURES:

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HISTORICAL DATA

OF

34TH AIR DIVISION (Defense)

KIRTLAND AIR FORCE BASE, NEW MEXICO

PERIOD: 1 JULY --- 31 DECEMBER 1952

Compiled by:

Lloyd D. Gary

LLOYD D. GARY
2d Lt., USAF
Command Historian

Approved by:

Wm A Matheny

WILLIAM A. MATHENY
Colonel, USAF
Commanding

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HISTORY OF THE 34TH AIR DIVISION (Defense)

1 JULY 1952 ---- 31 DECEMBER 1952

Prepared for Historical Office,
Western Air Defense Force
(WADF)
by A/1C Frank C. Idaspe
(Historical Technican)
31 December 1952

34th Air Division (Defense), Kirtland Air Force Base, New Mexico

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The following is a concise and accurate account of the activities within the 34th Air Division (Defense). Each Staff Section is considered as a separate unit and the coverage of information is presented in bi-annual periods.

(A/1C Frank C. Idaspe)

34th Air Division (Defense)

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CONTENTS

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SECURITY INFORMATION

COMMAND SECTION

ADJUTANT GENERAL

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COMMAND SECTION
&
ADJUTANT GENERAL
(1 July thru 31 December)
1952

Lieutenant Colonel Adrian E. Knock, who served this division as Adjutant General for approximately seventeen (17) months, departed this station in August for the Air University at Maxwell Air Force Base, Alabama.[1] Colonel Knock was to be a student at the Air University with permanent duty station at the Armed Forces Staff College, Norfolk, Virginia.

Colonel Knock was replaced by Major James E. Martin who had recently returned from combat duty in Korea. While overseas, Major Martin served as Commanding Officer of the 334th Fighter-Interceptor Squadron, and upon completion of his tour of duty was assigned to the 33d Fighter-Interceptor Squadron this station. On 2 August, he assumed position as Adjutant General of the 34th Air Division (Defense)[2].

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1. Ref Tab 1
2. Ref Tab 2

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COMMANDER'S TOUCH - A1 (Continued)

During this period this section realized an acute shortage of personnel through overseas commitments. During September, the shortage was alleviated to a great extent by the assignment of three (3) WAF personnel. Upon an initial orientation of the general functions of the section, each WAF was assigned specific responsibilities.

Under the direction of the Assistant Adjutant General, Lieutenant Sam Gaensky, a cross-training program was initiated in order to provide a more comprehensive procedure of the functions of the section.

Monthly meetings are held by Lieutenant Gaensky whereupon problems, projects and procedures of the section are discussed. Following the report by the Sergeant Major, a general discussion is held wherein opinions, suggestions and solutions are offered regarding the issues at hand.

First Lieutenant James R. Barnett, Assistant Adjutant General, was assigned to Maxwell Air Force Base, Alabama, for the purpose of attending a Squadron Officers' Course at that station.[1]

Ref Tab 3

COMMAND SECTION - AC (Continued)

The annual inspection of the 34th Air Division (Defense) was accomplished by Headquarters, Western Air Defense Force during the period 17 through 21 November 1952. No major discrepancies were noted, although there were two minor deviations concerning the manner in which Western Air Defense Force Headquarters routes and handles correspondence as compared to this division.

Staff meetings conducted by Colonel William A. Matheny, Commanding General of the 34th Air Division (Defense), are scheduled for each Friday. These meetings are attended by representatives from each Staff Section and are a means of informing the Commanding General of the particular functions of each section. Each Staff Officer renders an oral report to Colonel Matheny on the progress, problems and projects relating to his section. Upon completion of the reports from the individual Staff Officers, a general discussion ensues wherein opinions, suggestions, and solutions are offered regarding the issues at hand.

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COMMAND SECTION - A5 (Continued)

Briefings by Major Robert F. Zachmann, Operations Advisor to the Commanding General, directed by Colonel Matheny, are occasionally given to representatives of other commands visiting this headquarters. These briefings concern the system, mission and operational functions of the 34th Air Division (Defense). In attendance at one briefing were members of the Air University, Maxwell Air Force Base, Alabama. Upon their return to Maxwell Air Force Base, a letter was initiated by Headquarters Air Command and Staff School and forwarded through channels to this headquarters whereby Colonel Matheny was commended on the manner in which such briefings were presented.

An Electronic Display (pinball dial status display system) System in the Air Defense Control Center was devised by Colonel Matheny for use in the 34th Air Division (Defense). The primary consideration of the new system was to eliminate the need for status clerks, thus utilizing these airmen in other fields or operations.

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OCEANS SECTION - AG (Continued)

Due to the expenditure of funds entailed by the installation of such a system, it never reached the general operational stage, but it is presently in operation in our Air Defense Control Center. Colonel Matheny did, however, receive approbation for his system from Major General Frederick L. Smith, Jr., Vice Commander of Air Defense Command; Major General Delmar T. Spivey, Commanding General of Central Air Defense Force; and Brigadier General Ralph A. Parker, Vice Commander of Western Air Defense Force.

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HEADQUARTERS
34TH AIR DIVISION (DEF)
Kirtland Air Force Base, New Mexico

SPECIAL ORDERS)
NUMBER 117)

7 July 1952

This order consists of paragraphs 1 to 20 inclusive.

BY ORDER OF COLONEL MATHENY:

OFFICIAL:

ADRIAN E KNOX
Lt Col, USAF
Adjutant General

SAM OBENSKY
2d Lt, USAF
Asst Adj Gen

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HEADQUARTERS
34TH AIR DIVISION (DEF)
Kirtland Air Force Base, New Mexico

SPECIAL ORDERS)
NUMBER 117)

7 July 1952

E X T R A C T

1. CLASSIFIED.

2. The automatic suspension (grounding) for physical reasons of CAPT ROBERT B WEINARD A0823207, 93d Ftr-Intcp Sq, this sta, UP AFR 35-16, is made a matter of record, eff 1 Jun 52. Exigencies of the service having been such as to preclude the issuance of competent written orders in adv, are hereby confirmed and made a matter of record, VOCG 1 Jun 52.

3. SMOP 2 SO 87, this Hq, cs, relating to 1ST LT JOSEPH A BENEZRA A0942831, as reads "TDY for aprx six (6) wks" is amended to read "TDY for aprx eight (8) wks."

4. SMOP 3 SO 87, this Hq, cs, relating to CAPT WILLIAM LOUGHLIN A0826229, CAPT JAMES L RUSSELL JR A0795079, as reads "TDY for aprx six (6) wks" is amended to read "TDY for aprx eight (8) wks."

5. A/3C Vernon E McKinnon AF17337746 (Prim & Dy AFSC-43131-H) (W) (RegAF) (FSC-0) (EOS-yes) (FSSD-7 Dec 41) (YOB-unk) (TCS-4 yrs) (DOS-18 Nov 55) (PG-A/B) (TC-none) (SV CAT-1) is reld fr asgmt and dy 93d Ftr-Intcp Sq, this sta and is asgd Hq 34th Air Div (Def), this sta. PCA. No tvl involved. Auth: AFR 35-59. EDCSA 9 Jul 52.

6. A/3C Donald F Foster AF15469416 (Prim & Dy AFSC-43131-H) (W) (RegAF) (FSC-0) (EOS-yes) (FSSD-7 Dec 41) (YOB-unk) (TCS-4 yrs) (DOS-18 Nov 55) (PG-A/B) (TC-none) (SV CAT-1) is reld fr asgmt and dy 93d Ftr-Intcp Sq, this sta and is asgd Hq 34th Air Div (Def), this sta. PCA. No tvl involved. Auth: AFR 35-59. EDCSA 9 Jul 52.

7. T/Sgt Anton D Krank AF6862815 (Prim & Dy AFSC-43171-H) (W) (RegAF) (FSC-32) (EOS-yes) (FSSD-1 May 45) (YOB-18) (TCS-Indef) (DOS-Indef) (PG-S/Sgt) (TC-1) (SV CAT-1) is reld fr asgmt and dy 93d Ftr-Intcp Sq, this sta and is asgd Hq 34th Air Div (Def), this sta. PCA. No tvl involved. Auth: AFR 35-59 EDCSA 9 Jul 52.

8. SMOP 6 SO 107, this Hq, cs, relating to A/B Forrest L Webster AF19438667, as reads "eff 20 Jun 52, w/rept to proper orgn and sta for dy NLT 2400 hrs 3 Jul 52" is amended to read "eff 20 Jun 52, w/rept to proper orgn and sta for dy NLT 2400 hrs 5 Jul 52."

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HEADQUARTERS, 34th Air Division (Defense) SPECIAL ORDERS NUMBER 117
7 July 1952.

9. SMOP 10 SO 67, this Hq, cs, relating to 2D LT JAMES M SATTERFIELD A0222894, as reads "WP o/a 1 May 52, reptg NLT 6 May 52" is amended to read "WP o/a 9 Jul 52, reptg NLT 13 Jul 52."

10. Par 30 SO 113, this Hq, cs, relating to CAPT KENNETH E LEWIS A0911392, is amended to include "Cl No. 52-N-GOC."

11. A/1C Francis M McKinney AF22994821, 767th AC&W Sq, Tierra Amarilla, N Mex will pro o/a 8 Jul 52 fr 767th AC&W Sq, Tierra Amarilla, N Mex to Lowry AFB, Colo., on TDY for aprx six (6) days for the purpose of completing the Aircrew Classification Test Battery (DPUC) and upon compl thereof will rtn to 767th AC&W Sq, Tierra Amarilla, N Mex. Tvl by common carrier and/or TPA is authd. If tvl common carrier, trans off will furnish TR for compl of tvl. TPA time not to exceed coml rail time, one (1) day. TDN. 5733500 348-101 P531.1-02 399-999. Auth: Ltr Aircrew Classification Testing Detachment #5, Lowry AFB, Denver Colo., Subj: Stanine Testing, 26 Jun 52.

** ** **

BY ORDER OF COLONEL MATHENY:

OFFICIAL:

ADRIAN E KNOCK
Lt Col, USAF
Adjutant General

Sam Odensky
SAM ODENSKY
2d Lt, USAF
Asst Adj Gen

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HEADQUARTERS
34TH AIR DIVISION (DEF)
Kirtland Air Force Base, New Mexico

SPECIAL ORDERS)
NUMBER 117) 7 July 1952

** E X T R A C T **

12. LT COL ADRIAN E KNOCK A0568946 (Prim AFSC-0016E) (Dy AFSC-7016) (W) (AFRes) (MR-MOFS) (FSSD-11 Oct 48) (EOS-yes) (HL-3) (NAFOSD-9 Dec 42) (PG-lt col) (DPG-3 Sep 47) (LANG-French) (SVS-Other) (YOB-14) (A-AFSC-7016) (AOC-0-97.61) is reld fr asgmt and dy Hq 34th Air Div (Def), this sta and is asgd 3894th Air Univ Sch Sq, Maxwell AFB, Ala., with perm dy sta at Armed Forces Staff College, Norfolk, Va., for dy as stu Cl No. 12. Cl starting dt, 26 Aug 52. WP c/a 6 Aug 52, reptg NLT 22 Aug 52. Tvl by common carrier and/or TPA is authd. If tvl common carrier, trans off will furnish TR for compl of tvl. If tvl TPA, nine (9) days tvl time is authd. Five (5) DDALVP at: 325 East Marietta St., Peoria, Ill. Off has been cleared to handle material up to and including TOP SECRET. Off to rept to Commandant, Armed Forces Staff College, Norfolk, Va., between 18 and 22 Aug 52. Cl duration twenty-two (22) wks. WP. PCA. PCS. TDN. 5733500 348-211 P532.2-02-08-07 399-999. Auth: Hq USAF ltr, AFPMP-1-E-1, Subj: Sch Orders, 21 Apr 52. EDCSA 22 Aug 52.

13. The automatic suspension (grounding) for physical reasons of 1ST LT GEORGE W PRINGLE A01909780, 93d Ftr-Intcp Sq, this sta, UP AFR 35-16, is rescinded eff 30 Jun 52. Exigencies of the service having been such as to preclude the issuance of competent written orders in adv, are hereby confirmed and made a matter of record, VOOG 30 Jun 52.

14. The automatic suspension (grounding) for physical reasons of 1ST LT NORMAN J DUFTSSMS A01909705, 93d Ftr-Intcp Sq, this sta, UP AFR 35-16, is made a matter of record, eff 30 Jun 52. Exigencies of the service having been such as to preclude the issuance of competent written orders in adv, are hereby confirmed and made a matter of record, VOOG 30 Jun 52.

15. UP AR 600-115, A/3C Bedford E Taylor AF18417537, this Hq, is granted twelve (12) days ordinary Lv eff 8 Jul 52, w/rept to proper orgn and sta for dy NLT 2400 hrs 20 Jul 52. Lv Address: Rt 4, Box 117, Lillie, La.

16. UP AFR 39-10 and Msg AFPMP-4, ALMAJCOM 78/52, 24 Apr 52, (SCE) A/1C Eugene J Federaro AF13276286, this Hq is reld fr asgmt and dy 34th Air Div (Def), eff 9 Jul 52 on which dt he is Hon dischd fr the USAF. DD Form 256AF Hon Disch Cert w/b furnished Amn. Amn elects cash settlement of fifty-five (55) days accrued lv. Auth: AR 600-115. Amn has compld 3 yrs 11 mos 16 days sv. Amn WP home of rec: Rt #1, Clark Summit, Pa., or pl no further dis PCS. TDN. 5733500 348-401 P534.1-02 399-999.

17. SMOP 14 SO 116, this Hq, cs, relating to A/2C Alva F Lewis AF19250566, as reads "is granted seven (7) days ordinary Lv eff 14 Jul 52, w/rept to proper orgn and sta for dy NLT 2400 hrs 21 Jul 52" is amended to read "is granted eleven (11) days ordinary Lv eff 16 Jul 52, w/rept to proper orgn and sta for dy NLT 2400 hrs 27 Jul 52."

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HEADQUARTERS, 34th Air Division (Defense) SPECIAL ORDERS NUMBER 117
7 July 1952.

18. S/Sgt Richard L Randall AF16267213, is rld fr asgnt and dy 767th AC&W Sq, Tierra Amarilla, N Mex eff 12 Jul 52 on which dt he is Hon dischd fr the USAF. DD Form 256AF Hon Disch Cert w/b furnished Amn. Amn elects cash settlement of fifty-eight (58) days accrued lv. Auth AR 600-115. Amn has compld 4 yrs sv. Amn WP home of rec: Horton, Mich., or pl no further dis. PCS. TDN. 5733500 348-401 P534.1-02-03-07 S99-999. Auth: AFR 39-10 (ETS).

19. T/Sgt L. C. Thornton AF36452407, is rld fr asgnt and dy 93d Ftr-Intcp Sq, this sta, eff 13 Jul 52 on which dt he is released fr EAD and trfd to USAFR. DD Form 217AF C/S w/b furnished Amn. Amn has compld 8 yrs 2 mos 9 days sv. Amn WP home of rec: 604 S. 12th St., Walla Walla, Wash., or pl no further dis. PCS. TDN. 5733500 348-401 P534.1-02-03-07 S99-999. Auth: AFL 39-12 Termination of act dy pd.

20. M/Sgt Robert K Hallander AF6545246, is rld fr asgnt and dy 135th AC&W Sq, this sta, eff 31 Jul 52 on which dt he is rld fr EAD and trfd to USAFR. DD Form 217 C/S w/b furnished Amn. Amn elects cash settlement of thirty-six (36) days accrued lv. Auth AR 600-115. Amn has compld 22 yrs sv. Amn WP home of rec: Box 295, Rt 3, Oregon City, Ore., or pl no further dis. PCS. TDN. 5733500 348-401 P534.1-02-03-07 S99-999. Auth: AFL 39-12.

BY ORDER OF COLONEL MATHENY:

OFFICIAL:

AIRLAN E KNOCK
Lt Col, USAF
Adjutant General

Sam Odensky

SAM ODENSKY
2d Lt, USAF
Asst Adj Gen

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HEADQUARTERS
34TH AIR DIVISION (DEF)
Kirtland Air Force Base, New Mexico

PERSONNEL ACTIONS MEMORANDUMS) 4 August 1952
NUMBER 78)

1. P 5 PAM 75, 28 Jul 52, pertaining to MAJOR JAMES F. MARTIN 14447A, is terminated eff 2 Aug 52.

2. MAJOR JAMES F. MARTIN, 14447A, this Hq is asgd dy Adjutant General (7011) eff 2 Aug 52.

3. UP of Par 22a(2) AFR 35-392 dtd 29 Apr 52 the folg off SSNs are w/d and w/b deleted from the records of CWO MAURICE BARTON, AF 2 110 673, 1356th ACSW Sq, this sta:

4000 (Supply Off, Gen)
4400 (Comm Supply Off)
4015 (QM Staff Off)
0110 (Elect Off, Grnd Equip)

4. UP of Par 22a(2) AFR 35-392 dtd 29 Apr 52 the folg off SSNs are w/d and w/b deleted from the records of MSGT FRED F. MC RAE, 95X 926E, 768th ACSW Sq, Moriarity, N. Mex :

0141 (Elect Off, Air)
0110 (Elect Off, Grnd)

5. UP of Par 22a(2) AFR 35-392 dtd 29 Apr 52 the folg off SSNs are w/d and w/b deleted from the records of MSGT HERBERT R. HEATH, AF 2 116 624, 93d Ftr-Intcp Sq, this sta:

4000 (Supply Off, Gen)
2520 (Eng Off)

BY ORDER OF COLONEL MATHENY:

OFFICIAL

EDWARD N. DEUTSCH
Lt Col USAF
Deputy for Personnel

EDWARD N. DEUTSCH
Lt Col USAF
Deputy for Personnel

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HEADQUARTERS
34TH AIR DIVISION (DEF)
Kirtland Air Force Base, New Mexico

SPECIAL ORDERS) 6 October 1952
NUMBER 185)

E X T R A C T

1. A/2C William E Turns, AF16400207, (Prim & Dy AFSC-29230) (W) (RegAF) (EOS-yes) (FSSD-7 Dec 41) (YOB-32) (TOE-4 Yrs) (DOS-4 Feb 56) (PG-A/B) (SV CAT-I (TC-N/A), is reld fr asgmt and dy Hq 34th Air Div (Def), this sta, and asgd 767th AC&W Sq, Tierra Amarilla, N Mex. WP o/a 9 Oct 52 rept NLT 10 Oct 52. Tvl by common carrier and/or TPA. If tvl common carrier, trans off will furnish TR and meal tickets for compl of tvl. If tvl TPA one (1) day tvl time is authd. TCA. PCS. TDN. 5733500 379-3001. 6-02 S04-617. Mo No. P-1698. Auth: AFR 35-59 and msg Hq USAF MDPE 30711, dtd 1 Oct 52. EDCSA 10 Oct 52.

2. S/Sgt George E Normandin, Jr., AF12245683, 93d Ftr-Intcp Sq, this sta, is reld fr asgmt and dy 93d Ftr-Intcp Sq, this sta, eff 9 Oct 52 on which dt he is hon dischd fr the USAFR. DD Form 256AF (Hon Dischd Cert) w/b furn amn. Amn elects cash settlement for four (4) days unused lv. Amn has completed five (5) yrs two (2) mos thirteen (13) days sv. Amn WP to his home of rcd: 13 Willow St, Cohoes, N. Y. of pl no further dis. PCS. TDN. 5733500 348-401 P534.1-02-03-07 S99-999. Auth AFL 39-12.

3. A/1C George E Normandin Jr., AF12245683, having reenl in the USAF eff 9 Oct 52 for a pd of three (3) yrs is promoted to the temp gr of S/ Sgt w/d of rank 24 Sep 51, and is asgd 93d Ftr-Intcp Sq, Kirtland AFB, N Mex. Auth: AFR 39-9.

4. 1ST LT JAMES H BARNETT, A02036747, Hq 34th Air Div (Def), this sta will pro o/a 14 Oct 52 fr Kirtland AFB, N Mex to Hq AC&SS (Stu) Maxwell AFB, Alabama on TDY for Aprox nine (9) wks for the purpose of attending Sq Offs Crse, Cl 52-E Convening on 20 Oct 52 (DFUO) and upon compl thereof will rtn to Kirtland AFB, N Mex. Tvl by Common Carrier and/or TPA Authd. If tvl Common Carrier, trans off will furnish TR for compl of tvl. TPA not to exceed Comm Rail time, three (3) days. DDALVP one (1) day enroute. Offs w/rept to Comdt AC&SS NET 0800 hrs, 17 Oct 52 and NLT 1200 hrs, 18 Oct 52. Off meets security clearance criteria contained in par 8e, AFR 205-6. Off is cleared for TOP SECRET. TDN. 5733400 366-4790 P433-02-03-07 S01-605. Auth: Hq USAF Ltr AFPMP-1-B-2, "Quotas for AC&SS Crses, Calendar yr 1952, 8 Oct 51.

5. SMOP 4 SO 175, this Hq, cs, as reads "1ST LT GEORGE E FUNK, A0760184, 135th AC&W Sq, this sta is granted seven (7) days emergency lv" is amended to read "1ST LT GEORGE E FUNK, A0760184, 135th AC&W Sq, this sta is granted ten (10) days emergency lv."

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HEADQUARTERS, 34th Air Division (Defense) SPECIAL ORDERS NUMBER 185
6 October 1952.

6. SMOP 6 SO 174, this Hq, cs, relating to 1ST LT ROBERT A PRECIADO, A01908957 is amended to include "tvl by common carrier authd, If tvl common carrier trans off w/furnish TR for Comp of tvl."

7. UP AR 600-115 MAJOR ROBERT F ZACHMANN, 6739A, this Hq, is granted ten (10) days ordinary lv off o/a 10 Oct 52. Lv add: 4903 Idlewilde Lane, SE, Albuquerque, N Mex.

8. 1ST LT RAYMOND R VIGNEAULT, A0597537, (Prim & Dy AFSC-2051) (W) (AFRes) (Acor-Gunner-NFS) (FSSD-Aug 45) (EOS-yes) (DOS-indef) (MS-Law) (EL-4) (Lang-French) (SVS-Other) (YOB-16) (ADDL AFSC-none)is reld fr asgmt and dy Hq 34th Air Div (Def), this sta and is asgd to 767th AC&W Sq, Tierra Amarilla, N Mex. WP o/a 8 Oct 52, reptg NLT 8 Oct 52. TPA. NP. PCA. TDN. 5733500 379-3001 P533.6-02-03-07 S04-617. Mv Order No. P-1732. Auth: WADF Msg ADPPO 30891 and AFR 35-59. EDCSA 9 Oct 52.

9. A/1C Daniel Saiz, AF38165823, is reld fr asgmt and dy 767th AC&W Sq, Tierra Amarilla, N Mex., off 15 Oct 52 on which dt he is reld fr act dy and is asgd to 10th AF, Selfridge AFB, Mich. DD Form 217 C/S w/b furn amn. Amn elects cash settlement of forty (40) days accrued lv. Amn has compl 1 yr 4 mos 15 days act dy and 9 mos 8 days inact dy. Total sv 2 yrs 1 mos 23 days. Amn WP to home of rcd: Box 154 South Kirk Rd, Vassar, Mich., so as to arrive thereat NLT 15 Oct 52. Auth: Par 2, AFR 39-14 (CofG) and USAF Msg AFPMP-4, 36222, dtd 25 Nov 51. PCS. TDN. 5733500 348-401 P534.1-02 S-99-999.

10. The automatic suspension (grounding) for physical reasons of 1ST LT RONALD J ECKELS, A01908414, 93d Ftr-Intcp Sq, this sta, UP AFR 35-18, is rescinded off 6 Oct 52.

11. IAW Par 8b, AFR 31-5, the surname of A/3C Trevolyn Velcies Taylor, AA8208667, (WAF) this Hq is changed to A/3C Trevolyn Velcies Lawson, AA8208667, by virtue of marriage off 21 Jun 52. Exigencies of the sv having been such as to preclude the issuance of competent written orders in adv, are hereby confirmed and made a matter of rcd, VOCG 23 Sep 52.

** * **

BY ORDER OF COLONEL MATHENY:

OFFICIAL:

JAMES F MARTIN
Major USAF
Adjutant General

SAM ODENSKY
2d Lt USAF
Asst Adj Gen

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PERSONNEL

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PERSONNEL

(1 Jul thru 31 Dec 1952)

Number of Personnel lost to this command during the period covered by this report:

Officers _ 67

Airmen _ 550

Number of Personnel gained during the period covered by this report:

Officers _ 57

Airmen _ 389

The division was called upon to furnish 114 personnel for Technical Training Courses.

PERSONNEL SERVICES:

Educational survey reports were received from the squadrons and those who should be encouraged to take GED high school and college level tests were contacted. Charts were devised indicating the educational levels of officers and airmen and forwarded to our subordinate units.

Information and Education lectures stressed the importance of education and the forthcoming months showed evidence of progress in the line of educational development.

SPECIAL SERVICES:

USO shows continually visited the outlying sites[1]. Entertainment is a great factor in boostering the moral of the troops in such areas.

1. Squadrons whose primary function is to give alarm in the event hostile aircraft invade our shores. Units are located in the mountains of New Mexico and are usually distant from populated areas.

SECURITY INFORMATION

Personnel Section (continued)

Due to the adverse weather conditions in November, the USO shows were unable to reach all of the units of this division. Plans were therefore made for a Kirtland Air Force Base troupe visit the remaining units in December near the Christmas Holidays.

Mrs Pettit, president of the Council of the Garden Clubs in Albuquerque, was contacted to obtain support from these organizations for the site beautification program. Three women from the Santa Fe Garden Club, Mrs Oakley, Mrs Scott, and Mrs Cassidy, visited the 767th AC&W Sq in July and plans were made to pick up plants and shrubs at the Chamber of Commerce in Santa Fe each Friday.

CHAPLAIN SECTION:

Worship services were held during this period with a great many airmen attending. Character guidance lectures draw airmen in large numbers and talks cover all types of military problems. Consultations are held frequently with personnel and usually deal with spiritual problems, moral problems, vocational guidance, disciplinary matters and hardship cases. The division chaplain also conducts Bible classes for personnel willing to attend. He makes frequent visits to the hospital and holds meetings with civilian clergy and during this period gave an address to the civilian population of Albuquerque.

Personnel Section (continued)

GROUND SAFETY:

Safety films were shown at I & E programs during this period and it is believed that this is the best manner to help prevent accidents. The films, coupled with talks, seem to have influence on personnel and tend to make them realize the importance of caution not only on the highway, but in everything they undertake.

Ground Safety Section is making a great effort to reduce accidents that occur in the line of duty. The accidents, although actually at a low rate, result in the loss of personnel, (entirely or temporarily) and a waste of manpower and money. The section is making every effort to avert these mishaps through the afore mentioned and through posters of all types, placed in areas where personnel are constantly reminded of safety in the performance of their duties.

The following is an example of the more serious type of accident that occured in this vicinity; the incident involves a private type accident but nevertheless illustrates that which the Ground Safety Section is attempting to overcome.

"Two airmen from the 93d Fighter-Interceptor Squadron were involved in a motorcycle accident. One airman's injury resulted in a permanent partial disability. At the time of the accident he was driving his motorcycle for recreation. Medical Report - - Fracture compound of right leg. Amputation lower 2/3 of right leg. The other airman received minor injuries."

Personnel from the Ground Safety Office make frequent visits to our outlying squadrons spreading the doctrine of safety. It is believed that with the persistance for caution On-the-Job, On-the-Highway, and In-the-Home, needless accidents can eventually be reduced to a minimum.

Personnel Section (continued)

At the present time the 34th Air Division (Defense), command wide, is sufficiently manned to complete its operational functions as prescribed by Headquarters Air Defense Command. However, it is foreseen that there will be a considerable loss of airmen due to the release of National Guard Squadrons when their separation from active duty becomes effective. For some time therefrom this command will realize a serious shortage of personnel and will rely upon airmen to be furnished by Central Air Defense Force and returnees from overseas.

Career level tests have been administered to airmen who have satisfactorily demonstrated initiative and possess the quality to enter into the higher bracket of their respective career fields. At the present, 70% of the airmen within this command have taken these tests and approximately 70 to 75% of these airmen have received passing grades.

The general personnel problem, at this writing, is a minor one and it is believed that with the proper personnel this division can function as well in the future as it has in the past.

SECRET

DEPUTY FOR OPERATIONS

SECRET
SECURITY INFORMATION

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SECRET

DEPUTY FOR OPERATIONS
(1 July thru 31 December)
1952

INTELLIGENCE:

During the period covered by this report there have been an overwhelming number of sightings of "Unidentified Flying Object Reports" in and around this area. Reports were submitted by personnel attached to this base and by civilians of Albuquerque and neighboring communities. The majority of sightings have been received from the Albuquerque - Los Alamos area and in many instances, one unconventional sighting is reported by a large number of people.

Lt Glen D. Parrish, Intelligence Officer, visited Los Alamos to conduct an investigation concerning Flying Objects, and on one occasion went to Truth or Consequences, New Mexico, for the same purpose.

Information copies were received from the OSI during this time and were evaluated for pertinent facts and placed in file for further research. An intelligence briefing was conducted by Colonel Donald Bower and Captain Ruppelt who arrived here from ATIC, Wright-Patterson Air Force Base, Dayton, Ohio. An invitation was extended to all subordinate units, Kirtland Air Force Base personnel and the OSI. The officers covered technical aspects of the "saucers", and the procedure to be followed in the event that one of the objects falls into our hands.

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Deputy for Operations (continued)

When the preliminary speeches were concluded, a round-table discussion was held in order to give each representative an opportunity to discuss any problem in detail.

Lt Parrish, Lt Lewis and Lt Randall, Intelligence Officers, attended several meetings sponsored by Special Weapons Command dealing with "FLYOBRPTS". Formulation of a base policy in reporting procedures applicable to such reports was the main topic of discussion.

A draft on 34th Air Division (Defense) Regulation 200-1 was completed in regard to reporting unusual radar observations. The draft was approved by the Commanding General and a stencil was cut for distribution to all subordinate units, along with ADC Form 123 (Radar Observation Data Sheet) and 34th AD(D) Form 127 (FLYOBRPT)[1].

Weekly Intelligence Summaries are published by this headquarters in order to provide the division with items of intelligence interest which they could not otherwise receive. Facts contained in these studies are obtained from various fields of publications[2].

Intelligence Summaries are forwarded to each staff section for review and return, and are sent to each unit

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1. Data pertaining to "FLYOBRPTS" will be found at the close of chapter --see Tab 1.
2. FEAF Roundup, USA Intel Review, USA Intel Rept, ONI Review (Naval Pub)

Deputy for operations (continued)

for information and file[1].

The status of the War Room was investigated and it was decided that new fixtures and furniture were a part of the overhauling program. Base Maintenance personnel completed the construction involved and the Intelligence Section added the items necessary for efficient operation. A large wall map was installed (United States) and at a later date, two sectional maps were added. A security curtain for the wall map was received and a telephone stand was obtained. Other maps and charts are constantly being added to the War Room as they arrive. It is believed that at the present time the War Room is operating with complete efficiency.

Frequent visits are made by the Intelligence Section to our outlying units. Intelligence briefings and a check on the progress of the section usually constitute the reason for these visits. Problems are discussed and evaluated and at times new methods of operation are demonstrated and put into effect.

1. See Tab 2

Deputy for Operations (continued)

The 34th Air Division (Defense) conducted an Intelligence Orientation Course of ten days duration. One airman from each subordinate squadron attended the course in the Intelligence Office and was assisted and directed by the airmen and officers of that section.

Maps were ordered and received from the Aero Chart Service Plant and distributed to all subordinate units. The maps represented an overall coverage of strategic areas of the world and will be used for briefing and study of intelligence current events. MAC charts were also received, scale 1:1,000,000 of the 34th Air Division (Defense) defense area[1] for their use in any exercise or in the event of hostilities.

1. See Tab 3

Deputy for Operations (continued)

OPERATIONS and TRAINING:

Under the direction of Major Wyman D. Anderson, new briefings and guides are in the process of being drawn up and completed. A Briefing Guide for Augmentation Pilots and an outline for pilots, controllers cross training course are two of the projects now under way.

A Daily Equipment Performance Log, form AN/FPS-3 was compiled by Mr Butler, Philco Technical Representative, and Mr Skiba, RCA Technical Representative, left for the RCA Plant in New York.

The editing of strike film from camera gunnery missions is being accomplished by Operations Analysis.

A re-emphasis on OJT has been initiated, and a thorough review of the needs of all units has been determined and a forceful OJT program will be incorporated throughout the division and its units. The training of of units will be supervised and aided by more frequent visits by the staff officers. Frequent checks will be made and problems of each unit will be thoroughly discussed with unit OJT supervisors.

The sending of personnel to OJT supervisor schools will be of great value, and the graduates of these schools in effect, will be able to conduct training and supervision of key personnel in their units.

Deputy for Operations (continued)

The overall picture in the training field is the tremendous need for a dynamic program with sufficient and experienced personnel conducting supervision throughout the command. At present, neither the personnel or the experience is available in adequate number.

A positive check for the aircraft control and warning system is being worked on constantly. It is in a process of constant evaluation. The checking of the VHF of all AC&W sites has been maintained and the communications have proven to be in good standing.

PLANS, ORGANIZATION AND REQUIREMENTS:

The plan for an alternate ADOC at the 768th Aircraft Control and Warning Squadron, was disapproved by WADF. A new plan is being submitted and prepared, to establish an alternate ADOC at Santa Fe. Major Suber, Officer-In-Charge, conferred with the Adjutant General of New Mexico and the ORC Instructor regarding the availability of space at the old Bruns General Hospital area. It is believed that suitable space can be obtained here and plans are being drafted to establish the alternate ADOC at Santa Fe.

Deputy For Operations (continued)

Captain Lewis attended a Northern New Mexico Civil Defense Conference at Los Alamos. Representatives present were members of Civil Defense Organizations of Los Alamos, Albuquerque, Santa Fe, Taos and Espanola. Captain Lewis briefed the gathering on the air defense role in civil defense. Civil Defense matters not pertinent to the Air Force were also discussed by other members at the conference.

Passive Defense Office worked on the creation of an Aircraft Observer Post (Military) Regulation, to establish ground observer posts at our ACW Installations. At present, the draft is pending approval and is expected to go into operation in the near future.

Notification was received that a Liaison Flight would be assigned the division. The Flight would consist of three L-20 type aircraft and two H-19 Helicopters. The L-20's are expected to arrive in December but no definite date was given on the delivery of the helicopters. Western Air Defense Force Headquarters has indicated that the 34th AD(D) will furnish the necessary personnel to man the flight. A survey was conducted to determine if landing strips for Liaison Aircraft could be constructed close enough to sites to effectively utilize the L-20's to the respective organizations. In all cases, locations within ½ mile of sites were found.

Deputy for Operations (continued)

A conference was held with Colonel Fernstrom, USA, Commanding Officer of the 60th Battalion, Fort Bliss, El Paso, Texas, and Colonel McCarland, Vice Commander of the 111th AAA Brigade (National Guard), located at Kirtland Air Force Base. Purpose was to coordinate the use of AAA Radars within the 34th Air Division (Defense) Sector.

34th Air Division (Defense) Regulation 55-23, "Air Defense Warning Procedure" was drafted coordinated and published[1]. This regulation supersedes the old regulation (55-23) and provides the most current air defense warning information. This regulation was also amended at a later date to include tertiary procedures for contacting NADW Key Points.

Operations Plan 7-52 was drawn up by this headquarters submitted for approval and published[2]. The Plan is an alert procedure to be followed by personnel of this division in the event of an alert.

1. See Tab 4 (w/amendment)
2. See Tab 5

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Deputy for Operations (continued)

Test Alerts

JULY: Fifteen (15) test alerts were disseminated; average time required for completion was three (3) minutes, four (4) seconds.

AUGUST: Thirteen (13) test alerts were passed by our ALCC to all key points. Average time from initiation to completion was four (4) minutes, six (6) seconds. Of the thirteen test alerts, 1 was originated by our ALCC on 20 August as directed by Hq MADF. Average time for tests was longer than that of the preceding month because on one occasion March Flight Service failed to clear the Plan 62 System and had to be re-contacted.

SEPTEMBER: Twelve (12) test alerts were disseminated, and the average time from receipt of alert to completion of acknowledgement by all key points was four (4) minutes, eighteen (18) seconds. Average time was increased due to failure of March Flight Service to initiate Plan 62, and inexperienced personnel at Kirtland AFB on another test. The OD on duty was not familiar with procedures.

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Deputy For Operations (continued)

OCTOBER: Twenty (20) test alerts were disseminated, none were originated by this headquarters. The average time from receipt of alert to completion was four (4) minutes, nine(9) seconds.

NOVEMBER: Ten (10) tests alerts were disseminated, one (1) originated by this headquarters. Average time four (4) minutes, ten (10) seconds. Delays were caused through Clovis, and Marana Air Force Bases.

DECEMBER:

Nine (9) test alerts were disseminated, none by this headquarters. Average time from receipt of alert to completion of acknowledgement by all key units was four(4) minutes, three (3) seconds.

Deputy for Operations (continued)

DIRECTOR OF COMMUNICATIONS & ELECTRONICS: (Communications)

New AN/TRC-8 equipment has been installed on Sandia Crest, Mountain Range, and at one of our outlying installations (768).

MARS station has moved to HF transmitter site at Sandia Base, New Mexico, and at present are jointly using the "sites" transmitter while their transmitter is being repaired by the Collins Radio Corporation. The MARS station has officially checked into the division net and is meeting a regular schedule.

Arrangements were made to have all necessary communications circuits installed in the new fighter alert hangar, building 1030. Operational requirements were not firm, however, some delay resulted in getting all circuits and termination equipment in.

A scramble line, GRP 105, AF 1022, has been installed between L-45 (155th) and Walker Air Force Base, Roswell, New Mexico. This is an engineered circuit and will be ordered into use during an emergency or an emergency exercise.

Radio teletype is on the air and is meeting a regular daily schedule with Western Air Defense Force Headquarters.

SECRET

Deputy for Operations (continued)

With the completion of two operational channels of UHF at site P-7 (768th), the division now has two sites equipped with UHF. These stations have not been flight checked due to the unavailability of UHF equipped aircraft.

All equipment necessary to effect the installation of Mark X IFF equipment in 84th Air Division (Defense) aircraft, received under Retrofit Program Work Orders, have been submitted to base shops and arrangements are being made with the Land Air Corporation to expedite installation.

A traffic study on tie lines to Kirtland Air Force Base and telephone trunks to Albuquerque was made for a six-day period. Results of the study indicated that a reduction from 8 to 6 trunks was in order.

A study was conducted of telling lines terminated in AN/GRA-8A at the 767th, 768th, 769th AC&W Squadrons and the use of telephone repeater TT-14 was recommended. This equipment was requisitioned for all units, and upon installation it should provide proper amplification as well as line matching to assure satisfactory operation of land lines with multiple positions required in operation rooms.

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Deputy for Operations (continued)

ELECTRONICS COUNTERMEASURES PANEL A-CL:

Cabling and antenna installations was completed in administrative aircraft #C085, and this project will be complete upon receipt of the ART-5A transmitter. Plans are to run two four hour missions per week with the above ECM equipped C-47.

During September, a new and very comprehensive ECM training film was received and shown at the 34th Air Division (Defense) Headquarters and the 155th Aircraft Control and Warning Squadron.

SAC Big Photo aircraft made a total of 360 Spot and Record Runs against the 34th Air Division (Defense) during September. Aircraft control and warning squadrons provided for extensive anti-jamming training for all personnel concerned.

Visits were made to SAC units at Davis-Monthan Air Force Base, Tucson, Arizona, and Biggs Air Force Base, Texas. Purpose was to coordinate ECM training and reporting methods between SAC and 34th Air Division units. Visits were considered by both, SAC and this headquarters, to greatly improve the ECM training carried on between the above units.

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Deputy for Operations (continued)

COMBAT OPERATIONS:

During July, a request for use of an Air to Ground Firing Range for F-86's was made to Special Weapons Command. In October three separate commands coordinated on the utilization of a range. 34th Air Division (Defense), Special Weapons Command, and Holloman Air Force Base. Arrangements were consummated, and now we have available an air to ground gunnery range approximately twelve (12) miles northwest of Oscura, New Mexico, which is within the TAC Gunnery Range of the Holloman danger area.

Considering the fact that there are no ground to air VHF facilities at this range, arrangements were made between Holloman Air Force Base and the 34th Air Division (Defense) to have a road block system during the hours granted for firing of interceptors from the 93d Fighter-Interceptor Squadron. The procedure in carrying out this road block consists of an officer and two (2) airmen proceeding from Kirtland Air Force Base at approximately 0200 hours, arriving at the firing range approximately 0700 hours. The range will then be checked for animals, cattle, etc., and the airmen will block all access to the range with a personnel road block system.

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Deputy for Operations (continued)

A green flare will be released to indicate that the area is clear and it is safe for firing. A red flare indicates that the range is not clear and that the aircraft will hold their fire.

One capabilities test involving all flyable fighters from the 88d Fighter-Interceptor Squadron was carried out in the latter part of October with good results in all phases except the quality of the machine gun performance. Two distinct factors probably entered into the number of machine gun malfunctions which occurred during the test.
One: Using of ball ammunition, which was quite old.
Two: The gun heat was not used by all pilots.

A second test was performed in November which entailed only the firing of machine guns with a repeat performance of each mission that had a machine gun malfunction. These repeat performances were conducted until all malfunctions were ironed out to the satisfaction of this division. A capability test will be performed in the near future, using API ammunition and gun heat to further prove the gun firing reliability.

Deputy for Operations (continued)

A Chief Controller's meeting, with representatives from all sites present, was held in the Combat Operations Office. Among the many things discussed were, "Cross-Telling Responsibilities" - "Scope Settings" - "Proper Method of Filling Out Controller's Affidavits for Violations" and "A New System of Recording Material in the Controller's Information File".

A marked increase in the Big Photo activity through the Albuquerque ADIZ has given this division much concern. Colonel Hamlin, Vice Commanding General, and Major Simmons, Fighter Officer, visited the Eighth Air Force at Carswell Air Force Base, Texas, to discuss the Big Photo activities between SAC and the 34th Air Division (Defense). It was agreed that much streamlining would have to be accomplished to effectively satisfy both SAC and this air division. The following are the agreements reached during the meeting:

> The 34th Air Division would allocate fifty (50) missions to the 8th Air Force Bomber Command for the month of November. For each violation of the Albuquerque ADIZ which was caused by any SAC aircraft of the 8th or 15th Bomber Commands would be charged against the fifty (50) missions allocated to the 8th Air Force.

Deputy for Operations (continued)

The agreement was to accomplish a two-fold result:

One - To reduce the number of violations of the Albuquerque ADIZ, which always entails a $2,000 scramble and added paper work for the division.

Two - It would give incentive to the 8th Air Force to streamline procedures of other SAC units for entering the ADIZ such that they (8th AF) would not be charged a violation, thereby losing a fighter bomber Big Photo mission.

At present, all arrangements have been completed, and a signed joint agreement is on file in this headquarters for the recovery and return of fighters from this air division for Biggs Air Force Base, El Paso Texas, Walker Air Force Base, Roswell, New Mexico, Nellis Air Force Base, Nevada[1]. Davis-Monthan Air Force Base, Tucson, Arizona, and Tinker Air Force Base, Oklahoma, Lowry Air Force Base, Denver, Colorado, have agreed to participate in the recovery of fighter interceptors of this air division.

Representatives of the 34th Air Division (Defense) attended a joint meeting at Lowry Air Force Base during the first week of October. All details were ironed out at that time, meeting the approval of Lowry Air Force Base

1. See Tab 6

Deputy for Operations (continued)

and representatives of the 34th Air Division (Defense) A final joint agreement has been mailed to the Commanding General, Lowry Air Force Base, for signature and approval.

Webb Air Force Base, Big Springs, Texas, has agreed to receive representatives of this division in joint conferences to discuss the details of similar fighter recovery procedures and agreements such as were agreed upon by the afore mentioned air bases.

Visits were made during October and November by the Fighter Officer and the Combat Operations Officer to such bases as Luke Air Force Base, Navy Litchfield Air Force Base, Lowry Air Force Base, Walker Air Force Base, Kings Air Force Base, and Nellis Air Force Base, to discuss matters pertaining to fringe station aircraft flight plans. Many problems were ironed out through these visits which aided this division immensely in identification of aircraft penetrating into or through this ADIZ.

The 140th Fighter Bomber Wing at Clovis, New Mexico, is no longer an augmentation force of this division. We now have one squadron at Luke Air Force Base, and the 12th Fighter-Escort Wing, Bergstrom Air Force Base, Texas, which would be called upon to augment the defense of this division.

Deputy for Operations (continued)

Previous to this reporting period, there were two squadrons at Luke Air Force Base, augmenting this division. The 27th Fighter Bomber Wing at Bergstrom Air Force Base, has been replaced by the 12th Fighter Bomber Wing, same station. Due to the increased work load in Combat Operations and the shortage of personnel, staff visits to these augmentation units were not accomplished.

An arrangement was made with the 509th Bomb Wing at Walker Air Force Base, New Mexico, whereby they will furnish this division with systems checks and in return will be furnished with camera gunnery training by the intercepting aircraft.

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34ADD Form 127

UNIDENTIFIED FLYING OBJECT REPORT (FLYOBRPT)

Name of Person Reporting _____

Organization (Address if Civilian) _____

Phone Number _____ Date Reported _____ Time Reported _____

Name of Person Receiving Report _____

Organization _____ Title _____ Phone No. _____

(Note: If the information is not known, write NEGATIVE in blank space.)

1. Shape of object _____

   Size _____ Color _____

   Number _____ Formation _____

   Aerodynamic Features _____

   Trail or Exhaust _____ Propulsion System _____

   Speed _____ Sound _____

   Maneuvers _____

   Manner of Disappearance _____

   Other Unusual Features _____

2. Time of sighting _____ (MST) _____ (ZEBRA) Length of Observation _____

3. Manner of Observation _____
   (Visual or Electronic)

4. Location of the Observer(s) _____

(OVER)

00515

0276

UNIDENTIFIED FLYING OBJECT REPORT (cont)

5. Location of Object_____
(Longitude & Latitude)

6. Experience of Observer (Acquaintance with U.S. Aircraft? etc.)_____

_____

7. Weather & Wind Conditions at Time of Sighting_____

_____

8. Any Activity of Condition Which Might Account for the Sighting? (i.e., possibility of release of weather balloons, shooting star, etc.)_____

_____

_____

9. Physical Evidence (Fragments - Photographs - etc.)_____

_____

_____

10. Was There Any Interception or Identification Action Taken by this Division? (If so, what?)_____

11. What was the Air Traffic (identifiable) in the General Area at Time of Sighting?_____

_____

_____

To Be Filled in by Person Receiving Report

What is the reliability of the person reporting these facts?_____

_____

_____

_____

34ADD REGULATION)
NUMBER 200-1)

HEADQUARTERS 34TH AIR DIVISION (DEFENSE)
Kirtland AFB, New Mexico, 16 December 1952

INTELLIGENCE

REPORTING OF INFORMATION ON UNIDENTIFIED FLYING OBJECTS

(This Regulation supersedes 34ADD Regulation 200-1, dated 19 May 1952)

1. PURPOSE. This regulation summarizes the appropriate directives under which information on an unidentified flying object is reported, and clarifies and enlarges the reporting requirements.

2. RESPONSIBILITY. Unit commanders are responsible for the submission of required reports when an unidentified flying object is sighted either visually or by means of radar. Each individual member of the command is responsible for initiating reports if and when he comes into the possession of information on unusual airborne sightings. The 34th ADD Director of Intelligence is responsible for the rendering of reports in accordance with the provisions of Air Force Letter 200-5, dated 29 April 1952 and ADCR 200-5, dated 20 October 1952.

3. REPORTING PROCEDURES AND DATA TO BE SUBMITTED.

a. Visual and/or radar sightings:

(1) A telephone report will be made immediately, using the command and status lines, to the Senior Controller ADCC. This report will contain, but will not be limited to, the information required by 34ADD Form 127, Unidentified Flying Objects Report.

b. Radar sightings: In addition to par 3 a. (1) above, unit commanders will insure that:

(1) ADC Form 123, Radar Observation Data Sheet, is completed as soon as possible and forwarded to the Commanding General, 34th Air Division (Defense), ATTN: Director of Intelligence, Kirtland Air Force Base, New Mexico.

(2) Wherever possible, radar scope photographs are taken of each abnormal radar track, so as to provide continuous coverage at the rate of three (3) pictures per minute for the duration of the observation period. Undeveloped radar scope film is forwarded as soon as possible to the Commanding General, 34th Air Division (Defense), ATTN: Director of Intelligence, Kirtland Air Force Base, New Mexico.

(3) Certified copies of the pertinent portions of the scope camera log and the controllers log are forwarded with the scope camera film.

4. LOCAL REPRODUCTION OF FORMS. Local reproduction of ADC Form 123 and 34ADD Form 127 is authorized.

5. REPORT CONTROL PROCEDURES. Subject reports are exempt from requirements of a report control symbol in accordance with paragraph 9 b (1), AFR 174-1

BY ORDER OF COLONEL MATHENY:

JAMES F MARTIN
Major, USAF
Adjutant General

OFFICIAL:

SAM ODENSKY
2nd Lt, USAF
Asst Adj Gen

DISTRIBUTION "D"

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SECURITY INFORMATION

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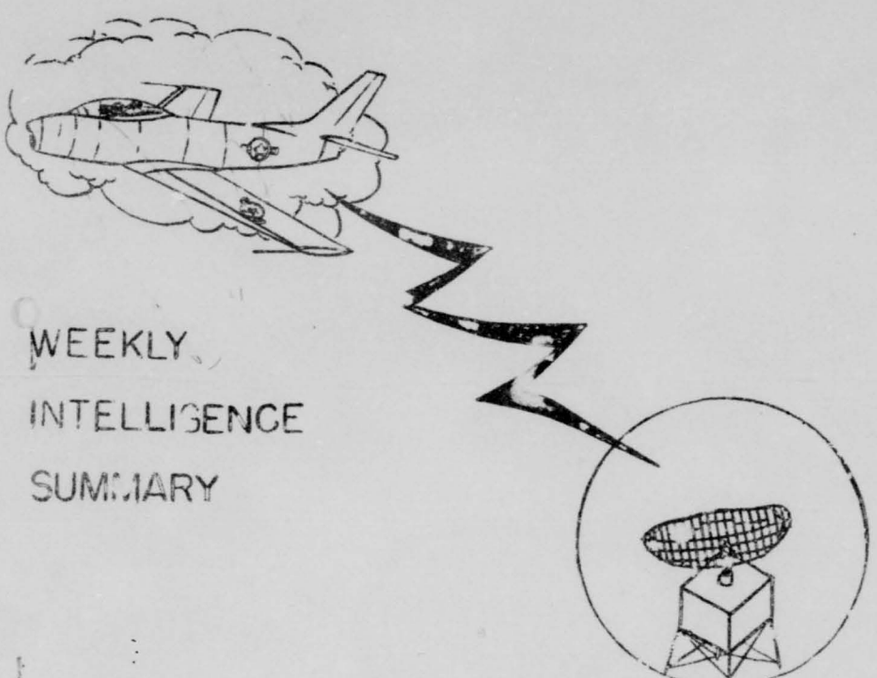
HEADQUARTERS
34th AIR DIVISON (DEFENSE)



WEEKLY INTELLIGENCE SUMMARY

VOL 2 NO 4 CY NO 2 DATE 30 JAN 53

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This Intelligence Summary is published to provide the 34th Air Division (Defense) with the items of intelligence interest which they could not otherwise receive. Special emphasis is placed on, but not limited to, air defense studies, estimates etc., prepared by other agencies, as well as those formulated within the Directorate of Intelligence this headquarters.

It is intended that the widest possible dissemination be given the contents of this publication

Glen D. Parrish
GLEN D. PARRISH
1st Lt., USAF
Director of Intelligence

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SECURITY INFORMATION

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30 January 1953

SECRET

CURRENT INTELLIGENCE

MEETING OF COMMUNIST LEADERS (FAR EAST)

A meeting of Asian Communist leaders at Peiping, China, is said to have been called for sometime in February. Mao Tze-Tung, Red dictator of China, and Viet Minh leader Ho Chi Minh are listed among those to attend. It is not surprising that the Asians are getting together to cope with any eventualities in the Far East resulting from possible moves by the new U.S. administration. (WIR, ADC, 23 Jan 53, p-5)

EXTENSION OF DICTATORIAL POWERS FOR MOSSADEGH (IRAN)

Premier Mossadegh of Iran has won his one-year extension of dictatorial powers -- by means of strategy that would make a fine plot for a new operetta of the Gilbert & Sullivan school.

Mossadegh's followers threatened to blow up Iran's most valuable property, the Abadan refinery, if the extension wasn't voted. Mobs roamed through Tehran shouting "Give us Mossadegh or give us death," and they practically locked the deputies in the Parliament building to go hungry until they passed the bill giving Mossadegh what he wanted.

The extension of dictatorial powers to Mossadegh is not interpreted to mean that Iran will become more stable, but it is generally agreed that defeat of Mossadegh's bill would have moved Iran toward almost complete chaos, possibly under leadership of Iran's powerful religious leader Kashani. (WIR, ADC, 23 Jan 53, p-6)

SERIOUS FAMINE THREATENS VIET MINH AREAS (INDOCHINA)

While the war is at a lull, destruction caused by typhoons in the central Vietnam coastal area has brought serious famine. Floods are reported to have destroyed paddy stocks in two provinces of the Viet Minh-controlled areas in the Annam coastal region. Viet Minh leaders have been forced to require army units previously supplied by the local population to support themselves. Some Viet Minh troops must be detailed to other work in order to support the Communist forces in Indochina -- thus their fighting capability is impaired. (WIR, ADC, 23 Jan 53, p-7)

ISRAELI AGREE TO WITHDRAW FROM DEMILITARIZED ZONE (ISRAEL)

A quiet end may be in sight for the latest border incident between Syria and Israel. Israel has agreed to withdraw its forces now in the disputed area of the demilitarized zone, provided the situation remains quiet and there are no further threats from armed irregulars in the area. And, at latest report, the Israeli government has proposed to renew negotiations with Syria on 15 January. (WIR, ADC, 23 Jan 53, p-14)

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REDS SEIZE VIENNA POLICE WEAPONS (AUSTRIA)

Soviet officials in Vienna have confiscated the rubber truncheons of the police in their section of the city. This leaves these police unarmed and reduces their ability to maintain order.

The precise purpose of this half-way measure of Soviet interference is not clear, but it is obviously connected with the forthcoming election. The Reds may want a freer hand for terrorist activities during the election campaign and for breaking up non-Communist political meetings. The move may be a trial balloon--if it is unopposed, controls may be pushed further.

In view of the Soviets' technique of moving first against the police in any area they intend to take over, the reporting officer is concerned by the possible seriousness of this action. (WIR, ADC, 23 Jan 53, P-10)

THINGS LOOK BETTER FOR EDC RATIFICATION (FRANCE)

New Premier Rene Mayer is believed a firm supporter of the treaty's basic principles. Although he made minimum concessions to obtain Gaullist support of his cabinet, there is evidence that in a showdown on the treaty, one-third of the Gaullist deputies would rally to his side. Mayer has evidently used this threat of a party split to undermine right-wing opposition to EDC.

It appears the new cabinet has decided to move toward ratification. The matter will be brought before the National Assembly, and talks will be started with Germany, Italy, Belgium, the Netherlands and Luxembourg for adding certain clarifying clauses. (WIR, ADC, 23 Jan 53, P-11)

MOSLEMS REVOLT IN NORTHWEST CHINA

A Moslem rebellion in Northwest China is continuing successful, according to a Spanish missionary recently arrived in Hong Kong from Kansu Province. Anti-Communist Moslems, with a rumored strength of 30,000, have reportedly controlled a mountainous area in eastern Kansu for about eighteen months.

The U.S. Consul General in Hong Kong notes that the Chinese Communists have not yet made an all-out effort to crush the revolt for political reasons. They are aware that action against the Moslems in China could have repercussions among Moslem populations in other areas of the world where communism has political ambitions.

D/I USAF Comment: Moslem dissidence in a relatively isolated area of China poses no real threat to the Chinese Communists, but it serves as an example of the domestic difficulties facing the Peiping regime. (WIR, ADC, 23 Jan 53, P-16)

RED "DESERTERS" TRAINED TO STIR UP TROUBLE IN POW CAMPS (KOREA)

Two recently-captured Chinese Communist officers who claimed to be "deserters" were exposed as political agents with the mission of creating unrest in the UN POW compounds. One officer from the 50th CC Army stated that he had been given 90 days' training in methods of indoctrinating prisoners and inciting them to escape. He claimed that 42 others were trained during the same period.

D/I USAF Comment: This report supports a long-standing belief that Communist POW disturbances have been directed and planned by Communist authorities. (WIR, ADC, 23 Jan 53, p-16)

VHF COMMUNICATIONS EQUIPMENT ADOPTED FOR SAF AIRCRAFT (U.S.S.R.)

Continued reports suggesting use of VHF equipment on Soviet aircraft lead to the belief that the SAF is adopting such equipment for communications purposes.

Existence of a retracting VHF type of antenna on the IL-28 has been confirmed. Though the antenna's exact purpose has not been discovered, its presence may be regarded as an indication of the use of VHF communications equipment. Its retracting feature suggests possible use in conjunction with a VHF landing aid, but the possibilities of its use for communications purposes are not ruled out. (WIR, ADC, 23 Jan 53, p-9)

SIGNIFICANCE OF ENEMY VEHICLE SIGHTINGS? (KOREA)

There has been little change in enemy activity along the Korean front. Action was moderate and Communist artillery fire totaled 43,500 rounds, approximately the same as last week. Enemy vehicle sightings, some 40,000, were the highest for any week of the Korean war, with a new record daily total of over 9,000 vehicles. These sightings may merely reflect the enemy's improved logistical position and could be an effort to replace heavy expenditures of ammunition last autumn, but could also indicate a shifting of units or the arrival of new Chinese Communist troops. There have been some additional indications of the reinforcement of Communist strength in Korea, including the second report that the CCF 24th Army is there. (WIR, ADC, 23 Jan 53, p-8)

FEATURE ARTICLE

USSR AIR FACILITIES IN THE BALTIC AREA

The Baltic Sea Coast area reviewed in this study is a segment of the USSR and its satellite countries. It includes an area approximately 900 miles long by 50 miles wide, and extends from Lake Ladoga (60° N, 31° E) and Leningrad on the northeast of Lubeck Bay (54° N, 11° E) and the Elbe River on the southwest. The north and northwesterly flowing rivers and the flat terrain of this area afford easy access to the interior. These factors, together with the narrowness of the Baltic Sea (40 miles from Helsinki to Tallinn across the Gulf of Finland, and 180 miles from Stockholm to the Gulf of Riga), make this a vulnerable area.

The Baltic Sea and its coastal area are the scenes of much military, industrial, and economic activity. Large-scale naval maneuvers are conducted in the Baltic Sea, and in the coastal area are found important airfield complexes, V-weapons testing installations, shipyards, naval stations, military training bases, depots, radar sites, rocket launching sites, the guided missile experimental station at Paenemunde and the important cities of Rostock, Danzig, Koenigsberg, Riga, Tallinn, and Leningrad.

The major cities of this area are located on the large gulfs and at the mouths of rivers. These well protected gulfs and wide rivers are linked with canals and lakes to form an inland waterway, important to the cities and to the over-all economy of the USSR and its satellite countries.

The extensive network of USSR air facilities in the Baltic Sea area is an excellent example of an airfield defense complex with a ready potential for offensive operations.

The area being reviewed contained a total of 325 airfields and 21 seaplane stations at the end of World War II. Many of these operational airfields were used extensively over a short period and were abandoned for new airfields nearer the battle lines as the armies advanced. These abandoned airfields quickly fell into disrepair and are not usable for modern aircraft, but could be put into operation with a minimum of effort.

Early in 1947 an intensive program was instituted. This program, accomplished primarily by the use of POW and forced labor, was at first directed principally toward the rebuilding and enlarging of the largest and most strategically located bases. In 1948 this program was extended into Poland where the principal aim was to build up an air defense system, and to promote a Polish Air Force totally dependent upon the Soviet Air Force. Important airfields included in this early rebuilding program were Leningrad (civil), Leningrad-Pushkin, Paldiski-Vasalemma, Kaliningrad-Provehren, Kaliningrad-Yezau, Gdynia, and Putniz.

The early rebuilding program was followed by the construction of new airfields so that the present airfield network is nearly equal to that which existed at the end of World War II.

Support airfields are grouped around the main bases to form important complexes at Leningrad, Tallinn, Riga, Kaliningrad, Danzig, and Rostock. These form an interlocking network to protect not only the coastal area, but also the industrial cities of the interior against attacks from the northwest. Leningrad-Pushkin airfield, nucleus of the Leningrad complex, is suitable for sustained operations of heavy bombers and jet light bombers. This airfield, operated and used by the Soviet Air Force, with all the facilities necessary in the operation of a big base, could be used for range operations against northern Europe and probably the Western Hemisphere.

The Baltic Sea coast network of air facilities is vitally important to the USSR in the defense of its operations in the Baltic Sea and of the Baltic Sea coast industrial areas. These bases are also well located for offensive operations against northern Europe and possibly the Western Hemisphere. At present the network is primarily used for pilot and paratroop training, bases for operational defense units, bases for the assembling and testing of jet aircraft, and for civil traffic of the Soviet air routes.

With control over the shipping in the Baltic and lines of communications on land, the Baltic Sea area could become the most important area to naval and air operations in all of the satellite controlled areas.

It is therefore of prime importance to the Soviets that a well developed network of air bases be set up and an adequate force of aircraft be stationed there. This first line of defense in the northwest protects the industrial heart of Poland as well as the Baltic Sea and the important sea coastal lands. (ONI REVIEW, NAVAL INTELLIGENCE, Dec 52, P-484)

SPECIAL ARTICLE

THE RADAR CAMOUFLAGE THREAT

Should the radar-reflective properties of an aircraft in flight be reduced to 10 per cent of their normal value, the range of detection would be cut to one-third. To reattain the original range would require an antenna three times as large, or a transmitter power 100 times that of the original.

This is a real problem confronting air defense. Its immediacy is obvious when we note that by 1944 the Germans had developed radar camouflages which reduced reflection coefficients to 10 per cent or less on submarine schnorkels.

This study concerns the problems and potential of radar camouflage, and its development in the Soviet Union.

Radar camouflage is a practical means of reducing the radar returns from various types of targets. Present applications are particularly suited to submarines (schnorkel or main hull), naval vessels, armored vehicles and other heavier equipment, and to reduction of unwanted echoes in measuring equipment. Future extension to aircraft is well within the realm of possibility. Present status of Soviet effort is unknown from direct intelligence, but it is probable that they are active in the field, and there is a possibility that the USSR may be more advanced than the U.S.

Certain fundamental considerations of aircraft and projectile shapes indicate that projectiles and some guided missiles will be much more readily adaptable to radar camouflage than aircraft. With the advent of higher speed aircraft, radar echoes tend to decrease in size due mainly to changes in shape required for the higher speeds.

Projectiles and guided missiles, normally of a regular outline, are more adaptable to radar camouflage than aircraft. The echoing area of projectiles and missiles are usually much smaller than those of piloted aircraft. The problem of detecting missiles and projectiles is much more severe due to the three factors of higher speeds, reduced echoing area and further possible reductions of radar returns due to camouflage.

The construction of an aircraft or missile from non-metallic materials, such as ceramics or fiber glass, will not in itself eliminate radar returns. The requirements for the elimination of echoes in general is that no discontinuity exist due to the presence of an object in the radar beam.

The problem therefore is one of combining the proper geometrical shapes with anti-radar materials. The limitations imposed by features required for flight complicate the problem so that an early solution is not expected for aircraft.

The Germans successfully produced two types of anti-radar materials during World War II. These types, known as the Wesch reflector-absorber and the Jauman absorber, were applied to submarines. Some 60 U-boats were fitted with Jauman type and about 100 with the Wesch. The theoretical work as well as production of materials was well advanced at the end of the war.

Many German scientists who have either been taken directly to the USSR or are now working in their specialty for the Soviets in the Soviet Zone of Germany, are experts on radar camouflage.

Here are some extracts from intelligence reports, including evaluations contained in the reports, in the field of anti-radar materials.

In the October 1946 issue of the Soviet Journal of Physics, N. Malov published an article entitled "A Black Body for Radio Waves." Although this article was not written directly about radar camouflage, it is clear that any techniques or material developed for the purpose of cancelling reflections from a metal surface, as described in the article, have camouflage possibilities.

In October 1950, one of the Svenska Orient Linien ships, sailing through the Baltic Sea, met a Soviet warship. The radar of the Swedish ship was operating but, although the warship was only three miles away, the radar did not detect the vessel. Other vessels in the same area, including fishing trawlers, could be seen on the radar screen.

Believing that the warship might be lying in an "obstructed area," the master of the Swedish ship changed his direction several times in order to make certain that the radar was functioning properly, but still was unable to pick up the Soviet warship on the screen. Visibility at the time was good. (EVAL C-6)

Other intelligence reports indicate that machinery for the production of some anti-radar materials are located at Orekhovo, USSR. These reports further indicate that some of the German scientists who engaged in anti-radar materials research in the Soviet Union have returned to the East Zone of Germany. These scientists are reportedly very comfortably fixed and do not attend even scientific meetings, apparently not wishing to answer any questions that might concern their work in Russia. (EVAL B-2)

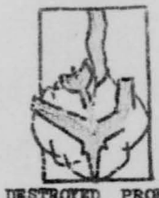
Recent intelligence estimates indicate it is probable that as early as 1950 all Soviet schnorkels and the upper parts of many ocean-going submarines were radar camouflaged. The radar response of the camouflaged parts is less than 10 per cent of that of the uncamouflaged response.

COST OF KOREA IN THE AIR WAR

COMMUNISTS HAVE LOST

660

PLANES



	DESTROYED	PROBABLE
JET	533	99
OTHER A/C	122	43
TOTAL	660	142

ALLIES HAVE LOST

1305

PLANES

LOSSES	COMBAT	NONCOMBAT
JET	341	270
PROP DRIVEN	329	365
TOTAL	670	635

The chart above and the information below is:
as of 9 Jan 53, (FEAF/IR, 3-9 Jan 53, p-16)

RECORD OF F-86 VS MIG-15 BATTLE:

66 **F-86s LOST AGAINST**
500 **MIG-15s DESTROYED AND**
69 **PROBABLES**

Rand report R-112 (29 July 1948) says that "absorptive coatings have been developed which can sharply reduce the reflection of electromagnetic waves....The use of such radar camouflage is applicable to all types of missiles...."

The reports noted lead to the conclusion that the Soviets have a definite interest in development of radar camouflage. While none deals specifically with aircraft applications, there is every reason to believe that this would be a high-priority goal.

Scientists who investigated radar camouflage in 1946 thought that aircraft coatings might be developed by 1956, but probably not until much later--possibly never. We need only refer to similar forecasts applying to fission bombs to realize that prognostications of this kind can be misleading. It takes little stretch of the imagination to realize the problem that would be posed by a radar-camouflaged TU-4. (MISSION INTELLIGENCE, ADC, 23 Jan 53,P-28)

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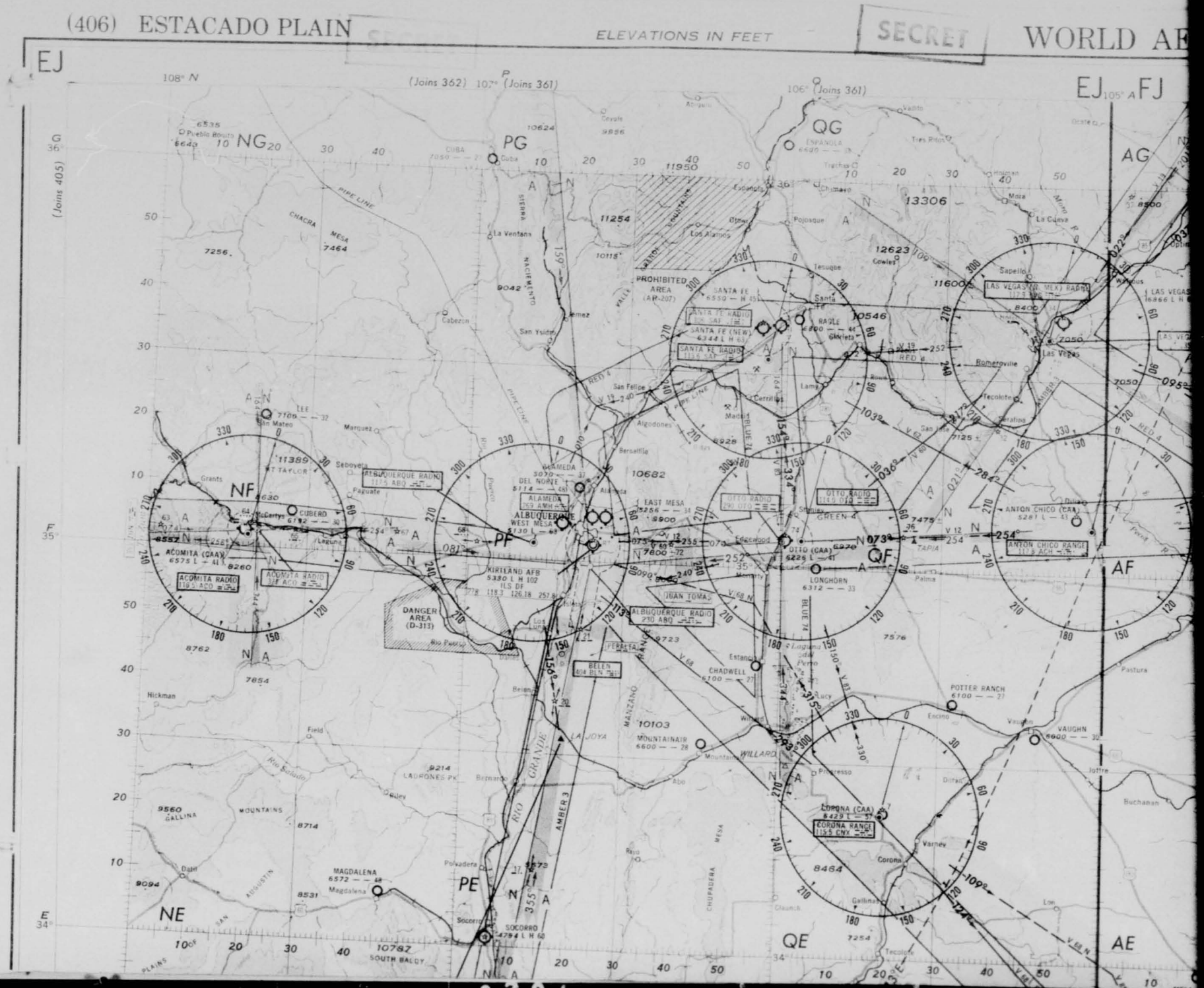
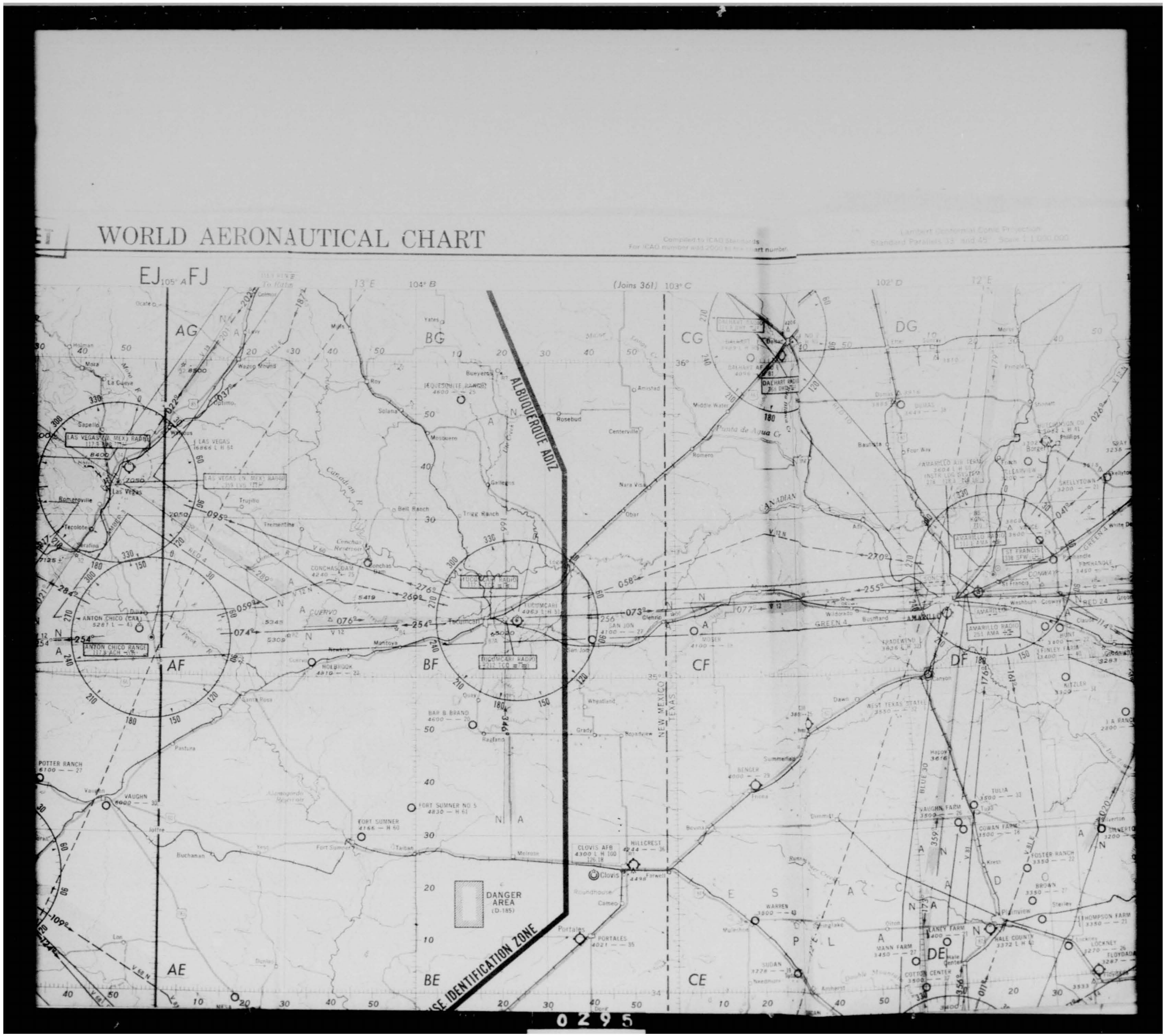
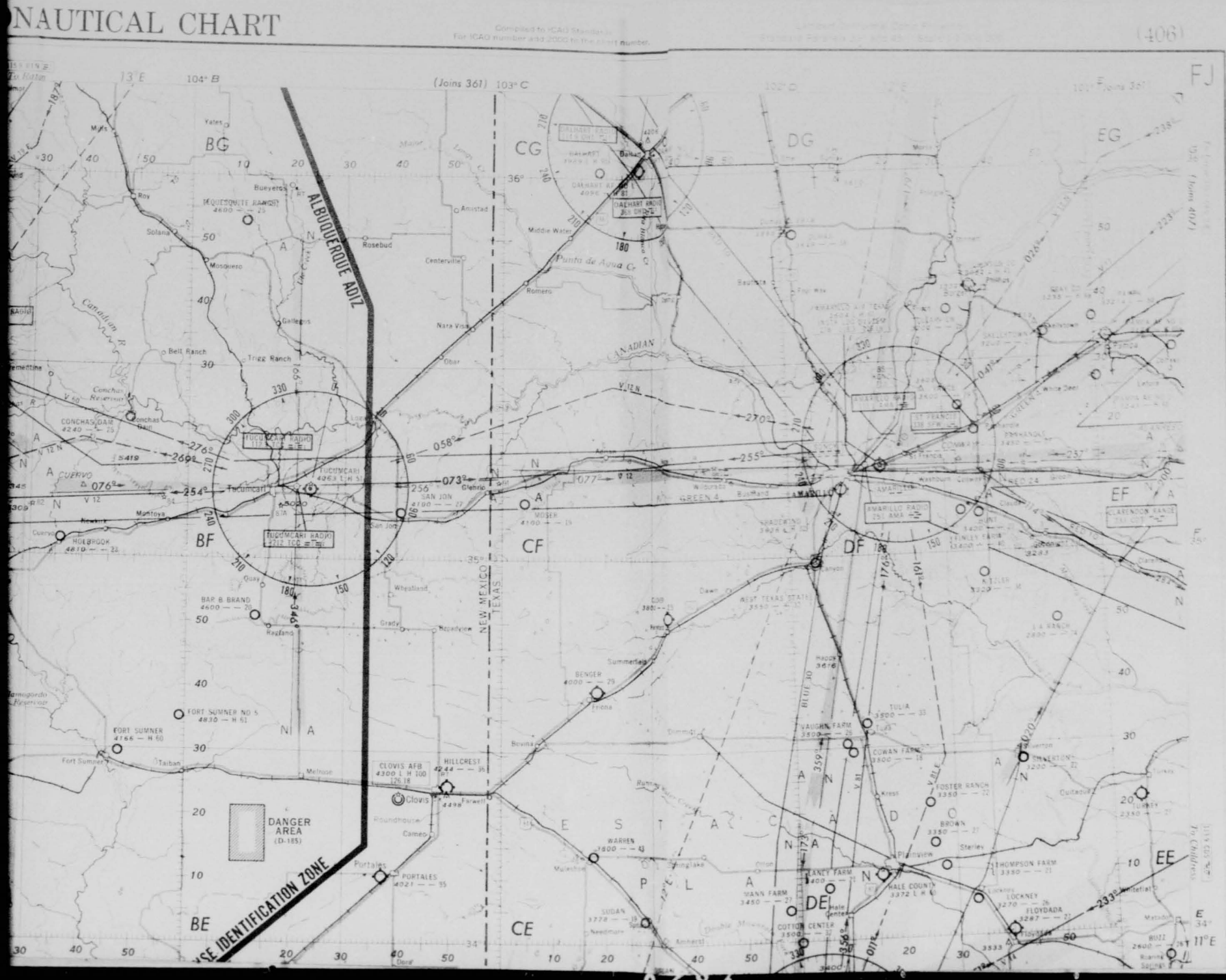


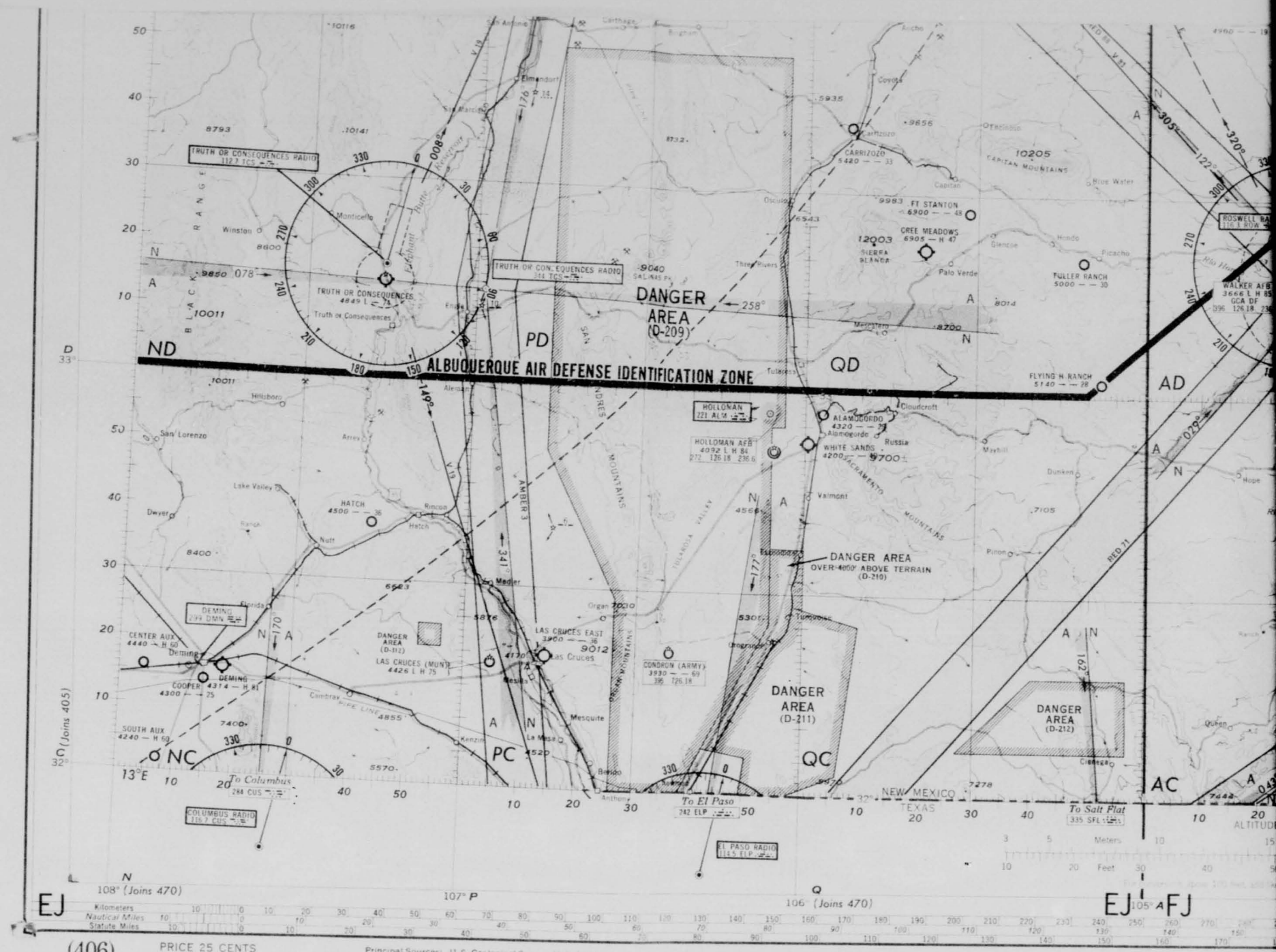

WORLD AERONAUTICAL CHART
Compiled to ICAO Standards
For ICAO number add 2000 to this chart number
Lambert Conformal Conic Projection
Standard Parallels 33° and 45° Scale 1:1,000,000
EJ
105° A
FJ
104° B
(Joins 361)
103° C
102° D
AG
BG
CG
DG
AF
BF
CF
DF
AE
BE
CE
DE
ALBUQUERQUE ADIZ
AIR DEFENSE IDENTIFICATION ZONE
NEW MEXICO
TEXAS
LAS VEGAS (N. MEX.) RADIO
LAS VEGAS
Las Vegas
Sapello
Romeroville
Tecolote
Trujillo
Trementina
ANTON CHICO (CAA)
ANTON CHICO RANGE
CONCHAS DAM
Conchas Reservoir
Canadian R
Roy
Solano
Mosquero
Bueyeros
JEQUESQUITE RANCH
Rosebud
Gallegos
Bell Ranch
Trigg Ranch
Nara Visa
Obar
Logan
TUCUMCARI RADIO
TUCUMCARI
Tucumcari
Quay
Montoya
Newkirk
Cuervo
HOLBROOK
Santa Rosa
Pastura
POTTER RANCH
VAUGHN
Vaughn
Buchanan
Yeso
Fort Sumner
FORT SUMNER
FORT SUMNER NO 5
Taiban
Melrose
BAR B BRAND
Ragland
DANGER AREA (D-185)
CLOVIS AFB
HILLCREST
Clovis
Farwell
Cameo
Portales
PORTALES
SAN JON
San Jon
Glenrio
Endee
MOSER
Grady
Broadview
Wheatland
Centerville
Amistad
Middle Water
Romero
Punta de Agua Cr
DALHART RADIO
DALHART AF
Dalhart
CANADIAN
DUMAS
Dumas
Four Way
Bautista
Channing
AMARILLO AIR TERM
AMARILLO RADIO
AMARILLO
Amarillo
Wildorado
Bushland
TRADEWIND
WEST TEXAS STATE
Canyon
Dawn
Hereford
BENGER
Summerfield
Friona
Bovina
Dimmitt
Happy
TULIA
Tulia
VAUGHN FARM
COWAN FARM
Kress
FOSTER RANCH
BROWN
Plainview
HALE COUNTY
LANEY FARM
MANN FARM
COTTON CENTER
SUDAN
Muleshoe
Springlake
Olton
Amherst
WARREN
Borger
Phillips
SKELLYTOWN
Panhandle
PANHANDLE
Conway
Claude
KITZLER
SILVERTON
THOMPSON FARM
LOCKNEY
FLOYDADA
ST FRANCIS
PRINGLE
GREEN 4
RED 4
RED 24
RED 10
BLUE 30
V 12
LLANO ESTACADO
0295

NAUTICAL CHART

Compiled to ICAO Standards.
For ICAO number add 2000 to the chart number.

(406)





(406) PRICE 25 CENTS

Principal Sources: U. S. Geological Survey, U. S. Army Corps of Engineers, U. S. Air Force, U. S. Dept. of Agriculture, Civil Aeronautics Administration, and the U. S. Coast and Geodetic Survey.

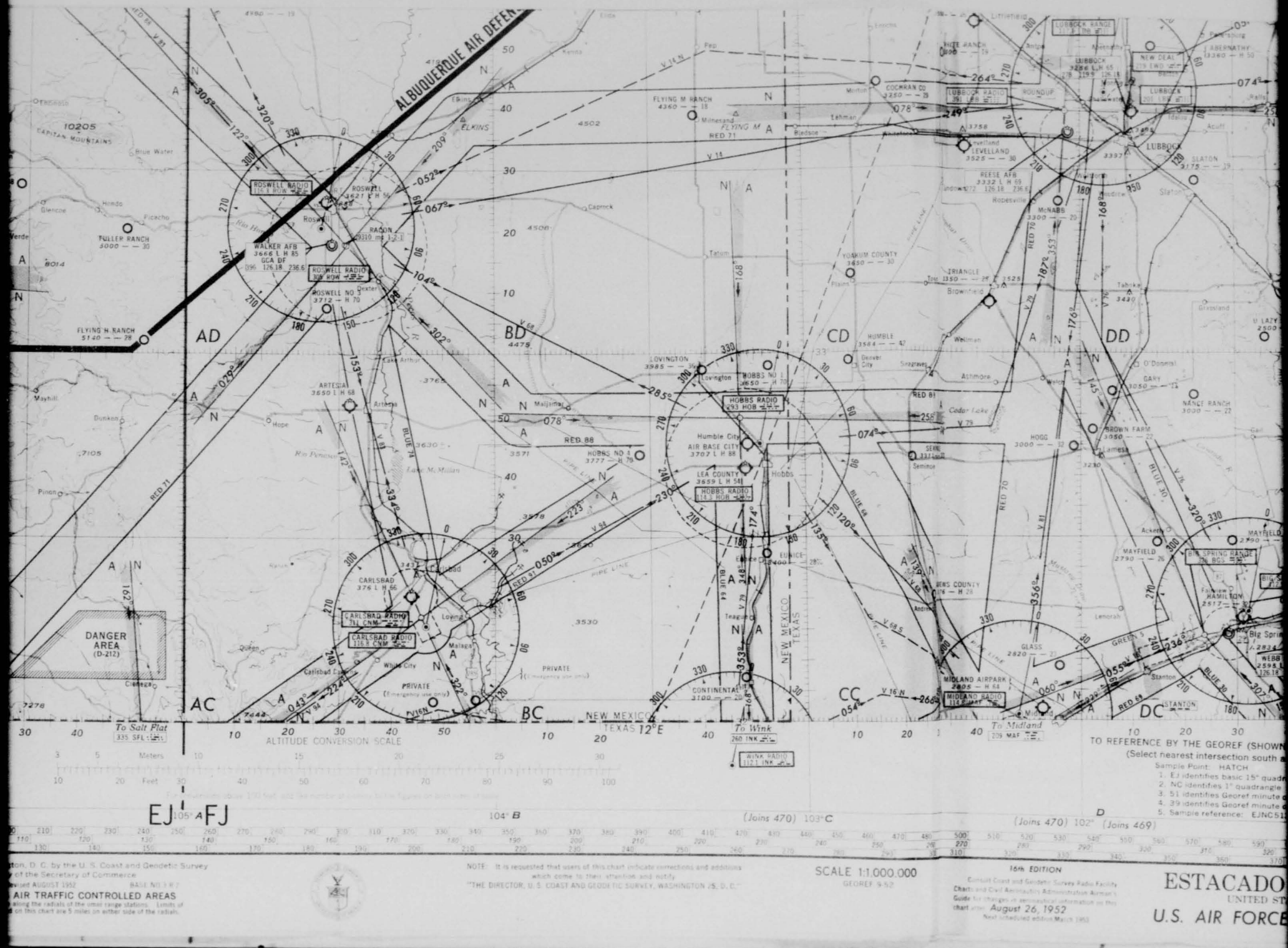
Compiled and printed at Washington, D. C. by the U. S. Coast and Geodetic Survey under authority of the Secretary of Commerce

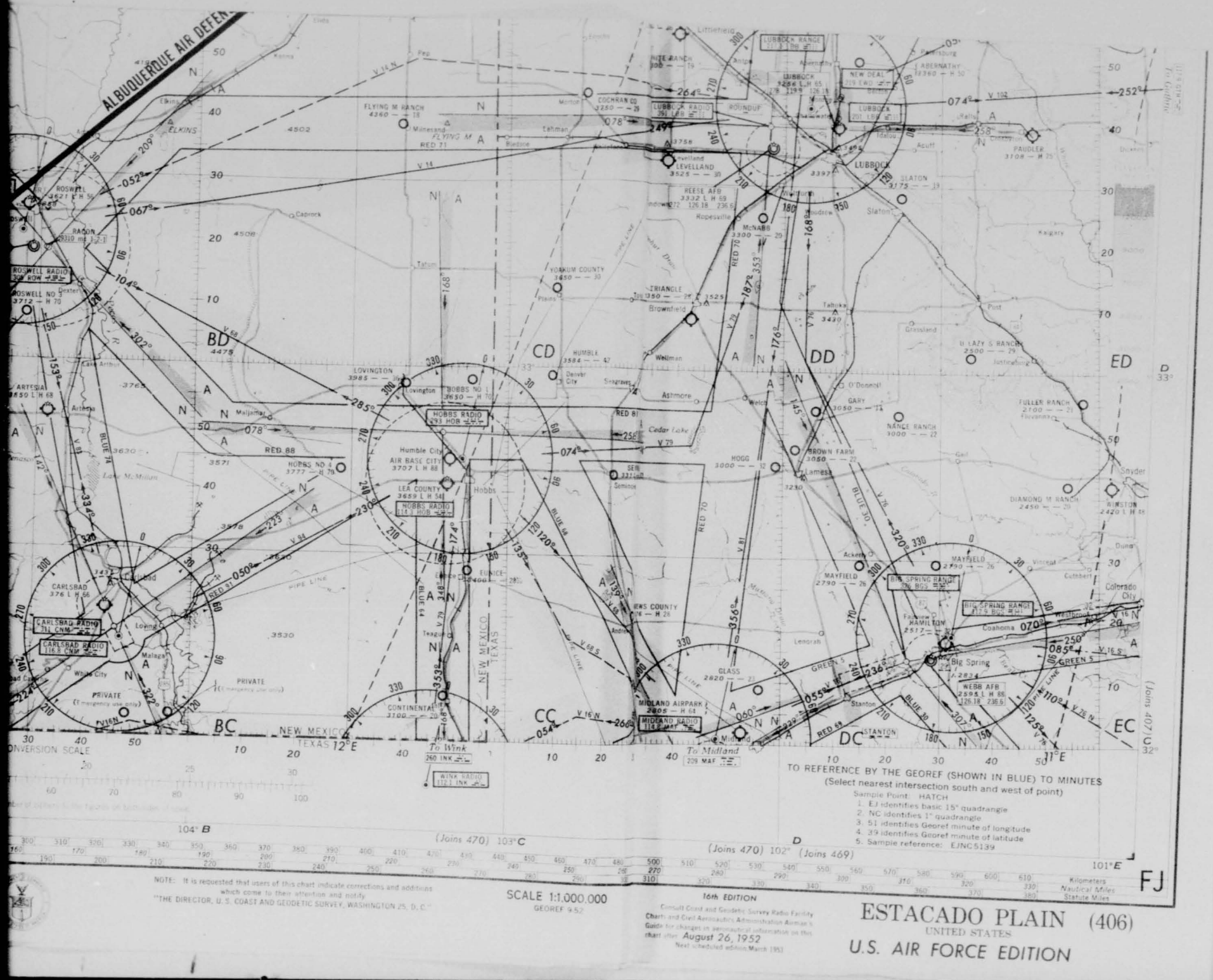
FEBRUARY 1945 Revised AUGUST 1952 BASE NO 3 R 7

BLUE TINT INDICATES AIR TRAFFIC CONTROLLED AREAS

Victor airway designations are shown along the radials of the omni range stations. Limits of these airways which are not indicated on this chart are 5 miles on either side of the radials.

0297





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SECURITY INFORMATION

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34TH ADD REGULATION)
NUMBER 55-23B)

HEADQUARTERS, 34TH AIR DIVISION (DEFENSE)
Kirtland AFB, New Mexico, 15 January 1953

OPERATIONS

Air Defense Warning Procedure

(34th ADD Regulation 55-23A, dated 23 September 1952 is amended as follows:)

* * * * *

9. REPORTS.

* * * * *

a. Report of Air Raid Warning Transmission to MADW and CADW Key Points. Results of test or actual alert exercises to MADW Key Points will be reported by ADCC on ADC Form 10 (Revised)(Sample Copy Attached). Reports Control Symbol ADC-T1 is assigned to this report. Results of test or actual alert exercises to CADW Key Points will be reported on Form provided as attachment 2 to this regulation. (Attachment 2 Revised - 15 January 1953.)

* * * * *

BY ORDER OF COLONEL MATHENY:

JAMES F. MARTIN
Major, USAF
Adjutant General

OFFICIAL:

James F. Martin

JAMES F. MARTIN
Major, USAF
Adjutant General

DISTRIBUTION "D"
5 cys - CO, March Flight Service Center
5 cys - CO, Davis - Monthan AFB
5 cys - CO, Walker AFB
5 cys - CO, Clovis AFB
5 cys - CO, Williams AFB
5 cys - CO, Holloman AFB

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DISTRIBUTION CONT'D
5 cys - CO, Biggs AFB
5 cys - CO, Luke AFB
5 cys - CO, Marana AFB
5 cys - Director of Security, SFCO, Los Alamos
5 cys - CG, Fort Bliss
5 cys - CO, Fort Huachuca
5 cys - CO, 4901st Support Wing (Atomic), Kirtland AFB
5 cys - CO, Sandia Base

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(Attachment 2 (revised - 15 January 1953) 34th ADD Regulation 55-23.)

CIVIL DEFENSE

1. Primary Procedure for "Air Defense Warning" for CADW System.

a. Use toll line LD-34, when operator answers, say:

"Test Air Defense Warning Test, Santa Fe, New Mexico, LD-9."
(If actual alert, substitute "Emergency" for "Test".)

When Santa Fe answers, say:

"Test Air Defense Warning Test" (Repeat) "Test Air Defense Warning Test". (If actual warning leave out "Test" and insert proper color.)

Acknowledgement: Santa Fe, Test (Color) Say: O.K. Santa Fe

Time Initated _____ Time Completed _____

b. Break connection on LD-34 and when operator answers, say:

"Test Air Defense Warning Test, Phoenix Arizona, LD-20."

(If actual alert, substitute "Emergency" for "Test".)

When Phoenix answers, say:

"Test Air Defense Warning Test" (Repeat) "Test Air Defense Warning Test." (If actual warning leave out "Test" and insert proper color.)

Acknowledgement: Phoenix, Test (Color) Say: O.K. Phoenix

Time Initiated _____ Time Completed _____

2. Secondary Procedures for paragraph one (1) above.

a. LD-34 to Santa Fe, 3-5537, Ext 2

LD-34 to Phoenix LD-8

b. If operator cannot be reached on LD-34 use LD-78.

3. Procedure to be used in warning FCDA, Headquarters, Washington, D.C.

a. All red, yellow, and white warning alerts will be disseminated over the toll terminal LD-34 to FCDA, Headquarters, Washington, D.C. Test

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alerts will not be transmitted. These alerts will be transmitted after the key points have been notified.

b. Listed below are three telephone numbers to be used in conveying such warning information. It is necessary to notify only one of them, but they should always be called in the order listed.

(1) Adams 4-7120. This number will be answered by the RECOIL operator, who will acknowledge receipt of the warnings and use her existing SOP for notifying key CD officals.

(2) Bluemont, Va. 2051. This number will be answered by one of the key personnel at HIGH POINT, who will arrange for transmission of the information to those affected.

(3) Lockwood 5-1540. This number will be answered by one of the key personnel at LOW POINT, who will take similar action described in (2) above.

(Attachment 2 (Revised) 15 January 1953, 344th ADD Reg 55-23.)

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34TH REGULATION)
NUMBER 55-23)

HEADQUARTERS 34TH AIR DIVISION (DEFENSE)
Kirtland Air Force Base, New Mexico, 28 Aug 52

OPERATIONS

Air Defense Warning Procedure

(This regulation supersedes Regulation Number 55-23, as amended, dated 4 December 1951.)

1. PURPOSE. To prescribe the procedure to be followed in disseminating Air Defense Warning Signals to designated civil, military and Atomic Energy Commission installations within the 34th Air Division (Defense) area of responsibility.

2. GENERAL. The following policies as prescribed by Western Air Defense Force Regulation 55-8, dated 18 April 1952, and Air Defense Command Regulation 55-40, dated 15 July 1952, shall govern the issuance of Air Defense Warning Signals during an initial phase or series of attacks:

a. The Air Defense Warning System shall be so operated that the issuance of an air defense warning signal by any air division will serve to alert the entire defense system of the Continental United States.

b. An air defense warning signal shall be issued in uniform degree to all key points within any air division sector.

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c. When an air division commander determines a requirement for issuance of a "Warning Yellow" all other air division commanders will similarly issue a "Warning Yellow".

d. When one air division commander determines a requirement for issuance of a "Warning Red" all other air division commanders will issue, or remain on "Warning Yellow". Unless further enemy action is discovered in other air division sectors, or unless hostile aircraft move toward or threaten other air division sectors, all air divisions will remain on "Warning Yellow" for the initial phase, the end of which shall be determined by the Commanding General, Air Defense Command. An air division commander who has issued a "Warning Red" may revert to a "Warning Yellow" during the initial phase when the conditions defined by "Warning Red" are no longer applicable.

e. Headquarters, Western Air Defense Force, will pass air defense warning signals to Headquarters, Air Defense Command.

f. Headquarters, Air Defense Command, will pass air defense warning signals to Headquarters, Western Air Defense Force, and other air defense forces.

g. These policies shall be effective until operational factors indicate a requirement for a change in directives by this or higher headquarters.

h. The Senior Controller at Air Defense Control Center is assigned the duty of Military Air Defense Warning officer in the 34th Air Division (Defense) until such time as a Military Air Defense Warning officer is appointed by directive of this headquarters.

i. The Senior Controller at Air Defense Control Center will, using procedures as outlined in paragraph 5 of this regulation, notify Combat Operations Center, Western Air Defense Force, and all key points on any change of alert status originated by this headquarters. All key points will be notified on any change of alert status originated by Western Air Defense Force.

3. ABBREVIATIONS. The abbreviations listed below have the meaning indicated:

a. ADCC - Air Defense Control Center.

b. CADW - Civil Air Defense Warning.

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c. SWKP - Statewide Key Point.

d. GCI - Ground Controlled Intercept Station.

e. MADW - Military Air Defense Warning.

f. WADF - Western Air Defense Force.

g. FCDA - Federal Civil Defense Administration.

h. FCC - Federal Communications Commission.

4. TYPES OF WARNINGS. The types of air defense warning signals to be issued and the meaning of each type are prescribed by ADC Regulation 55-40, dated 15 July 1951.

a. Military Air Defense Warning to MADW Key Points. The various conditions of alert associated with the MADW System are defined as follows:

(1) "Warning Red" - attack by hostile aircraft is imminent. (This is interpreted to mean that hostile aircraft or unknown aircraft, manifestly hostile in intent, are within or in the immediate vicinity of the air defense sector with a high probability of entering subject sector.) A "Warning Red" will include information as to approximate number of hostile aircraft, position, direction of flight, altitude and probable intent. (Public announcement by military commanders will be limited to the base, post, camp or station concerned.)

(2) "Warning Yellow" - attack by hostile aircraft is probable. (This is interpreted to mean that hostile aircraft are enroute toward the air defense sector or unknown aircraft, suspected to be hostile, are within the air defense sector.) A "Warning Yellow" will include information as to the approximate number of aircraft, position, altitude and direction of flight.

(3) "Warning White" - attack by hostile aircraft is improbable. (This is interpreted to mean that no hostile aircraft or unknown aircraft, suspected to be hostile, are known to be within or enroute toward the air defense sector.) "Warning White" will normally be used to release all agencies from a

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"Warning Red" or "Warning Yellow" condition with the following exceptions: In event a military emergency is declared, air defense warning "White" will be effective automatically throughout Air Defense Command unless a higher degree of warning is indicated. (See ADCR 55-41 "Military Emergency".)

b. Civil Air Defense Warning to CADW Key Points

(1) "Warning Red" - attack by hostile aircraft is imminent. (This is interpreted to mean that hostile aircraft or unknown aircraft, manifestly hostile in intent, are within or in the immediate vicinity of the air defense sector with a high probability of entering subject sector.) Announcement of a "Warning Red" will be made to the general public by State Civil Defense Agencies.

(2) "Warning Yellow" - attack by hostile aircraft is probable. (This is interpreted to mean that hostile aircraft are enroute toward the air defense sector or unknown aircraft, suspected to be hostile, are within the air defense sector.)

(3) "Warning White" - attack by hostile aircraft is improbable. (This is interpreted to mean that no hostile aircraft or unknown aircraft, suspected to be hostile, are known to be within or enroute toward the air defense sector.)

5. PRIMARY PROCEDURE. Upon authority of the Air Division Commander or his designated representative, the Senior Controller at ADCC will issue the prescribed Air Defense Warning signals to the appropriate organizattions in accordance with the following procedures:

a. Using Air Raid Warning Multipoint Net Telephone from Controller's position at ADCC, the Senior Controller will:

(1) Pick up hand set (White lamp lights) and operate "connect" key down (red lamp lights).

(2) Depress "Ring" button for three (3) seconds and then release. (This will transmit a distinctive tone over loudspeakers at all MADW Key Points simultaneously).

(3) Press "Push to talk" button in hand set and say, "AIR DEFENSE WARNING (COLOR) REPEAT AIR DEFENSE WARNING (COLOR) AUTHENTICATION IS (CODE WORD)".

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If it is a test alert, say, "TEST AIR DEFENSE WARNING TEST REPEAT TEST AIR DEFENSE WARNING TEST AUTHENTICATION IS (CODE WORD)".

(4) Then say, "STAND BY TO ACKNOWLEDGE".

(5) Request March Flight Service and, when March Flight Service acknowledges, restore "connect" key to normal position. (March Flight Service will, using Plan 62 facilities, automatically pass the alert or test to Davis-Monthan AFB, Walker AFB, Clovis AFB, Williams AFB, Holloman AFB, Biggs AFB, Luke AFB, and Marana AFB.

(6) Proceed to call roll in alphabetical order:

(a) Atomic Energy Commission, Los Alamos.

(b) Fort Bliss

(c) Fort Huachuca

(d) Kirtland Air Force Base

(e) Sandia Base

(7) Allow sufficient time for Warning Centers to acknowledge degree of warning received, namely, "(NAME OF INSTALLATION), (COLOR)".

(8) As acknowledgement is received say, "O.K. (NAME OF INSTALLATION)".

(9) In case of failure to receive acknowledgement from a warning center after repeating name twice, proceed with next point without further delay.

(10) After all acknowledgements are received from points on the multipoint net, replace hand set on multipoint net telephone.

(11) Then pick up hand set on GFP-316 and call March Flight Service and request completion time of last acknowledgement from the last Air Force Base which they alerted. Replace hand set on GFP-316.

(12) After completing the list of NADW Key Points, the Key Points failing to acknowledge receipt of alert will be

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contacted by secondary procedures as outlined in Paragraph 6 (SECONDARY PROCEDURES).

b. Notify FCDA Liaison Officer of the degree of warning. If the FCDA Liaison Officer is not available, the Senior Controller will notify SWKP for New Mexico and Arizona using procedures established by the FCDA Liaison Officer. (Attached)

c. Commanding General, WADF, Hamilton AFB, California. Direct telephone from ADCC. (The Commanding General, WADF, will not be notified of "TEST" or actual warnings that originate at WADF.)

(1) Voice procedures for passing actual air raid warning information between ADCC and WADF combat operations shall be from originating to receiving command as follows:

(a) The Senior Controller at ADCC will push the toll terminal key on hot land line telephone to WADF, and as receiving officer answers with code name, complete authentication procedures.

(b) Follow the authentication with the statement "AIR DEFENSE WARNING, THE 34TH AIR DIVISION IS IN A CONDITION OF WARNING (COLOR)".

(c) If an actual alert, give a brief summary of facts concerning the attacking force.

(d) Receiving officer will acknowledge with "O.K" and will repeat back the military intelligence received.

(e) Originating duty officer will terminate with, "O.K.", (34TH AIR DIVISION (DEFENSE)).

(2) Voice procedure for passing test air raid warning information between ADCC and WADF Combat Operations will be from originating to receiving command as follows:

(a) Push the toll terminal key on hot land line telephone to WADF and as receiving duty officer answers with the code name, complete authentication

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(6) Telephone numbers and Radio Stations to be called are as furnished by the FCC.

f. The AIR RAID WARNING MULTIPOINT NET. Toll line LD-34 will be used only for passing Air Defense Warnings or tests.

g. In order to maintain LD-34 and LD-78 in operating condition to the Albuquerque switchboard, a test will be conducted each Monday morning at approximately 0800 hours. This test will consist of establishing contact with the Albuquerque switchboard, asking for the shift supervisor and advising that it is an equipment test. The switchboard supervisor will check the red lights on all switchboards and report to ADCC when the check is completed. The check will take approximately three (3) minutes.

6. SECONDARY PROCEDURES. Military or Civilian Warning Centers failing to acknowledge calls under PRIMARY PROCEDURE will be contacted as follows:

a. Atomic Energy Commission, Los Alamos, New Mexico. Using toll line LD-34 from Controller's position at ADCC, when "Number please" is heard from the operator, place the call by making the following statement, "EMERGENCY, AIR DEFENSE WARNING, EMERGENCY TO THE FOLLOWING POINT: LOS ALAMOS, NEW MEXICO, EMERGENCY 111." When answer is received, complete authentication procedures and say, "AIR DEFENSE WARNING (COLOR) REPEAT, AIR DEFENSE WARNING (COLOR)". In event of a test alert, say to the telephone operator, "TEST AIR DEFENSE WARNING, TEST, LOS ALAMOS, NEW MEXICO, TEST, EMERGENCY 111", and proceed to make the contact. Complete authentication procedures when party is reached and say, "TEST AIR DEFENSE WARNING TEST, REPEAT, TEST AIR DEFENSE WARNING TEST".

b. Commanding General, Fort Bliss, Texas. Establish telephone contact with the Albuquerque telephone operator using toll line LD-34 from the controller's position at ADCC. When "Number please" is heard from the operator, the call is placed by making the following statement:

(1) "EMERGENCY, AIR DEFENSE WARNING, EMERGENCY, FORT BLISS, EL PASO, TEXAS LD-91".

(2) After contact has been made with Fort Bliss, complete authentication procedures and say, "AIR DEFENSE WARNING (COLOR) REPEAT, AIR DEFENSE WARNING (COLOR)".

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procedures and then say, "TEST AIR DEFENSE WARNING TEST, REPEAT, TEST AIR DEFENSE WARNING TEST (34TH AIR DIVISION)".

(b) Receiving duty officer will then say, "O.K. TEST" and will authenticate.

(c) Originating duty officer will conclude by saying, "O.K.(34TH AIR DIVISION)".

d. Notify all AC&W Sites, 93rd Fighter Operations, and Anti-Aircraft's Operations Center (if operational) in the 34th Air Division (Defense) of alert by Controller's hot line. In case of actual alert, give a brief summary of facts concerning the attacking force.

e. CONELRAD Air Defense Warning System. Use special toll terminal telephone LD-61. (DO NOT PLACE TEST ADCC SEQUENCE CALLS EXCEPT AS SCHEDULED BY FCC.)

(1) When the operator answers, say "EMERGENCY, AIR DEFENSE WARNING, EMERGENCY, ADCC SEQUENCE CALLS". On test calls (line check) say to operator, "TEST, AIR DEFENSE WARNING, TEST, ADCC SEQUENCE CALLS".

(2) When Radio Broadcast Station answers with "(Station Identification)" give CONELRAD announcement as directed, saying:

(a) For alert, "AIR DEFENSE RADIO ALERT, REPEAT, AIR DEFENSE RADIO ALERT".

(b) For all clear, "AIR DEFENSE RADIO ALL CLEAR; RESUME NORMAL OPERATION, REPEAT AIR DEFENSE RADIO ALL CLEAR; RESUME NORMAL OPERATION".

(c) For line check, "AIR DEFENSE LINE CHECK, REPEAT, AIR DEFENSE LINE CHECK".

(3) Then say, "ACKNOWLEDGE".

(4) When Radio Station Acknowledges with "(Station Identification and Message)" say, "O.K. (Radio Station Identification)" and disconnect.

(5) In event of failure to reach a radio station, complete the list of sequence calls, then call the alternate telephone number

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(3) On a TEST ALERT the order to the commercial telephone operator will be, "TEST AIR DEFENSE WARNING TEST, REPEAT, TEST AIR DEFENSE WARNING, TEST".

(4) If for any reason toll terminal LD-34 should fail, Fort Bliss may be contacted by calling March Flight Service on GFP-316, with instructions to contact Fort Bliss through Biggs AFB. Request March Flight Service provide completion time of acknowledgement by Fort Bliss.

c. Commanding Officer, Fort Huachuca, Arizona. Establish telephone contact with the Albuquerque telephone operator using toll line LD-34 from the controller's position at ADCC. When "Number please" is heard from the operator the call is placed by making the following statement:

(1) "EMERGENCY AIR DEFENSE WARNING EMERGENCY TO FRY, ARIZONA 220".

(2) After contact has been made with Fort Huachuca, the Senior Controller will complete authentication procedures and pass the appropriate alert by saying, "AIR DEFENSE WARNING (COLOR), REPEAT, AIR DEFENSE WARNING (COLOR)".

(3) On a test alert, the order to the commercial operator will be "TEST AIR DEFENSE WARNING TEST, FRY, ARIZONA, TEST 220". After contact has been made complete authentication procedures and pass the test by saying, "TEST AIR DEFENSE WARNING TEST, REPEAT, TEST AIR DEFENSE WARNING TEST".

d. Commanding Officer, Kirtland Air Force Base, New Mexico. Use the Base telephone system from the controller's position at ADCC, dial "0" and when the operator answers, say, "BADGER, EXTENSION 272". When response is received, complete authentication procedures and say TEST AIR DEFENSE WARNING, TEST, REPEAT, TEST AIR DEFENSE WARNING TEST". In event an actual alert is given, do not use the word "TEST" but say, "AIR DEFENSE WARNING (COLOR) REPEAT, AIR DEFENSE WARNING (COLOR)".

e. March Field Flight Service. March AFB. California. Remove GFP-316 telephone handset from hook, press ringing key on GFP-316 and request March Flight Service. If any party is on the line say, "CLEAR THE LINE FOR AIR DEFENSE MESSAGE".

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When March Flight Service answers, pass the alert or test. March will automatically alert those NADW centers as outlined in paragraph 5a(6) of this regulation. After completion of alert to all key points not on Plan 62 facilities, recall March on GFP-316 and request completion time of last acknowledgement from those bases which March Flight Service alerted.

f. Commanding General, Sandia Base, New Mexico. Use telephone LD-78 from the controller's position at ADCC. When "Number please" is heard from the Albuquerque operator place the call by saying, "EMERGENCY, AIR DEFENSE WARNING, EMERGENCY TO SANDIA BASE, NEW MEXICO, LD-79". After contact has been made complete authentication procedures and say "AIR DEFENSE WARNING (COLOR), REPEAT, AIR DEFENSE WARNING, (COLOR)". On a TEST ALERT, the order to the commercial operator will be "TEST AIR DEFENSE WARNING TEST TO SANDIA BASE, NEW MEXICO, LD-79". After contact has been made, complete authentication procedures and pass the alert by saying, "TEST AIR DEFENSE WARNING TEST, REPEAT, TEST AIR DEFENSE WARNING TEST".

g. Commanding General, WADF, Hamilton AFB, California. "FLASH" teletype message. The Commanding General, WADF, will not be notified of "TEST" or "ACTUAL" alerts that originate at WADF.

h. AC&W Sites in 34th Air Division (Defense), 93rd Fighter Operations and the Anti-Aircraft Operations Center (if operational). Notify by using the teller's hot telephone line from ADCC. If unable to contact on the hot line, notify by teletype. Provide brief of intelligence concerning attacking forces in event of an actual alert.

i. SWKP at Santa Fe, New Mexico and Phoenix, Arizona. Use procedures outlined by FCDA Liaison Officer.

j. Intelligence concerning the approximate number of attacking aircraft, their position, direction of flight, altitude and probable intent will be given by the Senior Controller to all NADW key points in case of actual alert. This information will not be given on "TEST" alerts.

7. COMMUNICATIONS. The means of communications to be employed in this Air Defense Warning Procedure will be as indicated. Long distance line LD-78 may be used as back-up for LD-34 in case of failure of LD-34

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a. It will be the responsibility of the Command Controller at ADCC to have prepared and posted at the controller's position at ADCC, a brief of primary and secondary air air raid warning procedures and means of communication to each MADW and CADW key point in the 34th Air Division (Defense) area of responsibility and to combat operations, Headquarters, WADF, in accordance with procedures and communications facilities as outlined by this regulation. Toll Terminal designations and/or commercial telephone numbers and designation of all other air raid warning communication facilities at ADCC and at the MADW and CADW key points will be included in this brief. The brief will be in easily legible type and will serve as a check list for the Senior Controller in the dissemination of air raid warnings.

8. REPORTS. Reports of air raid warning transmissions, test or actual, and equipment checks of long distance telephone switchboard equipment will be prepared by ADCC as follows:

a. Report of Air Raid Warning Transmission to MADW and CADW Key Points. Results of test or actual alert exercises to MADW and CADW key points will be reported by ADCC on ADC Form 10 (Revised) (Sample copy attached). Reports Control Symbol ADC-T1 is assigned to this report.

(1) This report will be prepared immediately following each air raid warning transmission (test or actual) and will be forwarded immediately upon completion in one (1) copy, without letter of transmittal, to the Commanding General, this headquarters, (Attn: Director of Civil Air Defense).

(2) Procedures for accomplishing "Report of Air Raid Warning Transmission" ADC Form 10 (Revised) are outlined in ADC Regulation 55-42, dated 17 July 1952.

b. Reports of Air Raid Warning Transmissions to Early Warning Sites, this Command, and Long Distance Switchboard Check. This report will be prepared by ADCC in compliance with this regulation, Paragraph 5, subheads d and e.

(1) On each Air Raid Warning (test or actual) the time of initiation and the time of completion of acknowledgement by each AC&W site, the 93rd Fighter-Interceptor Squadron Operations and Anti-Aircraft

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Operations Center (if operational), in this Command will be entered on the back of ADC Form 10 (Revised).

(2) Report of initiation and completion time for long distance switchboard check will be made weekly on the back of ADC Form 10 (Revised) on that report of air raid warning transmissions, test or actual, occurring on the closest date immediately following the switchboard check as required.

(3) One (1) copy of "Report of CONELRAD Air Defense Line Checks", (copy attached), as furnished by DCO, will be forwarded immediately following each transmission, without letter of transmittal, to the Commanding General, this headquarters (Attn: Director of Civil Air Defense).

9. REFERENCES: WADF Regulation 55-8, Subject: "Air Raid Warning" Headquarters Western Air Defense Force, 18 April 1952, ADC Regulation 55-40, Subject: "Air Defense Warnings" Headquarters Air Defense Command, 15 July 1952 and ADC Regulation 55-42, Subject: "Report of Air Defense Warning Transmissions", Headquarters Air Defense Command, 17 July 1952.

10. RESPONSIBILITY. It will be the responsibility of the Command Controller at ADCC, this headquarters, to insure compliance by personnel concerned at ADCC, with the provisions of this regulation.

BY ORDER OF COLONEL MATHENY:

JAMES F. MARTIN
MAJOR, USAF
Adjutant General

3 Attachments
1. ADC Form 10 (Revised)
2. Civil Defense Warning Procedures
3. Rpt of CONELRAD Air Def Line Checks

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OFFICIAL:

James H. Barnett

JAMES H. BARNETT
1ST LST., USAF
Asst Adjutant General

DISTRIBUTION "D"
5 cys - CO, March Flight Service Center
5 cys - CO, Davis - Monthan AFB
5 cys - CO, Walker AFB
5 cys - CO, Clovis AFB
5 cys - CO, Williams AFB
5 cys - CO, Holloman AFB
5 cys - CO, Biggs AFB
5 cys - CO, Luke AFB
5 cys - CO, Marana AFB
5 cys - Director of Security, SFOC, Los Alamos
5 cys - CG, Fort Bliss
5 cys - CO, Fort Huachuca
5 cys - CO, 4901st Support Wing (Atomic), Kirtland AFB
5 cys - CO, Sandia Base

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SECURITY INFORMATION

R E S T R I C T E D (When filled in)

REPORT OF AIR DEFENSE WARNING TRANSMISSION | DATE: | RCS:

FROM: _____ Air Division (Defense)

TO: Commanding General, Air Defense Command, Attn: Director of Civil Air Defense, Ent AFB, Colorado

INFO CYS TO: Commanding General _____ Air Defense Force

Military Communications Manager
American Telephone & Telegraph Co.
32 Avenue of the Americas
New York 13, New York

1. Time Alert Message Received in Control Center _____

2. Time Alert Message Initiated over Air Defense Warning System _____

3. Time FCDA Liaison Officer Notified _____

4. Time First Key Point Acknowledges on MADW Net _____

5. Time Last Acknowledgment is Received on MADW Net _____

6. Key Points Alerted over Alternate System (Time of Initiation of Call and Time of Acknowledgment for Each)

7. Key Points Not Alerted, Multi-Point, or Alternate System

8. Time Alert is Completed (less MFSC Reports)

9. Was Recorder Used? Yes No

10. Time MFSC Initiates Alert

11. Time MFSC Completes Alert

12. Number of Stations Alerted by MFSC's _____

13. Number of Stations Failing to Acknowledge MFSC Alert _____

14. Remarks (To include reasons for each failure of multi-point net or back-up, reasons for no acknowledgment from MFSC stations, and any additions, deletions or changes in order of Key points):

(Continue remarks on reverse side of form)

Typed Name, Grade, Title | Signature

R E S T R I C T E D (When filled in)

ADC Form 10 (Revised)
17 July 1952

Attachment 1, 34ADD Regulation 55-23

CIVIL DEFENSE

Primary Procedure for "Air Defense Warning" for CADW System.

1. Use toll line LD-34, when operator answers, say:

"Test Air Defense Warning Test, Santa Fe, New Mexico, LD-9."
(If actual alert, substitue "Emergency" for "Test".)

When Santa Fe answers, say:

"Test Air Defense Warning Test" (repeat) "Test Air Defense Warning Test". (If actual warning leave out "Test" and insert proper color.)

Acknowledgement: Santa Fe, Test (Color) Say: O.K. Santa Fe

Time Initiated _____ Time Completed _____

2. Break connection on LD-34 and when operator answers, say:

"Test Air Defense Warning Test, Phoenix Arizona, LD-20."
(If actual alert, substitute "Emergency" for "Test".)

When Phoenix answers, say:

"Test Air Defense Warning Test" (repeat) "Test Air Defense Warning Test." (If actual warning leave out "Test" and insert proper color.)

Acknowledgement: Phoenix, Test (Color) Say: O.K. Phoenix

Time Initiated _____ Time Completed _____

Secondary Procedure

1. LD-34 to Santa Fe 3-5537 EXT 2
LD-34 to Phoenix LD-8

2. If operator cannot be reached on LD-34 use LD-78.

Attachment 2, 34ADD Regulation 55-23.

34TH AIR DIVISION (DEFENSE)
KIRTLAND AIR FORCE BASE, NEW MEXICO

REPORT OF CONELRAD AIR DEFENSE LINE CHECKS
(To be submitted to FCC Liaison Officer after each line check)

Date _____

	Zebra Time	Explanations* if delayed
Started on 1280		
Completed on 1280		
Started on LD-61		
Completed to KLZ		
Completed to KVOD		
Completed to KROD		
Completed to KTAR		
Completed to KOOL		

*OD - out of order
NC - no circuit available
DA - doesn't answer

COMMENTS:

ADCC Controller on duty

Attachment #3 to
34th ADD Reg 55-23

SECRET

5.

SECRET
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HEADQUARTERS
34TH AIR DIVISION (DEFENSE)
Kirtland Air Force Base, New Mexico

OPERATIONS PLAN
NUMBER 7-52

15 October 1952

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34TH AIR DIVISION (DEFENSE)

OPERATIONS PLAN
SERIAL NO. 7-52

15 October 1953

LIST OF ANNEXES

ANNEX A	Headquarters, 34th Air Division (Defense)
ANNEX B	135th AC&W Squadron
ANNEX C	93rd Fighter-Interceptor Squadron
ANNEX D	767th AC&W Squadron
ANNEX E	768th AC&W Squadron
ANNEX F	769th AC&W Squadron
ANNEX G	120th AC&W Squadron

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34TH ADD OPERATIONS PLAN)
SERIAL NUMBER 7-52)

HEADQUARTERS, 34TH AIR DIVISION (DEFENSE)
Kirtland AFB, New Mexico, 15 October 1952

(This Operations Plan supersedes 34th ADD Opr Plan 5-52, dated 5 May 1952.)

1. GENERAL.

In the event of a military emergency, declaration of condition Warning Red or Warning Yellow, or on directive by the Commanding General, this headquarters, key personnel of this command must be available for duty with minimum delay.

2. ASSIGNMENT OF TASKS.

a. In the event of actual alert, the procedure outlined in Annex "A" will be followed.

b. The Chief Controller, ADCC, will schedule a check of Annex "A" alerting system at least once each month. The check will be of communications and procedures only; personnel will not be required to report for duty. The procedure outlined in Appendix 1 to Annex "A" will be followed.

c. The Provost Marshal, 34th AD(D) will establish and maintain an Alert Driver Post at Hq. 34th AD(D) for the purpose of alerting those Key Personnel without telephones.

(1) The Post will be manned by a Division AP, with a KAFB drivers license, during the following periods: normal non-duty hours, non-duty days, and holidays.

(2) A vehicle will be provided with an off-base trip ticket for the Alert Driver.

(3) The Duty Controller, ADCC, will have control of Alert Driver and vehicle.

(4) The alert driver will be provided with a flash-light, a street map of the Wherry Housing Project, and a street map of the City of Albuquerque.

d. The 34th AD(D) Switchboard Operator will use the following voice procedure in making alert calls:

(1) In calling the Officer of the Day, KAFB, during an actual alert, say, "This is a 34th Air Division Personnel Alert". The OD will then carry out certain instructions contained in the OD's Book of Instructions.

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(2) In placing other calls during an actual alert, the Switchboard Operator will, using voice procedure established by paragraph 2 x (1), below, implement paragraph 1c., Annex "A".

(3) Procedures on calls made during a check will be as outlined in Appendix 1, Annex "A".

c. Assigned Squadrons of the 34th ADD will:

(1) Alert key personnel in accordance with Annexes to be attached hereto. These Annexes will be prepared and revised by the Squadrons concerned once each 30 days.

(2) The Duty Director, 135th AC&W Squadron, will alert the 120th AC&W Squadron by tactical telephone when notified of alert by ADCC.

x. General Instructions:

(1) Implementing code word of this plan will be "RABBIT". Acknowledgement will be "ROGER". Conversation other than that necessary to establish contact and pass the code word will be eliminated.

(2) Revised annexes and appendices will be submitted as of the last day of each month to arrive at this headquarters not later than the fifth day of the following month. Negative reports will be submitted where applicable.

(3) A back-up system of alerting will be included in annexes and will be utilized in the event of wire communication failure.

(4) It will be the responsibility of individual officers concerned to pre-plan routes of individual personal contact and to familiarize themselves with telephone numbers and names of personnel they are required to contact prior to any alert.

(5) It will be the responsibility of individual officers concerned to inform the officer designated to contact them of all intended absences, such as leave, tdy, etc., change of address or telephone number.

(6) In the event of an actual alert, individuals placing telephone calls will, if a busy signal is heard, contact the Chief Operator, Albuquerque Switchboard, and state, "This is a military emergency call.", and ask that she

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assist him in completing the call. The operator will then cut in on the called line and ask for release of the line for the call.

(7) Individual officers concerned in this plan will, in their temporary absence from home, keep persons answering their home telephones informed of their whereabouts at all times.

BY ORDER OF COLONEL MATHENY:

HARVEY P. HUGLIN
Colonel, USAF
Vice Commander

DISTRIBUTION
Hq 34th ADD (1 cy to ea off listed in Annex "A")
3 cys - CO, 4901st Support Wing
5 cys - CO, 93rd Ftr-Intcp Sq
5 cys - CO, 120th AC&W Squadron
5 cys - CO, 135th AC&W Squadron
5 cys - CO, 767th AC&W Squadron
5 cys - CO, 768th AC&W Squadron
5 cys - CO, 769th AC&W Squadron

OFFICIAL:

E. E. McTAGGART
Lt. Col., USAF
Deputy for Operations

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34TH ADD OPERATION PLAN)
NUMBER 7-52)

HEADQUARTERS, 34TH AIR DIVISION (DEFENSE)
Kirtland AFB, New Mexico, 15 October 1952

ANNEX "A"

TO

OPERATIONS PLAN
SERIAL NO. 7-52

ALERT ANNEX

1. The chain of alert for Key Personnel, this headquarters, will proceed in the following manner (TP - Telephone, PC - Personnel Contact).

a. The Duty Controller, Control Technician and C&E Technician at ADCC will alert the following simultaneously:

(1) Duty Controller at ADCC alerts:

(a) Commanding General (CCG) Colonel Mathery (TP) Hot Line or 5-0141. 2522 Flower Street

(b) Vice Commander (CVC) Colonel Huglin (TP) 5-8841. 610 Carlisle SE

(c) 34th ADD Switchboard Operator (Swbd Opr) (TP).

(2) Control Technician at ADCC alerts:

(a) 93rd Fighter-Interceptor Squadron (Tact TP)

(b) 135th AC&W Squadron (Tact TP)

(3) C&E Technician at ADCC alerts:

(a) 767th AC&W Squadron (Tact TP)

(b) 768th AC&W Squadron (Tact TP)

(c) 769th AC&W Squadron (Tact TP)

b. The Director on duty at the 135th AC&W Squadron will alert the 120th AC&W Squadron (Tact TP).

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c. The 34th ADD Switchboard Operator on duty alerts:

(1) Officer of the Day, Kirtland AFB - TP 272.

(2) Sergeant of the Guard, 34th ADD - TP 138.

(3) Major Martin, James F. (AG) - TP 5-3745
1416 Hermosa Dr SE.

(4) Major Zachman, R.F. (COG) TP 6-3457
4903 Idlewilde Lane.

(5) Major Johnson, J.F. (DIP) TP 5-5257
3431 Anderson SE, Apt C.

(6) Lt Kenyon, E.C. (PM) TP 5-1846
905 Adams SE.

(7) Major Durrett, N.N. (Ch Contlr) TP - 618
BOQ 206, Room 4.

d. Sgt of the Guard - 34th ADD.

(1) When directed by the Duty Controller, the Sergeant of the Guard dispatches the Alert Driver to alert the following:

(a) Capt Schaefer (Flt Sect)(PC) 237 Walker (Wherry)

(b) Capt Taft (Comm)(PC) 239 Walker Street (Wherry)

(c) Major Hall (Hq Sq Sect)(PC) 242 Perimeter (Wherry)

(d) Lt Col Deutsch (PDP)(PC) 7303 Gerris Ave (Wherry)

(e) Capt Neary (SUR)(PC) 252 Perimeter (Wherry)

(f) M/Sgt LaCasse (C&A Clk)(PC) 7323 Ridgecrest Dr (Wherry)

(g) Major Anderson (CMT)(PC) 7319 Hirsch Dr (Wherry)

e. After notification of the alert by the 34th ADD Switchboard Operator, the chain of alert will proceed as follows:

(1) Major Martin (AG) alerts:

(a) Mr. Baker, R.H. (CAA)(TP) 5-5167
2029 LaVeta NE.

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(b) Lt Col Green, J. W. (MDH)(TP) 6-3115
2514 General Bradley NE.

1. Lt Col Green alerts:

a. Capt Lewish, A. (MAM)(TP) 6-3372
4133 Mesa Verde NE.

b. Major Lee, J.W. (OCE)(PC)
2618 General Bradley NE.

2. Major Lee (OCE) alerts:

a. Major Simmons, A.C. (Asst OCE)(PC)
2101 Valencia NE.

b. Major Miller, P. (IG)(PC)
5711 Princess Joanne.

(2) Major Zachman (OCS) alerts:

(a) Mr. Cooper, D.O. (FCC)(TP) 3-2862
216½ Yale, SE.

(b) Capt Dellinger, C.L. (MDS) (TP) 5-4089
717 Louisiana SE.

(c) Lt. Parrish, G.D. (OIT)(TP) 6-3439
3813 Calle del Monte

1. Capt Dellinger (MDS) alerts:

a. Lt Col McTaggart (ODC) (PC)
700 Indiana SE.

b. Maj Jaegers (Comm)(TP) 4-5586
1017 San Lorenzo Dr

2. Lt Parrish (OIT) alerts:

a. Lt Cotkon, E. (Asst Comm)(PC)
3718 Campus Blvd.

b. Capt Jorgenson, K.E. (DC Admin Off)(PC)
1313 Princeton SE.

3. Maj Jaegers (Comm) alerts:

a. Lt Volk, R.D. (AC&W Off)(PC)
3524 Vail SE.

HQ 34TH ADD
ANNEX A TO
APR PLAN 7-52

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(3) Maj Johnson (DIP) alerts:

(a) M/Sgt Goodman, J.C., (NCO Ann Br)(TP) 6-4068
938 Ortez Dr SE.

(b) T/Sgt Wehry, C.E. (Ch Clk)(PC)
1712 Project Dr (KAFB)

(c) S/Sgt Schnitzer, K.L. (NCO Off Br)(PC)
4616 Idlewilde

(4) Lt Konyen (PM) alerts:

(a) Capt Hurley, J.D. (Comm Insp)(TP) 5-8437
4816 Southern

2. If the chain of alert is broken, it will be the responsibility of the officer preceding the broken link to proceed to the next consecutive officer in his chain until contact is made with at least one person.

3. In the event of wire communication failure, the Duty Controller will send the alert driver to applicable addresses listed in paragraphs 1a(1), 1c, and 1d, of this Annex.

a. The personnel listed in paragraph 1c, (3), (4), (5), (6), and (7), this Annex, will perform their chain of alert (paragraphs 1e, (1), (2), (3), and (4), Annex A), by personal contact using the addresses listed.

4. Kirtland Air Force Base Ridgecrest Gate will be opened during an actual alert by the Kirtland AFB Officer of the Day.

BY ORDER OF COLONEL HATHEWAY:

1 Appendix "Alert Check".

OFFICIAL:

E. Z. McTAGGART
Lt. Col., USAF
Deputy for Operations

HARVEY P. HUGLIN
Colonel, USAF
Vice Commander

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HQ 34TH ADD
ANNEX A TO
OPR PLAN 7-52

SECURITY INFORMATION

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15 October 1952

Appendix #1 to Annex "A", dated 15 October 1952 to Operation Plan 7-52, dated 15 October 1952.

1. Using the Appendix as a guide, the Duty Controller, Control Technician and C&E Technician at the ADCC will call the following and say: "This is a TEST-RABBIT-TEST, what would you do if this were a RABBIT alert?"

ADCC Personnel will record remarks received in this column.

Duty Contlr will call

a. CCG, _____

CVC, _____

34th ADD Swbd Opr _____

Cont Tec will call

b. 135th AC&W Sq, says, _____

93rd FIS, says, _____

C&E Tec will call

c. 767th AC&W Sq, says, _____

768th AC&W Sq, says, _____

769th AC&W Sq, says, _____

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SECURITY INFORMATION

APPENDIX 1 TO
ANNEX "A" TO
34TH ADD OPR PLAN 7-52

0331

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2. The ADDC Duty Controller will direct the Switchboard Operator to place the following calls:

a. The Switchboard Operator will call the following and say, "This is a TEST-RABBIT-TEST, what would you do if this were a RABBIT alert?"

(1)

AAG, says----

DCG, says----

Using voice procedure in Paragraph 2a, above, Switchboard Operator calls----

DAF, says----

PM, says----

Ch Contlr ADCC, says----

b. The Switchboard Operator will call Kirtland AFB OD and say, "This is a TEST-34th Air Division Personnel Alert-TEST, Are the Instructions pertaining to 34th ADD Personnel alert in the OD's Book of Instructions?"

(1) Using voice procedure in paragraph 2b, above, Swbd Opr calls ---- KAFB (OD) says:

APPENDIX 1 TO
ANNEX "A" TO
34TH ADD
OPR PLAN 7-52

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c. The Switchboard Operator will call the 34th Sgt of the Guard and direct him to report to the Controller at ADCC.

(1) Swbd Opr calls _____34th ADD Sgt of Guard.

d. Upon completion of this test, the Switchboard Operator will submit this Appendix, complete with recorded remarks, to the Duty Controller at the ADCC.

3. Using the voice procedure established in Paragraph 1, the Duty Controller will receive this report from the Sergeant of the Guard:

a.

Sgt of Gd directs: Alert Driver to (PC)_____

4. The Chief Controller will submit a report, outlining the results of the "Alert Check", to the Deputy for Operations; the report to reach the D/O within 24 hours after Alert Check is made. This Appendix may be used as an attachment to the report.

APPENDIX #1 TO
ANNEX "A" GO
34TH ADD
OPR PLAN 7-52

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34TH ADD REGULATION)
NUMBER 55-23A)

HEADQUARTERS, 34TH AIR DIVISION (DEFENSE)
Kirtland AFB, New Mexico, 23 September 1952

OPERATIONS

Air Defense Warning Procedure

(34th ADD Regulation 55-23, dated 28 August 1952, is amended as follows:)

* * * * *

7. Delete

a. Delete

8. Delete

a. Delete

(1) Delete

(2) Delete

b. Delete

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(1) Delete

(2) Delete

(3) Delete

9. Delete

10. Delete

* * * * *

7. TERTIARY PROCEDURES. NADW centers failing to acknowledge calls under either "PRIMARY PROCEDURE" or "SECONDARY PROCEDURES" will be contacted by substituting the following telephone numbers in the voice procedures given in paragraph 6.

a. Atomic Energy Commision, Los Alamos, New Mexico

Los Alamos W - 6871

b. Commanding General, Fort Bliss, Texas

Fort Bliss, Texas 20105

c. Commanding Officer, Fort Huachuca, Arizona

Fry, Arizona 411 Ext. 2290

d. Commanding Officer, Kirtland Air Force Base, New Mexico

Ext. 273

e. March Flight Service, March Air Force Base, California

Riverside, California 7107

f. Commanding General, Sandia Base, New Mexico

Albuquerque 64411 Ext. 2027

8. COMMUNICATIONS. The means of communications to be employed in this Air Defense Warning Procedure will be as indicated. Long distance line LD-78 may be used as back-up for LD-34 in case of failure of LD-34.

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a. It will be the responsiblity of the Senior Controller at ADCC to have prepared and posted at the controller's position at ADCC, a brief of primary, secondary, and tertiary air raid warning procedures and means of communication to each MADW and CADW key point in the 34th Air Division (Defense) area of responsiblity and to combat operations, Headquarters, WADF, in accordance with procedures and communications facilities as outlined by this regulation. Toll Terminal designations and/or commercial telephone numbers and designation of all other air raid warning communication facilities at ADCC and at the MADW and CADW key points will be included in this brief. The brief will be easily legible type and will serve as a check list for the Senior Controller in the dissemination of air raid warnings.

9. REPORTS. Reports of air raid warning transmissions, test or actual, and equipment checks of long distance telephone switchboard equipment will be prepared by ADCC as follows:

a. Report of Air Raid Warning Transmission to MADW and CADW Key Points. Results of test or actual alert exercises to MADW and CADW key points will be reported by ADCC on ADC Form 10 (Revised) (Sample copy attached). Reports Control Symbol ADC-T1 is assigned to this report.

(1) This report will be prepared immediately following each air raid warning transmission (test or actual) and will be forwarded immediately upon completion in one (1) copy, without letter of transmittal, to the Commanding General, this headquarters, Attn: Civil Air Defense Officer).

(2) Procedures for accomplishing "Report of Air Raid Warning Transmission" ADC Form 10 (Revised) are outlined in ADC Regulation 55-42, dated 17 July 1952.

b. Reports of Air Raid Warning Transmissions to Early Warning Sites, this Command, and Long Distance Switchboard Check. This report will be prepared by ADCC in compliance with this regulation, Paragraph 5, subheads d and g:

(1) On each Air Raid Warning (test or actual) the time of initiation and the time of completion of acknowledgement by each AC&W site, the 93rd Fighter-Interceptor Squadron Operations and Anti-Aircraft Operations Center (if operational), in this Command will be entered on the back of ADC Form 10 (Revised).

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(2) Report of initation and completion time for long distance switchboard check will be made weekly on the back of ADC Form 10 (Revised) on that report of air raid warning transmissions, test or actual, occurring on the closest date immediately following the switchboard check as required.

(3) One (1) copy of "Report of CONELRAD Air Defense Line Checks", (copy attached), as furnished by FCC, will be forwarded immediately following each transmission, without letter of transmittal, to the Commanding General, this headquarters (Attn: FCC Liaison Officer).

10. REFERENCES: WADF Regulation 55-3, Subject: "Air Raid Warning", Headquarters Western Air Defense Force, 18 April 1952, ADC Regulation 55-40, Subject: "Air Defense Warnings", Headquarters Air Defense Command, 15 July 1952 and ADC Regulation 55-42, Subject: "Report of Air Defense Warning Transmissions", Headquarters Air Defense Command, 17 July 1952.

11. RESPONSIBILITY. It will be the responsibility of the Chief Controller at ADCC, this headquarters, to insure compliance by personnel concerned at ADCC, with the provisions of this regulation.

BY ORDER OF COLONEL MATHERY:

JAMES F. KLEFIN
Major, USAF
Adjutant General

OFFICIAL:

James H. Barnett

JAMES H. BARNETT
1st Lt., USAF
Asst Adjutant General

DISTRIBUTION "D"
5 cys - CO, March Flight Service Center
5 cys - CO, Davis - Monthan AFB
5 cys - CO, Walker AFB
5 cys - CO, Clovis AFB
5 cys - CO, Williams AFB
5 cys - CO, Holloman AFB
5 cys - CO, Biggs AFB
5 cys - CO, Luke AFB

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DISTRIBUTION (CONT'D)
5 cys - CO, Kirtland AFB
5 cys - Director of Security, SFOC, Los Alamos
5 cys - CG, Fort Bliss
5 cys - CO, Fort Funston
5 cys - CO, 4901st Support Wing (Atomic), Kirtland AFB
5 cys - CO, Sandia Base
13 cys - 34th AD [illegible]

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Attachment 2, (Revised - 23 Sep 52) 34.2D Regulation 55-23.

CIVIL DEFENSE

Primary Procedure for "Air Defense Warning" for CADW System.

1. Use toll line ID-34. When operator answers, say:

"Test Air Defense Warning Test, Santa Fe, New Mexico, ID-8."
(If actual alert, substitute "Emergency" for "Test".)

When Santa Fe answers, say:

"Test Air Defense Warning Test" (repeat) "Test Air Defense Warning Test." (If actual warning leave out "Test" and insert proper color.)

Acknowledgment: Santa Fe, (test color) Say: O.K. Santa Fe

Time Initiated _____ Time Completed _____

2. Break connection on ID-34 and when operator answers, say:

"Test Air Defense Warning Test, Phoenix, Arizona, ID-30."
If actual alert, substitute "Emergency" for "Test".)

When Phoenix answers, say:

"Test Air Defense Warning Test" (repeat) "Test Air Defense Warning Test." (If actual warning leave out "Test" and insert proper color.)

Acknowledgment: Phoenix, Test (Color) Say: O.K. Phoenix

Time Initiated _____ Time Completed _____

3. WARNING TO FCDA REGIONAL OFFICES

a. All Red, Yellow and White Warning Alerts will be disseminated over the toll terminal cross-up system, LD-78, to the appropriate Regional Offices. Test Alerts will not be sent to Regional Offices. These Alerts will be sent out after all Key Points have been notified.

b. Telephone numbers of the appropriate Regional Offices with first and second alternate numbers are as follows:

(1) Region VIII

Office number:

Berkeley, California -- Ashberry 3-2080 Ext. 1

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Alternate number:

Berkeley, California - Glenwood 4-0313

Second alternate number

Berkeley, California - [illegible] 3-2304

(2) Region VII

Office number:

Denver, Colorado - Keystone 4131 Ext 231

Alternate number

Denver, Colorado - Florida 2676

Second alternate number

Denver, Colorado - Florida 2437

Secondary Procedure

1. YT-34 to Santa Fe 3-5537 HIT 2
   LD-34 to Phoenix LD-8

2. If operator cannot be reached on LD-34 use LD-78.

Attachment 2, (Revised - 23 Sep 52) 34ADD Reg 55-23.

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6.

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SECRET	
BY AUTH: CG 34ADD	
INITIALS	DATE
[illegible]	22 Oct 57

HEADQUARTERS
34TH AIR DIVISION (DEFENSE)
Kirtland Air Force Base, New Mexico

Joint Plan for Recovery and Return of Interceptor

Aircraft to the Air Defense System

22 October 1951

I. GENERAL.

1. Fighter-Interceptor aircraft assigned or attached to this command may, by reason of a military situation, be sent to make an intercept, or to perform other specific missions, which are beyond their normal operating range. When such circumstances exist, it will be necessary that these aircraft land at installations other than their home base to be serviced, and if necessary, to be rearmed and have minor maintenance performed.

2. It is the object of this Plan to establish the authority by which this servicing and maintenance of fighter-interceptor aircraft may be accomplished, and to prescribe the procedures by which the aircraft may be serviced as required and returned to the Air Defense System with the least possible delay.

II. AUTHORITY.

1. WADF Letter, WDOTN-2, 333.5, subject: "SOP for Defense Mission Clearance," dated 12 December 1950.

2. WADF Letter, WDOTN-1, 360.1, subject: "SOP for Defense Mission Clearance," dated 14 August 1951.

3. ConAC Letter, CNOOT-D, 360.1, subject: "SOP for Defense Mission Clearance," dated 29 November 1951.

4. WADF Letter, WDOTN-1, 333.5, subject: "Recovery and Return of Intercept Aircraft to the Air Defense System," dated 11 May 1951.

5. Extract from Air Force Regulation 60-16, dated 11 July 1949, paragraph 49.

COPY NO. 34 OF 40 COPIES

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III. OPERATIONS.

1. Landing clearance. When so ordered by the GCI Controller, or when a military situation dictates, any interceptor aircraft of this command may land at Walker Air Force Base; Roswell, New Mexico; or Biggs Air Force Base, El Paso, Texas, without having to have clearance by, or approval of, any military flight clearance granting agency.

2. Initial Radio Contact. Upon proper radio call identification (see Aircraft Identification, paragraph 12), the interceptor aircraft will be given priority over all other traffic for approach and landings, except actual emergencies.

3. Radio terminology, air to ground.

a. The interceptor pilot, after initial contact with the control tower at the point of landing, will request landing instructions for his number and type of aircraft according to existing regulations and practices. Immediately following this request for landing information, he will add the code word which will specify the services required (see Servicing Code, paragraph 11). The control tower will repeat the service code upon completing the issuance of landing information. An example of the voice procedure would be:

"Biggs Tower, this is Parka Blue, over."

"Parka Blue, this is Biggs Tower, over."

"Biggs Tower, this is Parka Blue, 60 miles northwest. Request landing instructions for 2 F-86's, Pepper Box, over."

"Parka Blue, this is Biggs Tower. Cleared to enter traffic pattern runway 21, wind southwest ten, altimeter 30.10. Call on initial approach. Understand Pepper Box."

b. If any portion of the descent will be made under Instrument Flight Rule weather conditions, the interceptor pilot will contact the appropriate CAA facility and advise:

(1) His present position

(2) Altitude

(3) Request let-down instructions

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This contact will be prefixed with the squadron radio call sign and appropriate flight color. The CAA Air Route Traffic Control Center and/or Approach Control Tower will make every effort to land the aircraft as expeditiously as possible consistent with traffic density and weather.

c. The interceptor pilot will contact the control tower when as far from the station as possible in order that the servicing units involved can be notified by the tower and will be ready for the arrival of the aircraft.

d. Upon receipt of the Servicing Code from the interceptor aircraft, the control tower will take immediate action to alert the units from which service will be required as predetermined by the installation concerned.

4. Servicing and Parking

a. Services required will be made available as expeditiously as possible in order that the aircraft be made ready to take-off with the least possible delay.

b. Aircraft will be parked as near the servicing and maintenance facilities as practicable, and must be met by refueling and starting units as are required.

5. Supervision of Servicing and Maintenance. Servicing, arming, and maintenance will be performed under the supervision of the pilot or pilots of the aircraft. The pilot will be responsible that his aircraft is refueled and rearmed properly and completely. He will supervise the maintenance accomplished insofar as it is possible for him to do so.

6. Clearance.

a. The pilot will not be required to file any clearance or receive any weather or flight briefing. He need not leave the immediate vicinity of the aircraft if doing so will delay his departure.

b. When ready for departure, the interceptor pilot will request taxi and take-off information from the control tower according to existing regulations and practices, and will inform the control tower of his intended destination, route and altitude. The tower will pass this information to base operations for relay to the home station of the aircraft.

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c. If the climb-out will be conducted under Instrument Flight Rule weather conditions, the Control Tower will relay to the appropriate CAA ARTCC or Tower:

(1) Destination

(2) Route

(3) Altitude

The CAA facility responsible for the control of air traffic at departure point will make every effort to expedite the departure of the interceptor.

7. Take-off. The interceptor aircraft will be given priority over all airport traffic except in absolute emergency. Control tower operators should keep in mind that jet type aircraft can be airborne within forty-five seconds after lining up on the runway. The Control Tower operator is authorized to honor the interceptor pilot's requests for specific runway for take-off, and any other requests the pilot may have in accordance with reasonable safety and the existing military situation.

8. Return to Air Defense System. The interceptor aircraft will return as expeditiously as possible to home base or to GCI Control, as required.

9. Acknowledgment of Services Received. The interceptor pilot will acknowledge the services received by appropriate entry in the aircraft's AF Form 1A, and by entry in his Fighter-Interceptor Mission Report.

10. Authorized Land Communications.

a. The interceptor pilot will be authorized the use of the following communications facilities for any necessary messages regarding aircraft status and maintenance and/or tactical flight messages.

(1) Military Flight Service lines.

(2) CAA Service "F" interphone circuit.

b. Any teletype communications will be dispatched "Operational Priority."

11. Servicing Code:

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7 a. "Petroleum." Aircraft requires fuel, oil, oxygen and hydraulic service only.

b. "Pepper Box." Aircraft requires the servicing covered under "Petroleum," plus ammunition.

c. "Colossal." Aircraft requires maintenance in addition to fuel, oil, hydraulic, oxygen, and ammunition service.

12. Aircraft Identification. All flights will be identified by squadron radio call sign and the appropriate color, i.e., "Parka Red," "Parka Blue," "Parka White," etc. Normal color designations are Red, White, Blue, Green, Black, and Orange.

s/ Wm. A. Matheny
WILLIAM A. MATHENY
Colonel, USAF
Commanding Officer
34th Air Division (Defense)

s/ John B. McPherson
JOHN B. McPHERSON
Colonel, USAF
Commanding Officer
Walker AFB, New Mexico

s/ R. H. Baker
R. H. BAKER
CAA Liaison Officer
34th Air Division (Defense)

s/ James Y. Parker
JAMES Y. PARKER
Colonel, USAF
Commanding Officer
Biggs AFB, Texas

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DEPUTY FOR MATERIEL

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DEPUTY FOR MATERIEL
(1 July thru 31 December)
1952

Purchasing and Contracting:

In accordance with Headquarters Air Defense Command policy, visits were made by the 34th Air Division (Defense) Purchasing and Contracting Officer accompanying the Kirtland Air Force Base PCO Officer to the aircraft control and warning squadrons. The purpose was to make a surveillance of the petty cash purchasing procedures at the ACaW squadrons. The 769th ACaW Squadron had notutilized the petty cash purchasing procedures as authorized under AFR 70-19 at the time of the visit.

Headquarters Western Air Defense Force message WDMSV-1 29938 advised this headquarters that ADC Regulation 5-2A dated 11 September 1952 had rescinded ADC Regulation 70-4, "Purchasing Procedure at ACaW Squadrons", and that appointment of contracting officers at the respective squadrons would be terminated immediately by WADF. Obligations incurred by 70-4 would be cleared up by 1 October 1952.

In view of the rescinding of ADC Regulation 70-4 by ADC, the local purchasing procedures regulation used by ACaW Squadrons, the 769th requested and received the appointment Wesley T. Kouba, Captain, USAF, as a cash purchasing officer.

Deputy for Materiel (continued)

Contract No. AF 29(601)-33 with the [illegible] Garage, Espanola, New Mexico, covering organizational and field second and third echelon maintenance or government owned vehicles for the 767th ACSW Squadron was amended by the Kirtland Air Force Base Purchasing and Contracting Office deleting contractor's allowence to charge 10% above his cost of parts.

Headquarters ADC letter, file ADMLL-4 121.5, subject: "Interpertation of Use of Petty Cash", ADC Regulation 70-6, dated 8 October 1952 considered the following to be authorized:

a. Packing and crating of parts to be shipped directly to Contractor Maintenance Team (as directed by TO 16-1E-2 and 16-1E-3 and when Supply Support Base cannot furnish materials to unit and/or it is deemed more economical to purchase materials for packing and crating.

b. The use of premium transportation, bus or train, to relieve ROOP for shipment of parts from one squadron unit to another if it is the most expeditious means of alleviating ROOP.

Previous fuel oil deliveries at the respective sites were processed and made up on purchase orders by the squadron P&C officers; however, since ADC Regulation 70-4 was rescinded, a new procedure was set up.

Deputy for Materiel (continued)

One copy of the delivery with an issue slip (446) signed by the supply officers and to be forwarded to Kirtland AFB. A duplicate copy of the delivery receipt is sent directly to the Kirtland R&C Office where purchase orders are prepared upon vendor's certified invoice and purchase request.

Air Defense Command authorized the utilization of Petty Cash Funds for the purchase of money orders in order to transmit cash from the outlying sites' dining halls to the Kirtland Air Force Base Disbursing Officer. This procedure eliminated the requirement of hand carrying of money by the mess stewards.

Plans were formulated with Kirtland Air Force Base personnel to set up commercial carriers for transportation of rations to the sites. Action of this type will eliminate multiple military vehicle trips and reduce dollar costs of transportation.

SUPPLY SECTION:

A local purchase was effected by the Supply Section for the 135th Aircraft Control and Warning Squadron. On 21 July 1952, a refrigerated air-conditioner for height-finder radar van was added to the list of equipment for that squadron.

Captain Dellinger coordinated the movements of fifteen F-86 ~~transit aircraft (62d Fighter Squadron)~~

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Deputy for Materiel (continued)

on an emergency return to O'Hara Air Force Base. Movement was performed on ground from this base in 20 minutes.

In the latter part of July eighteen (18) each MARS Receivers were picked up from Brooks Air Force Base and were delivered as follows:

9 each to the 27th Air Division (Defense)

5 each to the 28th Air Division (Defense)

5 each to the 29th Air Division (Defense)

Receivers were picked up by 34th Air Division (Defense) aircraft pilot 1st Lt R. Volk.

Two (2) each T-6 aircraft were received from Goodfellow Air Force Base for the 34th Flight Section three (3) each F-80 aircraft were transferred to the North American Plant, Fresno, California for the purpose of installation of APS-30.

An assembly pump fuel was forwarded to SAAMA diesel team by courier. Arrangements were made with 34th Transportation Section to deliver to SAAMA Diesel Team 8 August 1952.

Received Headquarters WADC message WDMES-1 23807 on project WADC 3T-3. T-33 aircraft 48-897, formerly assigned to 4704th Defense Wing which is now at SAAMA for repair, is being transferred to the 83d Fighter-Interceptor Squadron upon completion of repairs.

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Deputy for Materiel (continued)

Information was received from Eastern Air Defense Force for the temporary transfer of plan 12 indicators from CRC-5's at the 768th and 769th. Each site will release two (2) which will be overhauled without delay.

The following one-time reports were submitted during August:

Authority	Type
WDMLS-3 26103	House trailer
WDMLV-5 22703	Re-aging shoes black
WDMLS-2 27112	Release Freht cord
WDMLS-4 27212	Temp Trans 4-plan 12 indicators
WDMLS-2 27135	Rec of J-47 Eng
WDMLS-2 27136	Emp Status F-86 Ailerons
Ltr, Hq WADF	Tracer Rec Rcpts (red ball)

Kirtland Fire Inspector stated that fire extinguishers at the outlying sites have not been refilled nor have they been properly inspected on time. A great laxity in fire prevention methods and equipment was realized by the inspector and he suggested the Air Installations Office submit a letter to the sites, requesting they set up a schedule for sending in extinguishers for refill and inspection. A fire hose from the 769th received minor repairs from the fire department.

Captain Bellinger contacted the American Furniture Co, Albuquerque, New Mexico, concerning dayroom drapes for all sites. Due to the original plans being changed; the 767th was short 33 yards including fixtures. Action was taken to procure additional funds and obtain these articles at a mimimum rate.

Deputy for Materiel (continued)

A check of the base supply records indicated that twelve (12) of the 14 A-3 power units for the 93d Fighter-Interceptor Squadron had arrived during the early part of September. The three (3) A2A jeep mounted units, which are to be supplied directly from the contractor have not been received. Continued periodic checks will be made on base supply for the answers to tracer actions that have been made.

Reports of Survey for UPREL property have been returned to aircraft control and warning squadron commanders for accomplishment in accordance with Section VI, Part V, AFM 67-1, Installations Commander. Captain Dellinger and Mr. Shail left for a supply staff visit to the 7239th ACW Squadron to check inventory of Plant and UPREL account and service stock procedure.

The Supply Special Projects Section began operations during October. The section will handle all outgoing and incoming supplies, transportation of personnel and will operate their own teletype. A supply conference was held with personnel from all sites in order to familiarize them with the Special Projects Section and the utilization and meaning of such a section.

Deputy for Materiel (continued)

RADAR MAINTENANCE:

Technical acceptance of radar set AN/FPS-3 at the 768th Aircraft Control and Warning Squadron was completed. Delivery of numerous general maintenance tools, spare parts, test equipment and technical orders were the outstanding shortages that precluded final acceptance.

Delivery of radar set SP-1M was made to this headquarters and assigned to the 135th Aircraft Control and Warning Squadron as a height finder. Prime equipment was damaged slightly but received in repairable condition. A generous quantity of spare parts was also shipped with the set.

Installations on TS-419/U for continuously monitoring radar system sensitivity and scope recording camera were changed from radar set AN/CPS-5B to AN/FPS-3 at 768th and 769th AC&W Squadrons. Controller's scopes at the two mentioned squadrons were relocated. Installation of Ground Mark Ten IFF equipment was accomplished at the 769th. A modified APX-6 (Airborne Transponder) was made as the interrogator- responsor.

A synthetic target generator which is being manufactured by the 135th AC&W Squadron, is expected to be completed in the very near future. It will be placed into operation as a training device for radar operators.

Deputy for Materiel (continued)

A division radar conference was held and all aircraft control and warning squadrons were represented.

A staff visit was made by Captain Lewish and Mr Adams to the 120th Aircraft Control and Warning Squadron at Walker Air Force Base for the purpose of re-siting equipment on location there.

An area activities team from SAAMA visited this headquarters to coordinate maintenance activities at all squadrons. Upon completion of investigation, it was found that all sites were in good condition.

Bendix Field Representativ , Mr Derrickson, visited this headquarters to check ground work for overhaul of FPS-3 equipment. Only one set can be overhauled this year due to the unavailability of Bendix maintenance vans. Captain Lewish and Mr Adams visited the Bendix factory Baltimore, Maryland.

Separate Preventive Maintenance schedules have been set up for the FPS-5 and FPS-3 radar sets. This procedure is to insure the operation of one set at all times in the event that one fails. Interference Blanker monification has been installed on FPS-3 at the 766th AC&W Squadron.

A synthentic Target Generator and a Reflection Plotter have been completed and installed in the 135th AC&W Squadron.

Depot for Materiel (continued)

Mr French, Reely Enterprize Representative, visited this headquarters to discuss the Sorenson Voltage Regulator. A definite need for these regulators was indicated and Headquarters Western Air Defense Force was contacted for authority to purchase the required items. At present, CALS is preforming a study of Voltage Regulators for FPS-6 radar system.

COMMUNICATIONS MAINTENANCE:

An informal investigation was conducted at the 34th Administrative Flight Section to ascertain their airborne radio maintenance situation. All material was found to be in order.

Communication files were reviewed and screened to delete and destroy old correspondence that is regarded as obsolete and useless. Screening of files covered both, classified and unclassified, and new and necessary files were set up. All reports pertinent to communications were checked and forwarded to its respective organization.

Mr Hatten, a new RCA technician reported to the section and was assigned temporarily, to the 759th ACW Squadron.

The wind indicator part of SCM/20A, was removed from the Mountain Lodge Motel which is approximately eighteen miles from this station. The new installation of this equipment is waiting for proper authorization.

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AIR PROVOST MARSHAL
& INSPECTOR GENERAL

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INSPECTOR GENERAL
(1 July thru 31 December)
1952

Personal Conference Periods are held by this section for all units of this organization and throughout the entire period sixty-four (64) complaints were received and processed.

Aircraft are inspected monthly, and during this period 14 aircraft for the 38d Fighter-Interceptor Squadron, and 8 aircraft for the 34th Air Division (Defense) Flight Section were inspected by personnel from the Inspector General Office.

A semi-annual inspection of the 17th WAF Squadron and the 767th Aircraft Control and Warning Squadron was conducted in July. The inspecting party was concerned mainly with files and records and in both instances, all was found to be in good condition.

The following month the 767th Aircraft Control and Warning Squadron received two Special Inspections. One on the Unit and Billeting Funds of that squadron, and the other on the Post Exchange of the same unit.

During September, a Special Inspection, in accordance with paragraph 15, d, (1), AFR 128-3, was made of the base stockade. Squadron Commanders were not in compliance with this directive and reports were sent to all squadrons.

Inspector General (continued)

A semi-annual inspection of the 98th Fighter-Interceptor Squadron and the 76[illegible]th Aircraft Control and Warning Squadron was conducted during September, and an initial inspection of the 120th Aircraft Control and Warning Squadron, Walker Air Force Base, Roswell, New Mexico, was also subjected to an investigation.

A special inspection of the Unit and Billeting Funds of the 76[illegible]th Aircraft Control and Warning Squadron was conducted and during the same month, a special inspection of the supply records of the 690th Aircraft Control and Warning Squadron[1] was made.

An inspection of the 34th Air Division (Defense) Headquarters was conducted during the latter part of November. The inspection team covered the division in its entirety, and found only minor discrepancies.

PROVOST MARSHAL:

A monthly deliquent chart was made up in order to indicate the number of misdemeanors that each unit, attached to the 34th AD(D), is held responsible for throughout the month. The chart assists the section a great deal in keeping records and files up to date.

1. 690th AC&W Squadron was deactivated in February of 1952.

Provost Marshal (continued)

An inspection trip was made to the 738th Aircraft Control and Warning Squadron headed by Captain Irick. Air Police activities were found to be satisfactory, although the primary purpose of the visit was to inspect the Air Police and their weapons.

A new training program was set up in the Office of the Provost Marshal to include a more rigid security in and around the area of the 34th Air Division (Defense). The security guards were briefed on the mission and purpose of maintaining a well guarded area. A new guard post was added with the addition of three more airmen to the section.

Thirty (30) identification passes were made for the personnel assigned to building F-300.

A change in duty hours for the Air Police of the section worked out satisfactorily, thus enabling the men some time off during the Christmas Holidays.

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SURGEON'S OFFICE

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SURGEON
(1 July thru 31 December)
1952

Monthly visits are made to the outlying squadrons by Captains Jack F. Ehle, Division Surgeon, and Donald T. Setterlund, Medical Services Administrator. These visits are conducted monthly for a preventive medicine inspection[1]. The inspection is an investigation of the hygienic and sanitary conditions of the food service facilities.

Two new Medical Services Division Regulations were submitted for official approval and publication during July. 34th Air Division (Defense) Regulation 160-4, "Functions of the Division Surgeon, Assistant to the Surgeon, and Veterinary Technician Assigned to the 34th Air Division (Defense)". Regulation 160-5, "Civilian Medical and Dental Attendance at Outlying Sites".

A/2C Maurice R. Broadie, Division Veterinary Technician, visited two of the outlying squadrons during this period for immunization against rabies on all dogs at these locations[2].

---

1. Reference AFR 160-90
2. Rabies shots in accordance with AFR 160-65

Surgeon (continued)

Dental treatment is administered to the military personnel and their dependents at each location monthly, and in October, medical care and treatment was started for dependents.

Captain Jack F. Ehle, Division Surgeon, was transferred to the 566th Medical Squadron at Hamilton Air Force Base, California[1]. Captain Mark R Neary reported from Hamilton Air Force Base to assume position as Division Surgeon[2]. Captain San Lessner, Division Dental Surgeon, was separated from the service[3] during September.

Captain Jack F. Ehle and Captain Donald T. Setterlund attended the hearing at the District Court in Santa Fe, New Mexico, on 11 September 1952, in the interest of the El Vado Dam water control situation. Captain Ehle testified in court in the interests of the dependent health problem and situation.

Captain Setterlund visited the 769th AC&W Squadron[4] on 6 October 1952 for the purpose of preparing Civilian Medical Vouchers. St. Mary's Hospital, Gallup, New Mexico, was contacted on this date and informed of the USAF policy on the preparation of Medical Vouchers for payment.

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1. Reference 34th AD(D) Special Orders 171 Par 3.
2. Reference 566th Air Base Group Special Orders 173 Par 5.
3. Reference 34th AD(D) Special Orders 158 Par 3.
4. Outlying site located approximately 50 miles from Gallup, New Mexico

Surgeon (continued)

Colonel Paul Gilliland, USAF (MC), WADF Surgeon, visited the 34th Air Division (Defense) on 20-22 October 1952. The Colonel, Captain Neary and Captain Setterlund visited two of the sites and briefed the Surgeon on medical activities at these locations.

Two 34th Air Division (Defense) Regulations were officially published and became effective in November 1952. Regulations, 160-6, "Personal Hygiene and Physical Examination of Permanent Food Handlers at Outlying Sites", and 160-7, "Barber and Barber Shops".

Captain Manuel J. Kaplan, Division Dental Surgeon, was separated from the service on 20 November 1952 and Captain Ted F. Pett became the Division Surgeon.

A new dental van, semi-trailer, was assigned this division[1] and was picked up at Eglin Air Force Base, Florida, 6 December 1952. The trailer was driven here by A/2C William P. Cox, accompanied by Captain Pett.

1. Authority to pick up dental van - TWX WDSUR 35184

SECRET

17TH WAF SQ.

SECRET
SECURITY INFORMATION

0365

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17TH WAF SQUADRON
(1 July thru 31 December)
1952

The WAF Squadron received seven new members during the early period covered by this report. Two of them, Technical Sergeant Ethyle Bitner and Master Sergeant Genevieve Allen are women with many years of service background. T/Sgt Bitner arrived here from Hamilton Air Force Base to assume position of First Sergeant of the squadron, and M/Sgt Allen, transferred from recruiting in Birmingham, Alabama, was placed as Non-Commissioned-Officer-In-Charge of the Inspector General Section.

The Kirtland Air Force Base Officers' Wives' Club donated a piano to the WAF Squadron. It was placed in the squadron dayroom for the entertainment and amusement of all squadron members. Through the saving of funds, the WAFs bought a sewing machine which was also placed in the dayroom. It is believed that through this investment the WAF personnel can curb their expenditures by designing and making their own civilian clothing and mending that which they already have.

During November the squadron held a farewell party for their departing Commanding Officer, Lt Margret L. Hicks, who was transferred to Western Air Defense Force at Hamilton Air Force Base in California. In her stead from division headquarters came Lt Katherine P. Lewis to assume command, and as her assistant she had Lt Lerline Poole.

WAF Squadron (continued)

Through the advice and assistance of Lt Lewis, a squadron newspaper was initiated. The "Smorgasbord"[1] is edited by A/2C Mildred Miller whose news work in college renders her a rated leader of the paper. The paper deals mainly with the squadron and its members and its light passages and the touches of personalities tend to make it a delightful monthly.

Squadron meetings are conducted each Thursday evening after duty hours by the commanding officer and the 1st sergeant. Problems are discussed and at times films are shown depicting military c ourtesy and personal hygiene. It is visualized that during the warm weather close order drill and marching will become part of the weekly meetings.

Inspections are conducted daily throughout the squadron area. Lt Lewis inspects three times weekly and T/Sgt Bitner fills in with the remaining two days. Intermittently, inspections are conducted by division headquarters, and to this date the results have been satisfactory.

A new building was alloted to the WAF Squadron from base headquarters. The building will be used as an administration station and will hold the orderly room, hobby room, dayroom and there are plans to furnish one of the rooms into a community kitchen. Materialization of these plans must await completion of the entire building.

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1. Two editions of Smorgasbord appear at rear of chapter

WAF Squadron (continued)

T/Sgt Ethyle Bitner holds honors as the first WAF to be elected to the board of govenors at the Non-Commissioned-Officers Club. Holding another honor is S/Sgt Yvonne M. Bedford acclaimed by the squadron as WAF of the year.

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SECURITY INFORMATION

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WAF SMORGASBORD

"A Little Bit of Everything" 5 February 1953

FAMOUS EXCUSES

"LT FOOLE, I DIDN'T HAVE TIME TO DUST MY SHELF."

"WAF OF THE YEAR"

"It's a great honor", was the statement given by S/Sgt Yvonne M. Bedford when it was announced that she had been unanimously chosen for "WAF of the Year" from the 17th WAF Squadron.

S/Sgt Bedford, better known as "Yive", was chosen for this honor on the basis of good character, willingness to cooperate with the squadron, neatness and as a general all-around person.

Yive has been in the service since March of 1950 and after completing basic training at Lackland Air Force Base, she was sent to Keesler Air Force Base, Mississippi. There she attended radar mechanics school, and upon completion was sent to George Air Force Base, California. She was one of the 15 WAF from that base who were chosen to become the first contingent of our present squadron.

Yive has really proven herself to be a valuable member of the squadron. Besides her duties as a ground radar mechanic in the 135th AC&W Squadron, she was unanimously chosen as permanent barracks sergeant of T-246. She has worked hard at this job, and many improvements in the barracks have resulted. She also captained the WAF softball team and ably held down the position of shortstop. Besides all this, she likes to paint and our dayroom has been considerably brightened by her wood plaques.

Along with the coveted title "WAF of the Year" came a few other rewards. She was presented a gift and relieved from all squadron detail for one month. The squadron agrees that "It couldn't have happened to a more deserving person."

FOUR DAYS WITH A USO TROUPE

Ever wonder what it's like to be Escort Officer for a USO Troupe? The first thing you usually do, after preliminary arrangements, is to meet their plane in Gallup and take them to the AC&W Squadron After you get there, you get everyone settled in the BOQ, then check on meal times and pass this information on to the troupe. You take a walk over to the dayroom with the manager and decide on where to set up the stage and what extra props are needed. Next, you check with Special Services to see that the necessary arrangements will be made on time. About 30 minutes before show time, you go over to see that everything is all set. Everything is in order so you sit down to enjoy the show. About this time an Airman decides he has to have a coke so what happens, it runs over and spills on the floor right where the tap dancer might slip and break a leg or something. Up you jump--it's almost show time, but the floor must be clean and dry. Someone usually ends up unhappy because he has to re-mop the floor, but that's life. Finally the show goes on and everyone enjoys it, but the work is not over for the night. The costumes and props have to be packed and ready for moving on the next day. You have another chat with the manager and decide on a time to leave. Maybe instead of getting up for breakfast at the regular time, he will want to sle late and have a late breakfast, as the troupe has not had much rest lately. So you dash around looking for the Mess

(Con't on Page Four)

A DREAM, HOPE, AND A PRAYER--AMERICA

There was a dream-that mem could one day speak the thoughts of their own choosing. There was a hope-that men woul one day stroll through streets at evenin unafraid. There was a prayer, that each could speak to his own God in his own church. That dream, that hope, that pray er became--AMERICA! Great strength, youth ful heart, vast enterprise, hard work ma it so. Now that same America is the drea -the hope-the prayer of the world. Our freedom, its dream, our strength, its hope. Our swift race against time, its prayer. We must not fail the world now. We must not fail to share our freedom with it afterwards--Keep singing, keep working and FIGHT FOR AMERICA!

(Taken from one of the HOME TOWN papers)

"WAF SMORGASBORD"
"A Little Bit of Everything"
Published By
17th WAF Squadron
Kirtland Air Force Base
New Mexico

Advisor - 1st Lt. Katherine P. Lewis
Editor - A/2C Mildred L. Miller
Ass't Editor - A/1C Gloria J. Garrett
Reporters - A/1C Mary L. Cherry
A/3C Mary T. Dion
A/3C Barbara Rheaume
Illustrator - S/Sgt Yvonne M. Bedford

HAPPINESS FOR 1953

The ingredients of happiness are so simple that they can be counted on one hand. Happiness comes from within, and rests most securely on simple goodness and a clear conscience. Religion may not be essential to it, but no one is known to have gained happiness without a philosophy resting on ethical principles. Selfishness is the enemy of happiness; to make another happy is to be happy one's self. It is quiet, seldom found for long in crowds. It cannot be bought; indeed money has very little to do with it.

No one of us is happy unless we are reasonably well satisfied with ourselves. The search for happiness and tranquility must in necessity begin with self-examination. We shall not often be content with what we discover in this scrutiny. There is so much to do and so little done. Upon this self-analysis, however, depends the discovery of those qualities that make each person unique, and whose development alone can bring satisfaction.

The person who didn't find 1952 as happy as it might have been should try these New Year's resolutions for 1953:

One-Set up at least one important goal for 1953. Life can't be dull if you're working toward something you really want.

Two-Strengthen old friendships and make new ones. Life is lonely without good friends.

Three-Keep on learning and growing as a person. The "good years" are the years when one grows, matures and achieves.

Four-Refuse to hold grudges or nurse hurts. Forget the disappointments and concentrate on the things you have for which you are truly thankful.

Five-Try to do things better than you did them last year. Much satisfation can be gained by figuring out ways of improving any kink of task.

Six-Be a friendlier, more hospitable person. Treat each person as a human being worthy of your best smile and most gracious manner.

Seven-Plan for wholesome fun. All work and no play is likely to make you resentful rather than happy.

Eight-Be thankful that you have the health and strength to meet your responsibilities.

Nine-Keep one jump ahead in your work instead of "two jumps" behind.

Ten-Look on 1953 as a year handed to you to do with as you like. It's yours, make the most of it.----

Lt. Katherine P. Lewis

"Welcome" to WAF Officer, Lt. Betty R. Brown who recently reported to Kirtland AFB from Walker AFB.

WHAT'S WHO

S/Sgt Julia A. Bridges, better known to us as "Nickie", has been selected as one of our two personality girls. She hails from Kane, Pennsylvania, and she's been in the Air Force since March of 195 She attended radio mechanics school at Scott Air Force Base, worked on the flig line at George Air Force Base, and through some unseen turn of events, she now in the administrative field. Wha' happened Nickie???

S/Sgt Florence M. McCarroll, better known to her friends as "Tennessee", is a WAF with a bubbling personality. In January of 1951 she enlisted in the Air Force. After completing basic training, she attended teletype mechanics school at Warren Air Force Base, Wyoming. She was then sent to George Air Force Base, California, where she remained until she came to Kirtland in August 1951. We didn till you what state she come from, but with a nick-name like hers, need we?????

WHERE DID IT GO?

The happiest Commanding Officer on Kirtland today is Major Winston W. Marshall, CO, for the 93rd Fighter-Interceptor Squadron. He, and 10 other office and 32 airmen went to Washington, D.C. to participate in the inaugural cermonie An unusual event took place during their stay in Washington. It seems their squadron emblem was stolen. Not sure of who was the thief, they raided the WAF Squadron at Andrews Field, but no luck. They later found out that the 85th Fighter Squadron was the thief, and they had their squadron emblem (a buzzard) all dressed up in nice pink lingerie. "Congratulations to you Major Marshall and your crew for doing such a wonderful job of playing detective.

THE JETS- - - - - - - - - SCOREBOARD

Howdy folks, here I am again with all the news about your favorite ball club--- "The Jets".

They lost their first game with Warren AFB on the 13th of December and were really howling to avenge the loss when they traveled to Goodfellow AFB to accept the challenge of the "Hawkettes". Playing under the disadvantage of extremely warm weather, the Jets open the game with a whiz-bang offensive attack and drew first blood by racking up six points before the Hawkettes knew what was happening. Mitchell of Goodfellow squeezed through Kirtland's tight defense and scored a field goal to end the first quarter with the Jets still leading by five points. In the second half of the game Goodfellow dug in and matched the Kirtlandites goal for goal to make the final score 28-22 in favor of the Jets. Jacoby was acting captain for the Jets and Bowen led the Goodfellow clan. Nuss was high scorer for Kirtland with 13 points. Alexander was runner-up with 8 points.

With both a win and a loss under thei belts, the Jets traveled to Tinker AFB January 23 to engage the WAF team there. Again the Jets started off in their usua way to take the lead 13 to 7 in the firs quarter. They were still hitting the bas with amazing accuracy in the second quar and led 22-14. In the third quarter, Wal of Tinker started tossing the ole' ball and put Tinker out in front by a 2 point margin. Having lost the lead, the Jets couldn't seem to regain it, and the fina score stood 46-42. Snipes was acting ca tain for the game and Alexander led the scoring column with 22 points. Snipes f lowed closely with 19 points. Tinker le on fouls with 19 while Kirtland had onl 10. It was a heartbreaker to lose but t spirit of the Jets wasn't hurt too badl and they are eagerly awaiting their nex tilt with the Walker WAF of Roswell

SUPPORT YOUR BASKETBALL TEAM "THE JETS"

WHO IS WHO IN WASHINGTON

PRESIDENT...Dwight D. Eisenhower
VICE PRESIDENT...Richard Nixon
ASSISTANT TO THE PRESIDENT...Sherman Adams
ATTORNEY GENERAL...Herbert Brownell
SECRETARY OF TREASURER...George Humphrey
SECRETARY OF DEFENSE... Charles E. Wilson
BUDGET DIRECTOR... Joseph Dodge
FEDERAL SECURITY...Oveta Culp Hobby
COMMERCE...Sinclair Weeks
INTERIOR...Douglas McKay
POSTMASTER GENERAL...Arthur Summerfield
AGRICULTURE...Ezra Taft Benson
LABOR...Martin Durkin
UNITED NATIONS AMBASSODOR...
Henry Cabot Lodge, Jr.
MUTUAL SECURITY DIRECTOR...
Harold Stassen

S/Sgt Hazel Wallen is now stationed at Bolhard Air Force Base, Washington. She is the New Squadron Supply Sergeant there. Good luck on your new base and with your new job.

"Wipe your feet" are the cries heard throughout the squadron. The squadron has replaced its old "Welcome" mats with six new rubber "Welcome" mats, so come on gals, let's PUT them to use.

It seems as if A/3C Mary Paveglio enjoys working with little girls. She is now helping out with the Girl Scout Troop here on the Base. She meets with them once a week.

S/Sgt Jacqueline Desha has left our squadron to enjoy a tour of duty in Japan. Good luck, Sgt Desha, in your new assignment.

At a basketball meeting on February 27, the team elected A/1C "Dugs" Garrett captain and A/3C Helen Alexander Co-Captain for the season that remains on the basketball schedule.

MORE ABOUT SPORTS

The "Jets", WAF basketball team from Kirtland will participate in the Southwestern Basketball Tournament at Randolph AFB, February 9-14. The tournament will be composed of teams from Texas, Louisiana, and New Mexico and eleven teams from these three states will vie for the championship. The winning team will then be eligible to compete in the World Wide Air Force Tournament to be held at Lackland AFB in March.

The tournament will be played under AAU rules and will be double elimination, which provides teams with a fairer chance of winning.

The "Jets" will depart from Kirtland on the 8th and return on the 15th.

(Con't From Page One, USO TROUPE)

Officer to make the arrangements. Finally, you get to bed with aching feet but feeling good because the show went over big and with no mishaps. After breakfast the next morning, you load the bus and hea for the next stop.

On the bus, the comedians start joking the musicians start practicing and even pass you a ukulele and an instruction book and saying, "How would you like to learn to play the Uke?". You say, "That's just what I have always wanted to do." With a few instructions, you begin practicing and keep practicing until you finally learn all the chords in "Old Black Joe". The singer comes up and sings while you struggle through the chords. Then, he says you are learning fast. You just smil and say "thank you", regardless of what is on your mind. So you see in spite of a lo of work, the trips are fun, too.

On arriving at Albuquerque, you dash in to make reservations for New York City while the troupe buys souvenirs. Then, as soon as you can get everyone together, it' off again.

Here it's the same procedure. The next day, with the troupe singing, joking, and playing the ukuleles you head for the las AC&W Squadron.

After a "souvenir hunt" at Santa Fe, you finally reach your destination. Since this is the end of the tour (6 to 8 weeks the troupe is ready to celebrate and the show really goes over big. The next morning--in spite of a snow storm, you set ou for Albuquerque.

At the Airport, you bid the troupe far well with a sad note in your voice, for you have come to know and like them very much. You have numerous addresses and telephone numbers along with the invitation, "If you are ever in New York, be sure to come stay with us, and we really mean it.

_____ LT. POOLE

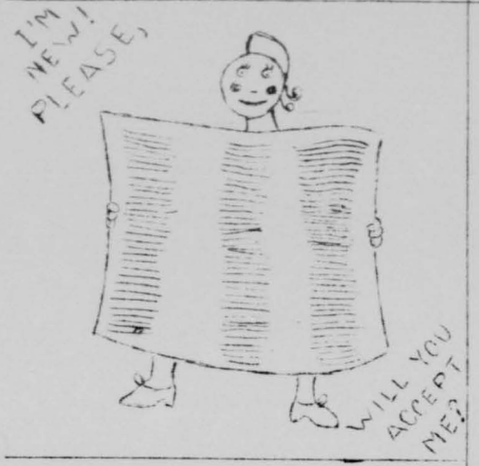
A/3C Mary Paveglio is the new Squadron Clerk of the 17th WAF Squadron. Mary replaced A/1C Barbara Deans who is now goin to USAFE. Her former job was with the 34t Headquarters Squadron Section as Service Record Clerk.

I'll take this way to say good-bye
And I can tell you exactly why
My Christmas wish came true
But I'll miss each one of you
With this squadron I leave the best
Never to be replaced by all the rest
Overseas I want to be
But, please, won't you write to me.

Bobbie "Former Squadron Clerk" Dean

WAF SMORGASBORD

"A Little Bit of Everything" 7 November 1952



DEAR READERS: Here is your first issue of "WAF SMORGASBORD". Please let us know if you like it, or better still, if you have any suggestions on how to improve your paper, let us know.

Yours truly, THE STAFF

A DREAM COME TRUE

Wishes don't usually come true, but we know of one that did! If you want proof of that-take a look at the new piano in the dayroom.

The piano, an upright, was donated to the squadron by the Kirtland Officers' Wives' Club. Mrs. Mary Saunders, president of the club, handled the details of the donation. A/1C Theola Bates and an unknown crew moved the piano into its new quarters.

No poll has been taken, but it is suspected that everyone in the squadron has tried her hand at the piano at least once!

A letter of appreciation, signed by all members of the squadron, has been sent to the Officers' Wives' Club. We can also show our appreciation by taking good care of the piano.

NAME THE PAPER CONTEST

At the squadron meeting held 13 October the members of the squadron selected "Waf Smorgasbord" as the winner of the "NAME THE PAPER" contest. The winning name was submitted by A/1C Bobbie Deans. Airman Deans received two passes to a downtown movie, which seems to prove that imagination and ingenuity pay off.

LT. COL EVELYN M WAY PAYS QUARTERLY VISIT

The squadron was visited by Lt. Col. Way, 13 Oct to 15 Oct. She arrived by TWA Monday 13 Oct at 2:00 AM (was she trying to sneak up on us?) As WADF WAF Staff Director, she makes these visits approximately every three months to check into all matters pertaining to WAF, utilization of WAF personnel, OJT and miscellaneous training, clothing, housing, recreational facilities, and messing-(this includes both eating and around)

Col. Way became the WAF Staff Director for WADF 1 Feb 51. She made her first visit to Kirtland in April 51 to initiate plans for activating the WAF Squadron in the 34th AD (D). Since that time she has seen the 17th WAF Squadron under three Commanding Officers, three 1st Sergeants, one Supply Sergeant and two Squadron Clerks.

When asked about the future plans for the WADF WAF Squadrons, Col Way said that the main objective at the present is to build squadrons to the strength of at least 120. The strength of the squadrons has known slow increase due to transfers overseas, to Hq USAF, and discharges due to marriage. There are no immediate plans to increase the number of WAF squadrons within the command until the present squadrons have reached proposed strength. She also explained that building the strength through the assignment of Basics is a slow process since 25% of the basic trainees are sent to the Training Command, 60% to Tech Training Schools, and the balance is split up among the other major commands

In answer to the many inquiries concerning overseas tours for WAF personnel, Col. Way says that the plans are now to ship 10% of the enlisted personnel overseas. Up to this time most overseas bound women have been from the Administrative Field. There is now a new WAF Squadron opening in the Japanese Air Defense Command where they might find quotas in other career fields.

HALLOWEEN PARTY

The members of the 17th WAF Squadron enjoyed a very nice Halloween party on Thursday, October 30th, at the NCO Club. Games were played and refreshments of cider, donuts, fruit, and sandwiches were served. Also, at this party, the Fuller Brush products were shown to the girls by T/Sgt Goodwin of Sandia Base, local agent for the company. Sample products were given as prizes for the games played.

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A/1C Ruth M. Schnabacher
Reporters - A/1C Gloria J. Garrett
A/1C Deborah M. Smith
A/3C Carole P. Bunch
A/3C Irene R. Duto
A/3C Mary L. Harding
A/3C Alberta H. Harris
Illustrator - A/3C Dollie Rushin
Typist - A/2C Charlene J. Campbell

TO THE NEW GIRLS

It seems as if the "might Yankees" have taken over with the newest shipment of squadron personnel.

Five girls hail from Massachusetts-H.Alexander, M.Dion, M.Harding, B.Rheaume, and R.Woodside; five from New York; J. Giuffrida, C.Jacoby, D.Rushin, R.Troth, and R. DeStefano; two from New Jersey-P.Estes and A.Gaymon; M.Tavaglia from New Hampshire; P.Robinson travelled from Maine to join us; M.Bright came all the way from West "by golly" Virginia; Oregon gave us C.Brewer and Ohio is represented by R.Martin.

To these new girls we say "Welcome" and we hope you will be happy in your new home.

"OSCARETTE WAFETTE"

Hello-have you seen me around the squadron? I am the new Honor Plaque designed for the WAF Squadron by A/1C Theola Bates. My name is "Oscarette Wafette" but my friends call me "Oscar" because everyone else has a nickname.

I am the award given to the WAF barracks which has been kept the cleanest for a whole month. Thus far, I have been awarded for two consecutive months to Barracks T-247. Atthe present time, I am in the possession of Barracks T-246. However, T-247 and T-249 have other plans for my future.

SUPPORT YOUR
SQUADRON BASKETBALL TEAM
BY COMIN OUT
AND CHEERING THEM
ON TO VICTORY

LOOK SHARP ■ BE SHARP

BE A GOOD AIRMAN

WHAT'S WHO

1st Lt. Margaret J. Hicks

Folks, Texans are nice people. Yep,, that's right! The Commanding Officer of the 17th WAF Squadron, 1st Lt. Margaret J. Hicks, was born in Dallas, Texas, and she's a swell person as well as a "durn good" officer. Of course Lt. Hicks has spent most of her life in the sunny state of California up in good old San Francisco where the fog comes rolling in over the Golden Gate Bridge. She attended the University of California where she majored in French, Philosophy, and Psychology. After graduating at the age of twenty, she started working as a supervisor in Chemical Warfare and she kept this job until the end of World War II. Lt. Hicks then took another job, this time in Industrial Management although still in a supervisory position.

Having joined the Air Force Reserves in the fall of 1951 she was called to active duty in February of 1952 ans was sent to Officers' Training School at Lackland AFB, Texas. When she completed training she was sent to Kirtland and worked as Assistant Air Adjutant General of the 34th Air Division (Defense). She worked at that job for two weeks, then was presented with the task of "riding herd" on the WAF Squadron.

Lt. Hicks enjoys most sports but especially trout fishing, skiing, ice skating and golf. She was one of the most consistant rooters for the WAF softball team and even filled in as substitute whenever she was needed. In the Musical field her interest is mainly the classics but she does appreciate some "boogie woogie". She is one of the few Texans who doesn't care for "hill billy" tunes.

When asked what she was most interested in at the present time she replied, "My main interest is to see that my squadron develops into the best in the Air Force."

She was very proud of her girls during the last quarterly inspection when Col Matheny said, "Lt. Hicks, you could be proud to show your squadron and barracks to anyone." This statement shows just how much the squadron has developed under Lt. Hicks' command. Yes, we've got a great Commanding Officer and We'll do our best to make her even prouder of the squadron in the future..

T/SGT. Ethyle I. Bitner

I would like to introduce to you the 1st Sergeant of the (Con't on page 3)

WHAT'S WHO (Con't)

17th WAF Squadron, T/Sgt Ethyle I Bitner, better known as "Sammy" to her many friends.

T/Sgt Bitner was born in Northumberland, Pensylvania, Where she went through grade and high school. She also attended Night School at San Francisco College for one year.

Sgt Bitner had been interested in the Women's branches of the service for two years before she enlisted. She carried her interest through due to the fact that there was a great opportunity in the medical field. We have the "Blue Angels" of Pennsylvania to thank for her being here.

In 1945, she took six weeks of training at Des Moines, Iowa, with the WAC. It was after this that Sgt Bitner began her merry trek from one base to another. From Iowa, to El Paso, Texas, for six months training at Beaumont Hospital and then to Amarillo, Texas, for six months. In 1948, she was given the choice of reenlisting in the WAC or transferring to the Air Force. The Air Force was her choice. On her way once more, she spent four years and three months at Lackland AFB, Texas. She was NCOIC of Out Patient Medical Clinic, Hamilton AFB, California, was her next base where she spent twenty-three months in the Physical Processing and Food Service Office as Assistant Bookkeeper. After working in the Medical field for so long, she came to Kirtland AFB as 1st Sergeant.

She is a well-rounded person in social life and loves to eat, cook, knit swim and bowl. She has helped many of the girls out of a rough spot. Maybe it is just helping to decide which necklace to wear with a dress, or other small things as well as the big. She is never to busy to lend a helping hand to anyone.

Her main interest now is to make the 17th WAF Squadron the best, and with her help we are sure of accomplishing this aim.

Seems as though one of the lucky WAF has successfully passed the GED tests. These tests are equivalent to a two year college level. Our congratulations go to A/1C Gloria Garrett. A/1C Garrett, better known as "Bugs", is the first WAF in the squadron to pass all series of these tests.

The reason the average girl would rather have beauty than brains is that the average man can see better than he can think.

I SHOULD HAVE STOOD IN BED
BY
"BOBBIE" DEANS

Through the misty haze of dawn comes the ringing voice of A/2C Miller,"It's 0700, Bobbie." "So what?", comes my cheer baritone. "Don't be so grouchy, it's time for work." Because of this I should be happy? Time marches on, and so do I. I come gaily to work with Sgt Bitner dragging me by the hair. After brushing the dirt from my uniform, I begin my Morning Reports. Oh, happy day, no mistakes. With this one huge success under my belt, I jump into my "Rupered Gooneybird" (bettern known as car) and take off for the infirmary. Take off, my foot! I push the car up to the infirmary and pick up the "Excused from Duty". Oh, WOW! This time the car starts - I zoom back to the squadron at a mad, impulsive 6 MPH. I walk into the office - everything is quiet. I slip into the CO's office for her signature and slip out again. Still it is quiet - and then, it comes.
Lt. Poole and Sgt Bitner, "We're off on inspection".
Hazel, "Be in 246 if needed".
Miller, "Have to go to Sandia".
With these few words I'm alone. No, I'm not, Lt Hicks pops her head in. Ah, company. But no, I'm wrong, she just forgot to tell me that we have to have a certified true copy of this forty page letter. Oh well! Once again, solitude! Then it begins, the telephone, the field phone, the private line, the pay phone - "Is that letter done?" "Has my AIC man come?" "Lt Hicks, please." Is this Whasit's Market?" No! No! No! No! I shout. With a very indignant "Well" they all hang up. Now for the letter - two hours later I am typing with my toes, have two phones in each hand, filing with my nose and taking notes with the pencil in my teeth when in walks some bright-eyed WAF, who happily asks "Could I get my mail?" Trying very sincerely to keep my sanity, I drop everything, jump over my desk to give her her mail, and hoping for a kind word, I hand her her mail. Five letters I give this kid and what do I get in return? A look of disgust and "Is this all?" Like a beaten dog I go back, pick up my telephones, notes, filing and typewriter. Twenty people and eighty phone calls later the entire office force returns. No more people, no more phone calls, no more nothing - back to absolute quiet. Oh, my letter is finished. No trouble at all - after twenty-two trys-- It's finished. Life is worth living after all. "Bobbie" comes from the Inter Sanctum. "Yes, Maam,"I sing out,

Con't on Page 4

I SHOULD HAVE STOOD IN BED (Cont'd)

thinking, "they're going to give me the Purple Heart." But no, that isn't it. Lt Hicks, has found out that the 34th didn't want a true copy of Ltr File #AD HSG 600.913 Subj: "Toxicity of Cholro-bromomethane". I mean after all, can they live without it? Before my bloodshot eyes, she tears it up into shreads yet!

This is the end - so as the sun sinks slowly into the west - I'm slowly carried to my room - mumbling - "Squadron Clerk - I love it! ! "

THE LITTLE RED SCHOOL

Among our airmen improving their minds by taking night courses are:
AT SANDIA:
A/3C Betty Hicks
A/3C Fay Sutton
AT UNIVERSITY OF NEW MEXICO:
2Lt Lerline Poole
A/1C Ruth Schanbacher
A/2C Charlene Campbell

The subjects among the five airmen vary greatly. Betty is working on Enlish Literature and Art Appreciation; Fay is burning midnight oil over General Education.

At the University of New Mexico, Lt Poole is learning to draw straight lines without the use of a ruler by taking an Art course; and while Lt Poole is working with her paints and brushes, A/2C Campbell is learning to balance her budget by taking an Accounting Course. Ruth is studying English Rhetoric.

FROM PVT TO LT COLONEL IN NINE YEARS

For those of you who desire to make the Air Force your career, Lt Col E.M. Way offers an inspiration. In 1942, she entered basic training at Fort Des Moines, Iowa, as a private in the WAAC After completing her basic, she was sent to Florida to work on the AC&W program. After spending one week at this assignment, her acceptance for OCS came through. Pvt Way returned to Fort Des Moines where she graduated from the 13th class and received her reserve commission in January 1943. She was awarded her regular commission in the 1st Increment (Thank you, Col Way). She received her Lt. Colonel leaves in June of this year.

"Welcome" to A/2C Carol Lyman, who was recently assigned to Kirtland from Oklahoma A&M College at Stillwater. We hope you will be happy in our "family", Carol.

YOUR SPORTS COLUMN

Basketball season is here for the athletic members of the WAF Squadron. We are in the process of scheduling games for the season with WAF teams of other bases.

The WAF of Ellington Field, Houston, Texas, will present our first competition during a visit here on the 18th and 19th of December.

There seems to be a good possibility for intramural games between the three WAF barracks in the squadron. This will provide the team with plenty of practice and also make for good team spirit.

As usual, the WAF will look their best in brand new blue and white basketball uniforms. An optional part of the uniforms will consist of a jacket bearing the players nickname on the front and the team name on the back. The Kirtland "Jets" is your basketball team, so won't you come out and cheer for it???

—AND THEY GO MARCHING DOWN THE AISLE!

Wedding bells have really been ringing in the Base Chapel this fall, as far as the WAF are concerned. A/2C Laura T. McRae and S/Sgt Harry Broadwell, of the 135th A C & W Squadron, were the first to start the fall trend toward marriage. Then Lt. Mary Pacific's fiancé, Capt. Stephen Chag, returned from a tour of duty in Korea, and they were married at Las Vegas, Nevada. Lt. Pacific expects to join her husband at McChord Air Force Base, Wash. soon. A/3C Pat Bunch decided to really make Halloween a night to celebrate by having a formal wedding in the chapel. The lucky guy in this case is A/1C Gene Costello of the Hq. Sq. Sec, 34th Air Division (Def). Then, to the surprise of most of squadron, we discovered that A/1C Carolyn Blackwell had said "I do" to A/3C James Gibbs of the 135 A C & W Sq. A/3C Doris Maurer decided it was time the squadron had some outside discipline so she and A/2C "Pat" Wright of the 4911th Air Police Sq. tied the knot on Nov.1st. Starting the month off right, eh Doris? Next on the list (we think) is A/3C Grace Sheerer who will wed S/Sgt Jesse Dickson on the 16th of Nov. To these guys and gals, the squadron sends its best wishes for a happy future!

LET'S PROVE WE'RE ALL GOOD AIRMEN. PRACTICE MILITARY COURTESY!

SECRET

OPERATION BROWNSTONE

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OPERATION BROWNSTONE

Although a stencilled report, prepared by the Deputy for Operations Office, 34th Air Division (Defense), fully explains the procedure followed by this division in exercise Brownstone it is felt that some words should be written concerning the opinion of this headquarters.

It is believed that this test was a good tonic to all participating personnel and that every consecutive operation streamlines the activities and forces of this air division. Operation Brownstone proved to be 100% successful, reports, critique, etc., were filled out and accomplished with a minimum of ease. It is the desire of this division that tests be performed more often.

ECM activity during this test proved to be of no consequence to the fulfillin of the duties and functions of the division. Representatives of the striking forces, being present in the division during the exercise and available to give an overlay and running account of each strike after it occurred, was believed to be a most beneficial means of evaluating the defense capabilities of an air division.

It is highly recommended that this procedure be maintained in the future.

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HEADQUARTERS
34TH AIR DIVISION (DEFENSE)
Kirtland Air Force Base, New Mexico

SECRET
BY AUTH: CG, 34ADD
INITIALS DATE

ODO 354.2

SUBJECT: Exercise Brownstone Report

TO: Commanding General
Western Air Defense Force
Hamilton Air Force Base
Hamilton, California

1. INTRODUCTION.

a. There is a definite need for periodic exercises conducted in a realistic manner to test the organized defense of the 34th Air Division (Defense). Operation Brownstone was the identifying name assigned to the exercise beginning at 1200Z, 27 October 1952 and ending at 2230Z, 28 October 1952. There were no augmentation fighter forces provided by other commands and the army anti-aircraft artillery was not employed during this exercise.

b. The primary object of Operation Brownstone was to test and evaluate the defense capabilities of the various sectors of the air defense system under conditions of simulated warfare. More specific objectives were to:

(1) Provide training for all echelons of the 34th Air Division (Defense).

(2) Test the alerting procedures of the units concerned and the procedures for passing information under conditions of heavy strike activity.

(3) Evaluate procedures established to conteract ECM activities, and to detect and intercept all strikes penetrating the area of responsibility.

(4) Test the techniques and procedures of the ADCC and GCI controllers and directors.

(5) To evaluate scramble, intercept, combat, recovery, and turnaround times in relation to such factors as procedures, personnel, control and equipment.

(6) To provide training for participating SAC air crews.

c. The general situation: Normal exercise conditions with the 15th Air Force acting as aggressor and the 34th Air Division defending.

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d. Operation Brownstone was conducted under the rules and procedures outlined in WADF Manual 55-1 as modified by fragmentary orders which stipulated that reports of kills would not be reported or have any bearing on Operation Brownstone.

2. DEPLOYMENT OF FORCES.

a. 93rd Fighter-Interceptor Squadron, Kirtland Air Force Base, New Mexico.

(1) The 93rd Squadron is equipped with twenty-four (24) F-86-A and one (1) T-33 type aircraft. On the 27th of October, the beginning of Operation Brownstone, there were only nine (9) F-86's available to carry out the mission. Seven (7) were at depots for modification, five (5) were out of commission for acceptance checks, transfer inspections and AOCP. Three (3) aircraft and crews were TDY at Biggs Air Force Base and not available for participation in this exercise.

(2) The T-33, equipped with UHF, was used as a trailer aircraft and transmitted pertinent information to Kirtland Air Force Base tower for relay to the Direction Center.

b. The 135th Aircraft Control and Warning Squadron, Kirtland Air Force Base, New Mexico.

(1) The 135th AC&W Squadron is equipped with CPS-5D search radar, SP-1M type height finder and TPS-1B back-up equipment.

(2) The 135th AC&W Squadron operated as the Air Defense Direction Center for the 34th Air Division (Defense), during the period of Operation Brownstone.

c. 767th Aircraft Control and Warning Squadron, Tierra Amarilla, New Mexico.

(1) Equipment includes AN/FPS-3 search radar, AN/FPS-5 interim height finder and normal communications equipment.

(2) This squadron normally operates as an Air Defense Direction Center, however because of lack of sufficient land lines for the identification section (awaiting completion of AMIS) it was reverted to a Ground Control Intercept Station associated with the 135th AC&W Squadron ADDC for the period of the exercise.

d. 768th Aircraft Control and Warning Squadron, Moriarty, New Mexico.

(1) Equipment includes AN/FPS-3 search radar, AN/FPS-5 interim height finder and normal communications equipment.

(2) The 768th AC&W Squadron functions as a Ground Control Intercept Station associated with the 135th AC&W Squadron ADDC.

e. 769th Aircraft Control and Warning Squadron, Continental Divide, New Mexico.

(1) Equipment includes AN/FPS-3 search radar, AN/FPS-5 interim height finder and normal communication equipment.

(2) The 769th AC&W Squadron functions as a Ground Control Intercept Station associated with the 135th AC&W Squadron ADDC.

f. 120th Aircraft Control and Warning Squadron, Walker Air Air Force Base, Roswell, New Mexico.

(1) Equipment includes AB/TPS-1B search radar with normal communications equipment.

(2) While awaiting additional land line installations, this squadron functions as an Early Warning Station for the 135th AC&W Squadron.

3. SUMMARY OF OPERATIONS.

a. Weather Summary:

Throughout "Operation Brownstone", the weather was generally clear with good visibility. On 27 October 1952, the weather was clear with unlimited visibility (average 40 miles). Light surface winds, ESE, prevailed until 0230 GMT, with surface winds increasing to 25 MPH with gusts to 35 MPH. High temperature for the day was 80°; low at 40°. Winds aloft were 15 knots from 280° to 300° (20-30,000 ft.). Strong easterly winds prevailed from 0700Z until 1130Z at a velocity of 35 MPH; after 1130Z the winds decreased to 20 MPH. Visibilities for the day were generally good. High thin clouds were prevalent 28 October 1952 after 0330Z.

b. General explanation of Results in Relation to Rules of the Exercise, Operational Status of Equipment and Trained Personnel.

(1) Rules of the Exercise:

(a) The minimum line of interception as set up for this division is sixty-five (65) miles from each of two separate target areas.

(b) There were to be no claims of destruction made.

(2) Operational Status of Equipment:

(a) It was known that no SAC penetrations would take place during the hours of darkness consequently it was possible to keep all equipment one hundred percent operational during daylight hours and to perform necessary preventative maintenance during the hours of darkness.

(3) Trained Personnel:

(a) Standard procedures for detection, identification and interception were observed which required no "beefing up" of crews and resulted in a smooth operation from the personnel standpoint.

(4) Analysis of the Operation:

(a) Scope camera photos are normally used extensively in this division for analysis of operations; however, instructions were received that all scope camera film would be delivered to the SAC representative at the conclusion of the mission.

(b) It was found in correlating SAC tracks with radar tracks that in several instances the SAC crews were unaware that they were under fighter attack until several minutes after the attack was actually under way. The SAC overlays were not completely satisfactory in that they were not uniform, and in several instances indicated times in Greenwich Mean Time, Mountain Standard and Pacific Standard Times.

c. Brief Word Picture.

(1) Only those units assigned to the 34th Air Division (Defense) participated in Operation Brownstone. There were no augmentation forces deployed. The integrated operations of the fighter and AC&W units are shown in the following summary:

(a) During the period of "Exercise Brownstone", all AC&W units of this command remained in commission

and operated at peak efficiency for radar pick-up of all tracks.

(b) ECM and VHF Jamming and Countermeasures:

1 Extensive electronic jamming was observed but was considered to be ineffective. It aided in some instances to point out the location of the faker aircraft.

2 Window jamming caused some confusion, such as giving the indication of aircraft flying in trail. However, this confusion was eliminated by extending the MTI range beyond the window and eliminating it as a moving target. In some instances, excessive amounts of window made large paints on the scopes, but this situation aided in pointing out the exact track of the faker aircraft.

3 VHF jamming was considered to be the most effective used during this exercise. This type of jamming hindered receipt of messages from the fighter pilots to GCI Directors. VHF jamming did not seriously impair the efficiency of the fighter interceptors; broadcast control and simultaneous transmissions on all normally available VHF channels succeeded in giving sufficient information to the interceptor pilot to successfully effect intercept of the faker aircraft.

(c) Communications were generally satisfactory. However, saturation raids disclosed the need for one (1) additional circuit between ADDC's and ADCC for the purpose of transmitting strike information.

(d) This division had only one (1) fighter unit under the operational control during "Exercise Brownstone". That squadron was outstanding in performing interceptions and making passes on all "faker" aircraft that penetrated the Albuquerque ADIZ. The allocation of fighter-interceptors in relation to the number of strike aircraft was considered to be the absolute minimum. The fighter squadron showed a total of twelve (12) F-86-A aircraft in commission during the exercise, however, three (3) of these aircraft were TDY at Biggs Air Force Base, Texas, on a special mission.

The 93rd Fighter-Interceptor Squadron noted that the volumn of diversified reports required of the interceptor pilot after completion of a mission is considered excessive during extensive intercept operations.

d. The extent to which each objective was realized.

The primary purpose of the exercise, to allow evaluation of the capabilities of our air defense system, was realized. Our capabilities were demonstrated to the extent that we were able to intercept every one of the twenty-five (25) faker aircraft that penetrated our sector of responsibility well before they reached the bomb release line. This goal was realized through proper utilization and coordination of all personnel, procedures, devices, and systems at our disposal:

(1) The alerting procedure employed for initiation of the exercise was effective to the extent that all sites and the fighter squadron were alerted two (2) minutes after the time the alerting message was received in the division communication center.

(2) The system of scrambling or diverted for tracks nearest to the target area was very effective.

(3) The proficiency of the 93rd Fighter-Interceptor Squadron in scrambling, intercepting, simulated combat, recovery, and turn-around, allowed best possible employment of limited facilities.

(4) Long and difficult hours worked by the 93rd Fighter Squadron and by the AC&W Squadrons in keeping aircraft and radar equipment at peak performance resulted in the 34th Air Division (Defense) operating at peak proficiency and effectiveness.

(5) The increased amount of ECM activity employed by striker aircraft was more effective than that used during "Exercise Signpost" and provided invaluable training to all personnel. The jamming of VHF channels and the simultaneous transmission methods used to counteract it, caused some confusion to directors but did not prevent interceptor aircraft from receiving directions and making the interceptions.

4. STATISTICAL DATA.

a. Track Data

	DAY	NIGHT	TOTAL
(1) Total Number Tracks Plotted	502	128	630

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Hq 34th AD(P), TDC 354.2, Subj: Exercise Brownstone Report

	DAY	NIGHT	TOTAL
(2) Number Tracks Identified	452	125	577
(a) By Friendly Area	42	4	46
(b) By Flight Plan	384	121	505
(c) By Interception	26	0	26
(d) Number Other Tracks Remaining Unknown	50	3	53

b. Unknown Track Data

	DAY	NIGHT	TOTAL
(1) Total Number Unknown Tracks	50	3	53
(2) Number of Unknown Tracks on which no interceptn was attempted	20	3	23
(3) Interception not attempted by Cause:			
(a) NAIF	3	3	6
(b) Contact Lost	14	0	14
(c) MSDX	3	0	3
	20	3	23

c. Interception Data

	DAY	NIGHT	TOTAL
(1) Number Attempted Interceptions	18	-	18
(a) From Scramble	22	-	22
(b) From Cap	26	-	26
(2) Number Successful Interceptions	13	-	13
(a) From Scramble	13	-	13
(b) From Cap			
(3) Number Unsuccessful Interception Attempts			

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	DAY	NIGHT	TOTAL
(2) Number Tracks Identified	452	125	577
(a) By Friendly Area	42	4	46
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	20	3	23

c. Interception Data

	DAY	NIGHT	TOTAL
(1) Number Attempted Interceptions			
(a) From Scramble	18	-	18
(b) From Cap	22	-	22
(2) Number Successful Interceptions	26	-	26
(a) From Scramble	13	-	13
(b) From Cap	13	-	13
(3) Number Unsuccessful Interception Attempts			

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	DAY	NIGHT	TOTAL
(a) From Scramble	5	-	5
(b) From Cap	9	-	9
(4) Unsuccessful Interception Attempts by Cause:			
(a) Scramble	5	-	5
1 Contact Lost	3	-	3
2 Flight Plan	1	-	1
3 Other	1	-	1
(b) Cap (Diversion)	9	-	9
1 Contact Lost	4	-	4
2 Speed	2	-	2
3 Other	3	-	3
(5) Number Take-offs for CAP on which no Interceptions were attempted	0	-	0

(6) Minimum Line of Interception Data

	From CAP	From SCRAMBLE	TOTAL
(a) Unknown Tracks Intercepted Prior to MLI (Incoming)	12	9	21
(b) Unknown Tracks Intercepted after MLI (Incoming)	1	4	5
(c) Unknown Tracks Intercepted --Other	-	-	-

d. Time Averages-Interceptions

(1) Scrambles

	Average Time	No. Cases Considered
(a) Time from identification to Scramble Order	2.5	18

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	Average Time	No. Cases Considered
(b) Time from Scramble Order to Airborne	4.9	15
(c) Time from Airborne to Interception	10.6	13
(d) Total Elapsed Time	18.0	
(2) CAPS		
(a) Time from Identification to Vector Order	1.64	22
(b) Time from Vector Order to Interception	14.3	13
(c) Total Elapsed Time	15.94	13

e. Average Turn-Around Time for Fighters

	F-86
(1) Time	14.32
(2) Number Cases	15

f. Average Detection Distance from Station

	L-45	F-8	F-51	F-7	Total
(1) Distance	97.3	67.54	115.87	108.21	
(2) Number Cases	116	180	135	199	630

g. Electronic Countermeasure Reports

(1) Total Number ECM Reports	37
(2) Number ECM Actions	37

(3) Breakdown of ECM Reports

ECM Type	Operational Effectiveness: Not	Fairly	Very	Total
(a) Window	16	2	-	18
(b) Electronic	12	4	-	16
(c) VHF	3	-	-	3
(d) Totals	31	6	-	37

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(4) Average Time Lapse From Time of ECM Action to Delivery of Data to WADF COC

Minutes	No. Cases
5	37

h. AC&W Mission Report Data (ADC Forms 18)

(1) Number of Target Reports to WADF COC Reported

(a) Initial Tracks 53

(b) Follow-ups 53

(c) Total 106

(2) Average Number of Reports per Tracks Telephoned to WADF COC 2

(3) Average Time Lapse of Reports to WADF COC

(a) Initials	Minutes	No. Cases
From Unknown to ADCC Plot	2	53
From ADCC Plot to COC	4	53
Total	6	106

i. Data on High Level Strikes

	Target A	Target B	Total
(1) Number Strikes Made			
(a) Day	22	3	25
(b) Night	--	-	--
(2) Number Strikes Detected			
(a) Day	22	3	25
(b) Night	--	-	--
(3) Number Strikes Not Intercepted			
(a) Day	0	0	0
(b) Night	0	0	0

	Target A	Target B	Total
(c) Reasons:			
1	0		
2	0		
3	0		
(4) Number Strikes Intercepted			
(a) Day	22	3	25
(b) Night	--	--	--
(5) Intercepted after MLI			
(a) Day	3	2	5
(b) Night	-	-	-

5. FINDINGS.

a. Unsatisfactory conditions:

(1) The 93rd Fighter-Interceptor Squadron Alert hangar is located four (4) miles by road from the squadron area and maintenance hangar. In order to pool all maintenance personnel and operations facilities during the exercise the alert hangar was not utilized. Alert aircraft and personnel were concentrated in the squadron area. It is believed that this move decreased turn around time and made aircraft available for scramble more quickly.

(2) Chaff dropping was ineffective as intercepts were completed on aircraft dropping chaff and those penetrating in trail immediately after chaff had been dropped. By extending the MTI range to coincide with the range of the chaff, operations personnel were able to eliminate the effects of chaff and read targets through it. Changing radar beams in order to pick up aircraft flying above the chaff also rendered chaff dropping ineffective. It is conceivable that dropping large quantities of chaff could endanger interceptor aircraft if any large quantity entered the air duct. Reports from fighter pilots taking part in interceptions indicate that chaff was flown through without incident.

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(3) The high mountainous area to the north of the northernmost target area of the 34th Air Division (Defense) limits present radar coverage resulting in a very limited detection range. Since the target complex for this division extends to some sixty-five (65) miles north of the fighter interceptor base considerable difficulty is experienced in intercepting tracks from scramble in this direction before the minimum line of interception. The actual minimum interception line from the fighter base is one hundred and thirty (130) nautical miles north.

(4) Electronic jamming was found to be more helpful in locating the jamming aircraft then in hindering the detection of other striker aircraft. Electronic radar jamming was minimized in its effect by reducing trace brilliance and signal gain. Interference and anti-clutter circuits were used with excellent results. In some cases electronic jamming was completely nullified by changing the frequencies of radar sets and by switching transmitters.

b. New Techniques (Advantages and Disadvantages)

(1) VHF jamming, when limited to the extent employed by SAC in this exercise, was found to be ineffective in preventing or delaying the air defense mission. Broadcast control, (simultaneous transmission on several channels) was very effective as a countermeasure against all VHF jamming.

(2) The division electronic status board was used on the last day of the exercise to replace the standard "Christmas Tree". One arrow was used on the horizontal plotting board to indicate direction and track arrows. This system offers promise of tremendous personnel saving, while at the same time presenting a much clearer picture of the progress of the air battle.

6. RECOMMENDATIONS:

a. That for [illegible] purposes aggressor aircraft do not employ ECM VHF jamming [illegible] the target area.

b. That controllers and directors be particularly alert when faker aircraft are dropping chaff to insure that fighters make the interception in such a manner that no chaff will enter air ducts.

c. That striker aircraft penetrate toward the target complex from widely different azimuths and at greatly varying altitudes.

d. That additional radar be obtained to fill the existing deficiencies in our radar screen in the mountainous terrain in the northern sector of the 34th Air Division area of responsibility.

e. That at least one fighter-interceptor squadron be stationed in the norther approaches to the 34th Air Division (Defense) target complex.

FOR THE COMMANDING GENERAL:

HARVEY P. HUGLIN
Colonel, USAF
Vice Commander

OFFICIAL:

ELMER E. MC TAGGART
Lt Col, USAF
Deputy for Operations

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OPERATIONS SECTION

The 93rd Fighter-Interceptor Squadron flew the following missions during the six month period covered by this report:

Ground Controlled Intercepts

Hooded and Actual Instruments

Simulated Combat

Big Photo

Camera Gunnery

Ground and Aerial Gunnery

Day and Night Navigation

Night Local

Ground Controlled Approaches

Total hours flown in assigned aircraft were as follows: [1]

a.	F-86A	3746
b.	T-33A	250
c.	T-6G	82

Average number of pilots assigned this organization for the reporting period was forty and six tenths (40.6). Of that number, nineteen and eight tenths (19.8) pilots were classified as Combat Ready, four and six tenths (4.6) pilots as Combat Capable and one and two tenths (1.2) pilots were in transition training at all times.

---

1 These figures differ from total time as reported by Engineering section. Operations section totals include only time logged by squadron pilots. Engineering time includes all time logged on aircraft.

During this period the squadron had three (3) major accidents and five (5) near accidents.

Major Accident: Wheels-up landing caused by compressor stall during attempted go around.

Major Accident: Aircraft striking aerial target, resulting in wing change. Pilot on temporary duty with squadron from other organization.

Major Accident: in-flight fire in right wheel well, causing damage to wheel well and destroying right main tire. On landing the aircraft veered off the runway, collapsing the nose gear.

Near Accident: Three (3) aircraft had cocked nose wheels that were straightened prior to landing. One cocked nose wheel was straightened through the use of foamite on the runway.

Near Accident: Tire blow-out on an alert scramble take-off. The pilot was able to hold the aircraft straight on the runway.

Near Accident: Flameout in the traffic pattern as power was retarded prior to landing, probably due to faulty main fuel regulator.

Operational problems encountered during the six months are listed.

1. In July, due to thunderstorm activity in the area, emphasis was placed on pilot reports, rather than on the hourly sequence reports. The constantly changing weather conditions were not reported accurately enough by teletype for twenty-four (24) hour activity. A dusk weather reconnaisance flight has been flown daily and all weather information was made readily available to any jet-type aircraft flying in the vicinity.
2. The efficiency of the section was seriously hampered until mid-September by the lack of an Operations Specialist (AFSC 27170).
3. Flying time allocations reduced flying to ADC scrambles only during the early part of the reporting period until a further allocation of time was granted.
4. All aircraft were grounded 27 September 1952 due to Interim T.O. 01-60 JLA-239, dated 26 September 1952 (Replacement of Aileron Trim Tab Rods). T.O. complied with on 19 October 1952.
5. During this period no T-33 type aircraft was available for instrument training until 22 October 1952. All instrument training and instrument proficiency checks were given in the T-6.

6. Operational committments seriously affected the mission of the squadron most of the period. Until October there were four (4) pilots regularly stationed at Yuma for aerial gunnery. In October the Yuma committment was cancelled and four (4) pilots were sent to Biggs AFB for forty-five (45) days TDY. In addition, eleven (11) pilots were TDY at various schools. This created an additional work load on the remaining pilots.

The East End Alert Hangar was in full scale operation as of 23 September 1952 and all personnel were convinced of its worth. Scramble time was lessened considerably from what it had been in the past.

Construction of the new Operational Readiness building was begun and good progress was made during the time of this report.

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INTELLIGENCE SECTION

Many changes in office personnel occurred in this section during the reporting period. In the beginning 1/Lt Raymond H. Crumme was Intelligence Officer. He was followed by 2/Lt Dixon G. Best and 2/Lt Sloan D. Gibson. Also assigned for a short period was 2/Lt Charles E. Moyers. T/Sgt Garnett P. Corvin was the original airman assigned. He was replaced by A/2C Eugene C. Kay.

During the six months the section accomplished the following special projects in addition to regular duties:

1. The construction of the large wall map at the alert hangar. This was done by the entire section.
2. The construction of a wall map for the Commanding Officer's office by Lt Gibson.
3. The construction of a map case for the storage of all maps. This was built by Lt Gibson and A/2C Kay.
4. The organization of a new system for filing the receipts for classified documents by Lt Moyers.
5. The organization of a filing system for Aircraft Identification started by Lt Moyers.

During the training exercise "Operation Brownstone" the section received valuable training in the debriefing of the pilots upon their return from their missions.

In October a complete revision of the filing system was made in addition to a new system of logging classified documents.

The aircraft recognition training program was stepped up and an endeavor was made to obtain more equipment for this purpose.

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TRAINING SECTION

The Training Section accomplished its prescribed program in the normal manner the last six months of the year. ADCM 10-2 requirements were met ahead of schedule.

The training of airmen was performed both in an on-the-job (OJT) status and in the normal career progression training status. Every airman was trained for his next higher AFSC, which in effect was an accelerated training program.

The section was without an airman to assist in the training and to aid in keeping records but there was the possibility of acquiring a clerk-typist in the future.

There was increased difficulty encountered meeting 34th ADD Regulation 50-12 pertaining to ground training in that it conflicted and interfered with the primary mission of the squadron. A close schedule of classes aided this phase but it was often behind schedule.

PERSONNEL SECTION

Twenty-four (24) officer personnel were transferred from the squadron during the last six months of 1952. Thirteen (13) men assigned during this period. Airman gain was 116 as compared to a loss of 87. Thirty-six (36) airmen were transferred pending EDCSA for reasignment to Moses Lake AFB, Washington.

Two first sergeants were transferred and one service records clerk during this period. While the loss of these experienced personnel was felt, and an additional workload was placed upon the remaining personnel, the administrative section continued to function in a capable manner.

Twenty (20) airmen were given the Airmen's Proficiency Test during the six months. Only three (3) failed to pass the examination.

Promotions for the period covered were as follows: to M/Sgt - 1; to T/Sgt - 4; to S/Sgt - 8; to A/1C - 23; to A/2C - 23.

Within the squadron the three (3) career fields which approached the near serious stage due to shortages of trained personnel were Supply, Administration and Operations. No immediate solution was apparent.

There was only one (1) AWOL listed. The airman involved had not been apprehended at the end of this reporting date.

The major improvement in the building was the refinishing of the Commanding Officer's office. The room was repainted with the top half of the walls and the ceiling in white, the remainder of the walls in light blue-green and the floor in gray.

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ENGINEERING SECTION

During the six month period the squadron flew a total of 3745:20 hours[1] in F-86A type aircraft. These aircraft were incommission an avera e of seventy-four and two tenths per cent (74.2%). ADCP rate was eight and two tenths per cent (8.2%).

Twenty-seven (27) engine changes and eighty-one (81) major inspections were performed.

The C-47A type aircraft was incommission eighty-four and six tenths per cent (84.6%) of the time and flew a total of 375 hours.[1]

The T-6G was flown a total of 235:35 hours[1] with an incommission rate of eighty-one per cent (81%).

The T-33A was incommission eighty-three and two tenths per cent (83.2%) of the time and flew a total of 250:00 hours.[1]

During a part of the period the section was short of trained supervisory personnel due to discharge and transfers. This made it difficult to maintain quality maintenance and also lengthened the time necessary to complete inspections and correct discrepancies.

Some instances where a rcraft apparently were not transferred from the North American Fresno plant in accordance with T.O. 00-25-4 as revealed by the numerous discrepancies found on the acceptance inspections were noted. A report was submitted to the North American factory in an effort to prevent similar occurrences.

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1 Total time in this section and that given in Operations Section will vary. Maintenance section includes all time on aircraft. Operations section includes only time logged by pilots assigned to the 93rd Fighter-Interceptor Squadron.

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Aircraft that were TDY to Biggs AFB, Texas were required to participate in low altitude, high speed runs which necessitated replacement of one (1) aileron, one (1) flap and one (1) elevator due to pulled rivets and cracked skin.

ARMAMENT SECTION

The Armament Section experienced a constant turnover of personnel during the last six months of 1952. Replacements assigned, however, lacked the experience as required for weapons and camera repair maintenance. OJT was constantly stressed to improve the experience level. This training was invaluable and this section continued to function properly solving its maintenance problems.

Seventy-seven (77) major inspections of systems seventeen were completed during this period. Results of these inspections indicated the replacement of seven (7) caliber 50 M-3 machine guns, which contained loose rivets in the receiver groups and could not be repaired.

A total of 20,390 feet of GSAP Camera film were processed by this section. Five unsatisfactory reports were submitted during this period.

COMMUNICATIONS SECTION

The communications section, during this period, had numerous commitments in addition to the normal airborne communications maintenance problems. One of the major undertakings included trouble shooting the squadron intercommunications system, which was manufactured by squadron communications personnel. The cause of cross talk type interference was found to be in the inter-connecting lines and was eliminated.

The VHF and intercommunications systems at the alert hangar were made operational to facilitate adequate control of aircraft and personnel.

The section took part in the combat readiness exercise held during this period. All necessary equipment for emergency operation of the communications facility was set up.

Promotions for section personnel during this period were as follows:

Six (6) A/2C to A/1C

Two (2) A/3C to A/2C

One (1) A/B to A/3C

The OJT program continued under the supervision of the Philco Technical representative and qualified airmen. A quota has been requested for formal training in the ARC-33. This will replace the presently installed ARC-3.

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SUPPLY SECTION

The personnel shortage in the Supply Section during this period was serious as evidenced by the TO&E authorization and the actual number of men assigned. The number of men authorized and the number assigned were as follows:

AFSC	Authorized	Assigned
64175	1	1
64151	3	1
64131	3	0
64010	1	0
70250	1	0

Two (2) Organization Supply Specialists (AFSC 64173) were lost during this time with only one replacement.

The new UPR AL was received 16 October and was processed by 28 November. Time consumed in this processing was above normal due to a system of listing additional and newly authorized items. A few minor shortages were all that was discovered in the listing of some 2000 line items. These were adjusted at the time.

The lack of available transportation to aid the processing of priority requests and "hand carries", especially AOCP and ANPE requests, placed an extra burden on the unit.

The shortage of aircraft parts within the USAF and the critical shortage of Test Sets and electronic equipment was gradually being alleviated but had hampered this section in the past. The section was

in the position of being relatively free from serious operational drawbacks in this particular field with a few minor exceptions. However, if this organization would be converted to a different type of aircraft, the section would again be plagued with many shortages of parts and test equipment. Normally such items are coordinated by higher headquarters to be delivered at the time of receipt of new aircraft but even though AMC is directed to do so, in many cases contractors do not bid on such equipment or else cannot deliver rapidly because of civilian market commitments.

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PERSONAL EQUIPMENT SECTION

During the second six months of 1952, the Personal Equipment Section was inspected by the Western Air Defense Force and base inspecting teams. In both instances, the section received superior ratings. Some minor descrepancies were noted but were corrected immediately.

1/Lt Jack M. Smith was relieved of his duties of personal equipment officer on 18 September due to overseas assignment and 1/Lt Frank J. Gately was placed as officer in charge. A/1C Lavern P. Betts remained as airman in charge.

During this period the section became fully equipped with all authorized equipment. Helmet modification was completed from P-1A to P-3A. Sunglasses and wrist watches, which were short in stock, were received and issued. An unusual malfunction of the watches resulted in almost fifty per cent (50%) of them being returned after a short period of use. These were returned because the hour hand kept slipping making it difficult to read the correct time. These were turned in as repairable.

The officer in charge worked with the Flying Safety officer during the six months and gave several talks at pilot meetings on the care and use of the parachute, automatic parachute release, bail-out bottle, and the proper care and fitting of the helmet and oxygen mask. New parachute bins were installed and the pilots were briefed on proper storage and ground handling procedures of parachutes.

Hand receipts were changed to conform with new issues and new class and stock numbers. The section cleared 139 officers and airmen and all records were kept up to date.

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Shown here is the Commanding Officer's office which was refinished in white, blue and gray during the reporting period.

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A view of the Alert Hangar used by the squadron.

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A view of the control booth in the Alert Hangar showing duty airman A/2C B. C. Muggio at work.

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The squadron operations office.

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A view of the new Operational Readiness building which was under construction during the period.

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This picture shows maintenance being performed on the canopy and seat ejection assemblies of the F-86A type aircraft.

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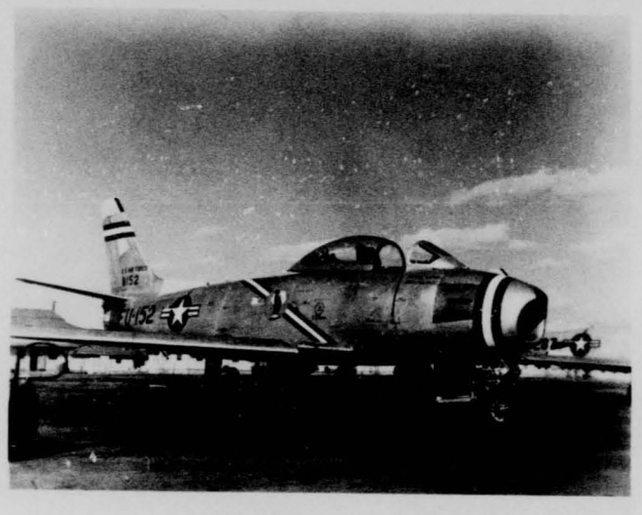

This picture shows the decorative paint job given to each aircraft in the squadron during the period.

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A view of the line showing aircraft ready for starting.

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AIR DEFENSE DIRECTION CENTER

Number of intercepts attempted during this period are as follows:

July: Three hundred three (303) attempted, one hundred eighty-five (185) successful. Fifty-seven (57) dropped due to identification by other means. Sixty-one (61) uncompleted due to loss of contact on radar scope.

August: One hundred seventy-six (176), eighty-four (84) successful, fifty-five identified by other means. Thirty-seven (37) dropped due to loss of contact, forty-nine (49) not attempted due to darkness.

September thru December: Five hundred eighty-eight (588) unknown tracks, three hundred eighty (380) intercepts attempted. Reason intercepts were not attempted on remaining two hundred eight (208) due to the fact that this station does not have all weather interceptors, late flight plans, proximity to base and no fighters available.

Violations by unidentified aircraft for this period are as follows:

July: Twenty-three (23) violations; twenty-one (21) Albuquerque ADIZ, remaining two were violations of the Los Alamos Prohibited Air Space Reseveration. All intercepts identivied.

August: Twenty (20) violations; eighteen (18) Albuquerque ADIZ intercepted and identified, remaining two not intercepted, this station unable to obtain the aircraft numbers from tower since they landed at Kirtland.

September: Seven (7) violations, four (4) successfully intercepted, three (3) took place during hours of darkness, no intercepts attempted.

October: Thirty-one (31) violations, with twenty-nine (29) successful intercepts, two (2) identified by other means.

November: Twenty-one (21) violations, ten (10) successful intercepts, eleven (11) identified by other means.

December: Thirteen (13) violations, twelve (12) successfully intercepted, no interception was attempted on one.

Flight plans for this period were as follows:

July: Total, 5,535; of these 5,700 were correlated with CCA flight plans and movements. The remaining plans were identified by either altitude, speed or the track failed to appear within our radar coverage.

August: Total 6,601; of these 5,680 were correlated with CCA flight plans and movements. The remaining flight plans were identified as above.

September: Total 5, 550; of there 5,[illegible] were correlated with radar tracks.

October: Total 5,654; of there 4,[illegible] were correlated.

November: Total 5,361; of these3,[illegible] were correlated.

December: Total 6,433; of these 4, 204 were correlated.

During the period 1 September through 31 December, the 5,433 flight plans which were received and not correlated can be attributed to the aircraft flying at too low an altitude, many of them were out of the radar pickup range and on some there was no radar pickup.

An improved electronic timing system for the height-tote board, installation of synthetic target generator to insure that each scope operator is at maximum efficiency, improved internal communications and a new plotting board are a few of the improvements to increase the overall

Several TAC controllers were placed on temporary duty status with the 138th Aircraft Control and Warning Squadron to familiarize themselves with methods and procedures used by Air Defense Command Controllers. Their familiarization program has helped personnel in one major command understand the problems of personnel in another command and tends to bring a closer relationship between commands.

SUPPLY SECTION:

During July, considerable progress was made on turning in of TO&E 1-800 property brought by this unit from the State of Louisiana. Property which was required for the mission of the organization was kept, and picked up by the Init Supply Officer. In conjunction with the returning of TO&E property, several Report of Surveys were prepared for tools and other minor components of Radio sets and Power Units. The droppage allowance was also utilized on miscellaneous items.

In August, the section prepared for an Annual Inspection by the 34th Air Division (Defense). Air Force Forms 80-A were screened thoroughly for correct posting and proper balances. Custody reports were checked and DD Forms 181 were screened for initials, dates and correct balance.

A technical assistance visit was made by Mr Louis G. Enos, Assistant Stock Control Officer, Directorate of Supply, Deputy for Materiel, Headquarters, Western Air Defense Force, on 3 November. Procedures and policies were discussed and advisory assistance was afforded in regard to various questions yet unsolved.

RADAR MAINTENANCE:

A Navy SPN Radar Set was received and upon extensive tests and overhauling, it was put into operation. The operation of this equipment has been above normal since the time of installation. Many of the radar operators have been given training concerning the operation of the equipment by the Radar Maintenance Section.

AN/CPS-5D Operation

The operational performance of the CPS-5D was normal for the month of September. Most of the breakdowns occuring were circuit components. Failure of the circuit components was not defects just normal failure due to age.

Almost daily alignment of the AFC had been required for stable operation. The instability is probably due to the cords in the AFC circuit of the O-89A/CPS.

Operational hours of the AN/CPS-5D:

Operational	Interruption	PM
648	30	42

SP-1M Operation

Operation of the SP-1M was normal for the month of September. The stability and operating characteristics of the equipment is excellent. Sensitivity of the equipment and the coverage remains constant with little maintenance required.

Operational hours of the SP-1M:

Operational	Interruption	PM
495	14	0

AN/CPS-5D Operation

The performance of the AN/CPS-5D was above normal during October. The average was 5 to 10 per cent above the calibration charts prepared by the 11th Calibration Squadron. The only major malfunction the occurred was the failure of Z-501, Pulse Forming Network in MD-102A. The only indications of failure was poor MTI concellation, due to unstable magnetron frequency, and decreased life of the 5C22 thyratron.

Operational hours of AN/CPS-5D:

Operational	Interruption	PM	OJT
683:25	12	26	12

SP-1M Operation:

The operation of the SP-1M was hampered by frequent breakdown caused by component failures such as: Failure of HF Motor-generator slip rings in modulator A. Failure of pulse forming network in modulator B. Failure of pulse transformer in the Xmtr. Probably a great deal

of the trouble was caused by aging of parts during inactive use.

Operation hours of SP-1M:

Operational	Interruption	PM	OJT
643	71	30	0

Operation of the APX-6 was above normal during October, there were no malfunctions and the near line of sight ranges were received at all times.

AN/CPS-5D

The performance of the AN/CPS-5D was normal for November, all checks indicated at least 100% effectiveness as compared with the callibration charts.

No major malfunctions occurred.

SP-1M

Several component breakdowns have hampered operation during the month of November. Failure of potentiometers R-1013 & R-1014 (A&B intensity) and failure of R-313 (cause range handwell potentiometer).

APX-6

Operation excellent, no interruption time.

AN/CPS-5D

The operation of the CPS-5D was normal during December, the only major breakdown was the failure of B-5504, antenna drive motor. This breakdown accounted for eight (8) hours of ROOP time.

SP-1N

Operating efficiency was below normal during December. Majority of breakdowns were malfunctions of small resistors and capacitors. Considerable trouble was experienced in keeping the modulators, receiver, AVC and indicators partially due to regulated power supplies improperly aligned.

APX-6

The low voltage power supply rectifier 5X3 failed and was the only malfunction to occur.

Basic electronic theory OJT classes were discontinued on 15 December and will be resumed on 5 January 1953. The course outline and lesson plans are taken from the Philco Training Manual, "Basic Electronic circuits and Systems, AN 21VA".

Study of the AN/CPS-5D has been completed with the exception of the GPA-7A. Study of the GPA-7A is expected to be completed in January 1953. Proper alignment of the AN/CPS-5D was demonstrated to the new personnel added to the section.

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Three discrepancies were uncovered:

a. Annual Inventory had not been posted to AF Forms 30-A.

b. AD Forms 181 were in need of reservening.

c. Several weapons did not have the manufacturer's name listed.

Action was taken immediately and the above discrepancies were corrected.

An inventory of two (2) each Radio Set - AN/GRC-2 and several other items was conducted to determine their completeness to clear the 630th Aircraft Control and Warning Squadron UPRAL. The equipment had many shortages which will be covered by Report of Survey from the transferring organization and items short will be re-ordered to complete this equipment.

Receipt of the 135th Aircraft Control and Warning Squadron UPRAL, dated 19 September 1952 facilitated the closing out of the TO&E 1-600. Those items authorized in the new UPRAL were transferred from TO&E 1-600 to the UPRAL while the balance was transferred to MR-62 on a temporary loan basis pending approval of the AF Forms 25a. Copy number three (3) (yellow) of the UPRAL was utilized for the 30 November report of T/O In-Use Inventory and Variable Item Authorization. (Reports Control Symbol ARC-OS-25TA).

COMMUNICATIONS:

The Initial Plot Light Project was completed which consisted of a 24v DC relays so arranged that initial plot information is received a switch is pressed causing red lights to go on at the Hi-Tote and M.I. Sections. Lights are turned off separately at each position.

Plans were drawn up for Special Project #32 in September, and completed and installed in November, (10 complete circuits). Project consisted of the wiring layout and drawings of the cabinet to mount all motors. Ten circuits were installed in November. A red light which indicates an unidentified track on the Hi-Tote Board and a green light to show that the track has been identified. The red light is controlled by a timing motor which blinks at the end of two minutes if the track is not identified.

Wind Indicator, AN/GMQ1-7 was installed and was inoperative due to a defective meter. A replacement was requisitioned. The velocity indicator was satisfactory. Instrument is used to readily determine when the wind velocity is too great to operate radar equipment.

Pentron recorders were installed on OMA Line, Teller Line , and one recorder was so designated that it could monitor any VHF Channel. The controller selects the channel to be monitored by use of a dialing mechanism which places the audio input to the receiver recorder

VHF MONITOR SECTION:

During July, the section, handling ground to air, air to ground communication, worked around the clock seven (7) days a week. For three days during the latter part of the month, frequency interference and jamming was encountered but did not hinder communications. Approximately thirteen hundred (1300) calls were received answered and logging was accomplished on each one.

Twenty-four hour duty of monitoring was continued with excellent results in September. While On-the-Job-Training was well under way, the transmitters were remoted to the monitor section.

All work was routine during October until the last part of the month when the section took part in an alert. This resulted in an added amount of calls and frequency jamming, which was countered by switching channels, thereby making and maintaining good communication between this station and the aircraft.

Routine schedule was maintained during November and December. In the overall picture, Fifteen hundred (1500) calls per month were received and answered by this station. All calls were answered with an average answering time of less than five (5) seconds.

across the audio of the desired channel.

Twenty-Four (24) volt lights were installed in name plate boxes located at each position. These lights illaminate stencils indicating a person's name and the position in which he is working.

The Initial Plot Project was modified to include a foot switch at each plotter's position. A single chime was also connected to each plot position so that initial plots could be identified as coming from a respective site by the sound.

During these months, preventative maintenance was preformed every day and On-the-Job-Training Classes were held for Radio and Wire Maintenance.

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767TH AC&W SQ.

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ADMINISTRATION

Personnel losses during this period out-numbered those gained. The majority of losses is attributed to the transfer of airmen and officers, although some personnel are lost due to separation from the service.

Gains	Losses
60	78

The following is an account of the personnel who reported for sick call and in no way reflects the number of men who were hospitalized.

Sick Call: 371

During this period there were thirteen (13) minor injuries and one major accident.

The 34th Air Division (Defense) Surgeon visits and inspects the squadron on an average of once a month. All sick cases are investigated and appointments are made for airmen and dependants of personnel. All discrepancies are noted and action is taken to correct them as soon as possible.

A Semi-Annual Inspection for Fiscal Year 1953 was held in July. The team was composed of inspectors from the 4901st Support Wing (Atomic), Kirtland Air Force Base, and commanded by Major Paul Miller, Inspector General, 34th Air Division (Defense). A thorough inspection took place ranging from the handling of correspondence to

the method of filing. All sections started immediately to correct all irregularities and deficiencies uncovered by the two-day inspection.

Colonel William A. Matheny, Commanding General, 34th Air Division (Defense), visited the squadron for the purpose of making a white glove inspection. Every section participated efficiently, making the inspection a success. Major Joseph W. Bell, Commanding Officer, reported compliments from Colonel Matheny and members of the inspection team.

A beautification program is in progress at the squadron and Mrs. Oakley and Mrs. Scotty, representatives of the Santa Fe Garden Club, visited the site. These women have adopted the site, so to speak, donating flowers, bushes and plants to aid the program.

Colonel Matheny made another visit to the site for the purpose of donating a banner to the personnel of the organization for their progress in the beautification and soil erosion program. It was presented to the site for three (3) consecutive months and appears to boost the moral of the squadron being a credit to the organization.

Although the Air Police have been fulfilling their assigned task in a superior manner, there is a lack of personnel. It was necessary, to change the hours of the men attached to the section in order to allow the men some time off while still keeping a twenty-four (24) hour guard at all positions.

On-the-Job-Training has been discontinued temporarily in order to give the men some time off. In October, the Air Police Section was operating with thirteen (13) men. In November, with the coming of Lt Robert R. Neck, Air Police Officer, On-the-Job-Training was once again in progress. Lt Neck undertook several new projects for the benefit of the section and it can be said that at this time the section is functioning smoothly and the men are fulfilling their duties in an improved manner.

The Food Service Section continues to serve the troops in a superior manner. A new electric toaster was installed in the Mess Hall on a portable stainless steel base, the old oil ranges were removed and new electric ranges were installed. Painting of the dining room and planting of grass around the building has increased the appearance a great deal. Work orders were submitted to build screens above the doors and a garbage rack surrounded by a concret block wall will not only assist sanitary measures and cleanliness to a great extent but will also add a neat and orderly appearance to the Mess Hall.

SECRET

OPERATIONS

The following statistics reflect operational accomplishments of the 767th Aircraft Control and warning Squadron:

JULY:

Number of Plots - - - - - - - - - - - -8,664
Number of Tracks- - - - - - - - - - -1,128
Maximum Range- - - - - - - - - - - - - - 144 miles
Radar Red Time- - - - - - - - - - - - - -38 hrs 38 min
Radar OUT Time- - - - - - - - - - - - - - 15 hrs 45 min
Radar PLM Time- - - - - - - - - - - - - - 47 hrs 22 min
FM Red Time- - - - - - - - - - - - - - - 433 hrs 13 min
HF Off Air- - - - - - - - - - - - - - - - 2 hrs 29 min
Micro-wave Off Air- - - - - - - - - - - (640)3 hrs 11 min
(522)5 hrs 59 min

AUGUST:

Number of Plots- - - - - - - - - - - -11,130
Number of Tracks- - - - - - - - - - - -1,327
Maximum Range- - - - - - - - - - - - - -165 miles
Radar Red Time- - - - - - - - - - - - - - - -1 hrs 41 min
Radar OUT Time- - - - - - - - - - - - - - - 17 hrs 41 min
Radar Off for Calibration- - - - - - - - -35 hrs 40 min
Radar PLM Time- - - - - - - - - - - - - - - 32 hrs
FM Red Time- - - - - - - - - - - - - - -303 hrs 54 min
HF Off Time- - - - - - - - - - - - - - - - -16 hrs 49 min
Micro-wave Off Air- - - - - - - - - - - (640) 1 hrs 2[illegible] min
(522) 6 hrs [illegible] min

SEPTEMBER:

Number of Friendly Tracks- - - - - - - - - - -1,633
Number of Unknown Tracks- - - - - - - - - - - -82
Number of Tracks Corr with Flight Plans- - - -400
Number of Plots- - - - - - - - - - - - - - - 17,990
Number of Intercepts Attempted- - - - - - - - 40
Number of Intercepts Successful- - - - - - - - 23

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Maximum Range - - - - - - - - - - - - - - -102 miles
Maximum Altitude - - - - - - - - - - - - - -27 angels
Number of Big Photos- - - - - - - - - - - -15
Radar Red Time- - - - - - - - - - - - - 2' 42"
Radar Off for OJT- - - - - - - - - - - 23' 20"
Radar Maintenance- - - - - - - - - - - 35' 45"
FM Red Time- - - - - - - - - - - - - -241' 43"
MW Off Air- - - - - - - - - - all ch. 4' 52"
MRF 103 13"
MRF 57 1' 20"
MRF 55 18"

VHF off air A Channel 30"
C Channel 23"
G Channel 32"
D Channel 30"
F Channel 1' 40"
E Channel 5'

F.F off air 16"

OCTOBER:

Number of Friendly Tracks- - - - - - - - - - - - 1,890
Number of unknown tracks- - - - - - - - - - - - - - - 57
Number of Tracks Corr with Flight Plans- - - - - 419
Number of Plots- - - - - - - - - - - - - - - - - -19,200
Number of Intercepts attempted- - - - - - - - - - 27
Number of Intercepts successful- - - - - - - - - -15
Maximum range- - - - - - - - - - - - - - - - - - - 130 miles
Maximum altitude- - - - - - - - - - - - - - - - - - 35 angles
Number of Big Photos- - - - - - - - - - - - - - - - -5
Radar Red Time- - - - - - - - - - - - - - - - - -17' 7"
Radar Off for OJT- - - - - - - - - - - - - - - - 17'52"
Radar Maintenance- - - - - - - - - - - - - - - - 43' 5"
FM Red Time- - - - - - - - - - - - - - - - - - - -217'12"
MW Off Air- - - - - - - - - - - - - - - - - - - -
MRF 56 15' 20"
MRF 103 12' 32"
MRF 102 11' 24"
MRF 55 1' 37"
45 10' 10"
57 10' 10"

VHF Off Air A Channel 2' 10"
C Channel 5' 5"
G Channel none indiv
D Channel 1' 18"
F Channel 2' 23"
E Channel 2' 14"
All 1' 20"

HF Off Air 1' 1"

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SECRET

NOVEMBER:

Number of Flight Plans	213	
Number of Tracks Corr with Flight Plans	55	
Number of Friendly Tracks	1400	
Number of Unknown Tracks	16	
Number of Plots	17700	
Number of Intercepts Attempted	5	
Number of Intercepts Successful	0	
Maximum Range	178	miles
Maximum Altitude	25	angles
Number of Air Photos	19	
Radar Maintenance	35' 22"	
Fix Red Time	220' 33"	
Rx Off Air		
GRP 102	1' 8"	
GRP 46	1' 40"	
GRP 37	1' 30"	
GRP 36	37"	
GRP 35	32"	
GRP 103	1' 8"	
GRP "A"	2' 52"	
C	2' 13"	
D	1' 54"	
E	1' 32"	
F	25' 44"	
G	1' 40"	
ALL	53"	
UHF Off Air	31' 46"	
HF Off Air	0	

The AN/FPS-3 is in the process of installation and on 6 August it was completed and accepted. The set was inoperative for defense purposes most of the time prior to this date due to ANC checking out the set and ADC running the acceptance check. Although the AN/FPS-3 is a new set, considerable difficulties have been encountered. However, due to the expert advice and assistance rendered by the Technical Representatives and Military Personnel, a minimum of time was use. Difficulty with power is one of the biggest problems.

The use of the set has increased the squadron's early warning facilities by at least 10% of the CPS/5 range.

The major activities of the H/F-VHF Radio section are contained in the routine fulfillment of it's assigned mission. A factor hindering the progress (speed and reliability) of the H/F Radio checks is the inability of the CW operator to send, receive and often lacking the knowledge of taking the receiver to find a station slightly off frequency. A better H/F check could be made if more CW was available and a practical method of training in actual radio operating.

The paramount responsibilities of the H/F-VHF Radio Section and the expressed purpose as defined by Western Air Defense Force Headquarters, are regulated to the monitoring and logging of all VHF transmissions between aircraft and campaign control, and the promptness of VHF monitoring to reply to initial calls transmitted by aircraft attempting contact with campaign control. The H/F-VHF section is accountable also for the daily performance of H/F radio check on the circuit net controlled by the 34th Air Division (Defense).

The H/F Checks are improving although there is still much to be desired from the Net Control Station, who invariably hinders progress by constantly remaining on one kilocycle. Little attempt to tune for contact is made, and the assumption is made that only the net control station is on frequency. This obstinancy which can only be substantiated infrequently is the basis for inability to contact all stations. This, in addition to his apparent lack of speed, smoothness and rhythm in sending, often results in what might be termed, "spurned chaos". The H/F checks by the squadron have and will continue to be conducted by reliable and experienced CW operators. All have had years of actual experience, and have practiced for years on speed, smoothness and rhythm.

The section reports many new improvements during this period which will increase maximum efficiency from all personnel. A shield was placed in front of the scopes to keep the operator's attention on the scope rather than the plotting board. A height tote board was installed which displays information concerning tracks on the vertical plotting board. The automatic frequency control was also put into operation this month. It's purpose is to keep the set tuned up at all times and save stopping of the antenna to peak it up every two hours.

The major function for the radar maintenance section for the month of November was to keep the primary radar equipment operating at top efficiency at all times. The over-all efficiency of the radar maintenance section dropped this month, but it was due to the shortage of maintenance personnel. The back up radar equipment was operational 80% of the time.

The primary radar AN/TPS-5, has been operating at above required performance, and the AN/APS-5 height finder was operated at required performance. Due to the critical shortage of airmen assigned to the section all the equipment could not be checked and repaired as quickly and accurately as desired. The majority of the man hours were spent on maintaining the primary radar equipment in order that the organization could perform its mission. Each of the four (4) airmen assigned worked many extra hours in order to maintain the equipment and accomplish necessary tasks. The men have put in as much as 108 hours per week per man.

SECRET

MATERIEL

Approximately one thousand (1,000) control numbers for issue slips have been handled by personnel in the Supply Section. In order to keep track of supplies coming in and going out of supply control numbers are issued to turn-in-slips, statement of charges or any other type of material or equipment the section hands out.

The supply room is constantly being re-arranged to afford more working space for the personnel concerned. During August desks and twenty (20) new bins in which to store property were received which caused another arrangement. A second floor was added for property and the wall between the orderly room and supply room was moved toward supply fourty-eight (48) inches. Upon addition of the second floor, the section still had adequate space.

During an inspection from the 84th Air Division (Defense), many difficulties were ironed out and corrected concerning inventory of stock and On-the-Job-Training of personnel.

An inventory of all TO&E and H/R property was initiated in order to turn over all items to the new Supply Officer.

SECRET

768TH AC & W SQ.

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PERSONNEL

The Personnel Section was given an additional office room which assisted in increasing the efficiency by allowing personnel more space in which operate. The office was painted, and with the addition of three (3) new chairs, a new mimeograph machine and a new desk, the appearance of the section has definitely increased.

The squadron was inspected by Air Inspectors from Kirtland Air Force Base, during the 13th, 14th, and 15th of August. The inspection marked the second of the semi-annual inspections conducted during the calendar year 1952.

The Classification and Utilization Team from Western Air Defense Force Headquarters visited the squadron during October. The team remained at the site for two (2) days, and although the official written report has not as yet been received, it is believed that a marked improvement was shown as compared to the last visit by this team.

The airmen that are being assigned to the squadron are relatively new and inexperienced. Upon reporting into the unit they are placed in the career field corresponding to their AFSC and On-the-Job-Training is begun immediately.

SPECIAL SERVICES

USO shows were presented to the personnel of the Squadron during July, August, October and December. These shows seem to be a great moral booster for the airmen at the isolated sites and at each performance the men turn out in great numbers.

The Western Air Defense Force Traveling Library renders a great service to the airmen at this station by giving them the latest and finest entertainment.

Motion pictures are shown six (6) nights a week for recreation. During September, this section installed a shelf for the purpose of checking and editing films for breaks and defects.

In September, a basketball team was organized, and practice is being held at the Moriarty High School gymnasium. In December, the basketball season started and the men were outfitted in green and white. Local support from the civilian populous has been excellent in the providing of the local high school gym for practice games.

General Educational Development Tests are given to airmen of the squadron. Great stress is laid upon education and the men appear to be taking advantage of the opportunities.

MOTOR POOL

Considerable effort is continuing in the construction of motor pool facilities, such as the grease pit and vehicle shelters. The completion of this project will increase interest and efficiency within the section, since inclement weather is always discouraging when vehicle maintenance is performed in the open.

During this period, the vehicles assigned to the squadron received daily inspections. At times the vehicles were not up to par and in one occasion during September, two (2) were deadlined at Kirtland Motor Pool and three (3) were on loan. But by the end of this period, the squadron was assigned six vehicles which completes TOEL authorization of vehicles.

SECRET

COMMUNICATION

The Navy UHF equipment has been removed and AMC is in the process of installing Air Force UHF equipment. The UHF is being hampered by the lack of some components which have not arrived at the squadron. An AMC team visited the unit in September and inspected the equipment on hand. The team estimated that it would be forty-five (45) days before the project would be completed. The UHF was installed 30 October, but was not fully operational for two or three weeks.

The RCA Technical Instructor, William A. Holloman, departed during September for three (3) weeks to attend school in New Jersey. Upon his return in October, Mr. Holloman led the section in some new techniques concerning communications.

An underground cable between Receivers and Operations Building was accidently broken, causing communications to be out for approximately two (2) hours on 10 October 1952. Only four (4) channels and the intercom system were available for two (2) days. A maintenance crew left from Kirtland Air Force Base to repair the cable.

SECRET
SECURITY INFORMATION

Project #35 was completed during the month, however, there are defects in the use of these recorders that will be detrimental to good operations procedures. Spare parts for these recorders are not available through normal supply channels and difficulty is encountered obtaining them through local purchase.

The major part of the installing of carrier equipment has been completed. In conjunction with this training, airmen have been approaching the completion of a SARS transmitter. These two projects have been utilized in On-the-Job-Training program.

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RADAR OPERATIONS

During July, the section participated in exercise Skinpost. The exercise proved to be a test to the section and it is felt that a great deal of experience was gained. During the exercise, the overall operations was raised to a new high; probably as much as 50% above normal traffic. The AN/TPS-3 was calibrated and operational during this period and proved to be a great asset in Skinpost.

The Mark X IFF was installed during this period making it easier to control fighters from the station.

A "white glove" inspection was conducted by Colonel William A. Anthony, Commanding General, 34th Air Division (Defense) during the early part of September and no discrepancies were noted.

RADAR MAINTENANCE

The PPI scopes for the backup radar were sent to Kirtland Air Force Base for shipment to Geiger Air Force Base, Washington.

During September, this section painted the workshop, workbenches and shelves. A shelter was built on the AN/FPS-8 tower for the purpose of storing spare parts and test equipment.

The Philco technical instructor, Mr Cooper was transferred to California during September.

During October, a project consisting of installation of power supply for the AN/GPX-7 IFF equipment and removal of AN/GPS-5B radar for depot overhaul. The tower for this piece of equipment is to be moved in November.

The primary weapon (radar) has undergone a well coordinated overhaul by factory representatives. Although no outstanding improvement has been noted, the confidence in the weapon and its reliability of performance has increased.

Several projects have been instigated and completed in December. Some of these projects were most important to the safety of personnel. The most important of these projects are listed as follows:

a. Shelters for radar components
b. Safety lighting of the radar tower
c. A more secure safety railing about the tower platform.

SECRET

MEDICAL SECTION

Most of the case encountered in July were common colds and accidents of a minor nature. One (1) case of malaria was encountered and the patient was taken to the Sandia Base Hospital for treatment. The patient is back on duty at present.

There were ninety-seven (97) diseases in the squadron during August, also thirty (30) injuries, all of a minor nature. There were twenty-two (22) inoculations and two (2) airmen confined to quarters.

The Semi-Annual Air Inspection disclosed two (2) minor discrepancies, both of which have been corrected.

During September, there were seventy (70) diseases and thirty-eight (38) inoculations. An Inspection of the Medical and Food Service facilities was conducted by the 34th Air Division (Defense), no discrepancies were noted.

During October, there were ninety-one (91) diseases and thirty-two (32) surgical dressings. No personnel remained in quarters and only one (1) remaining in the infirmary. Fourty-eight (48) inoculations were administered and communicable disease was held to a minimum.

An inspection of medical and mess facilities and living quarters on 7 October and 28 October took place conducted by Captain Mark H Neary, Surgeon, 34th Air Division (Defense). Captain Neary also held sick call for all dependents on the dates stated above.

SECRET
SECURITY INFORMATION

During November, there were eighty (80) diseases, and seventeen (17) surgical diseases. No injuries were encountered during the month although there was one (1) airman who remained in the infirmary. Thirty-six (36) inoculations were administered and communicable diseases were held to a minimum.

Inspection of medical facilities and living quarters conducted by Captain Berry and Captain Betterling of the 34th Air Division (Defense) took place on 10 and 22 November. No discrepancies were noted although a few recommendations were suggested.

An inspection of medical and mess facilities as well as barracks took place on 7 December and 30 December by representatives of the 34th Air Division (Defense) Surgeon Office.

There were eighty-five (85) cases of minor disorders and thirteen (13) cases of surgical dressings. Personnel in quarters due to disorders amounted to three (3) airmen. No airmen remained in the hospital or infirmary, and eleven (11) inoculations were administrated.

FOOD SERVICE

A garbage rack was made by the Utilities Section which improved sanitary conditions a great deal. The rack, constructed of concrete, has a steam line to clean the cans thoroughly and a cold water line for rinsing.

In July, two (2) new electric stoves were installed to replace the old oil burner type. These stoves prove a great asset to the section insomuch as the efficiency and rapidity of operation has increased.

During August the dining hall and kitchen were repainted and it once again appears neat and clean.

The semi-annual Air Inspection was conducted 13-15 August and all discrepancies have been corrected.

A steam coil was installed by the Utilities Section which keeps the trays on which the food is served warm. This project provides the men with hot meals at all times and prevents the rapid cooling of food.

UTILITIES

The soil erosion program has been a steady project for the Utilities Section throughout this period and at this date, it can be said that the section has done an excellent job.

A controlled power frequency and voltage test was made at the Diesel Power House. The test was conducted from 15 through 20 September by the 64th Air Division (Heidme) Electric Inspector.

A considerable amount of time was spent on constructing weather shelters for the AN/MPS-6 tower and it is estimated that this workload will take most of November before completion.

Cement was poured for the Motor Pool grease pad prior to freezing weather and some progress has been made in the construction of a Motor Pool maintenance garage.

In December a partition was completed in the Hangar Maintenance room, and a squadron library for photographic work is in the construction stage.

SECRET

STATUS

During August, a semi-annual inventory was made of Unit Supply, and the warehouse and administrative sections of Supply are being separated for additional efficiency.

The UPMAL was replaced by the UPMAL, Unit Property Record Equipment Authorization List. A physical inventory was initiated but not as yet completed, putting the new property book into effect.

The section has been working on issuing of organizational clothing, and taking of droppages on Plant Account and TOAE property.

The projects during November were as follows: Continuation of establishing the UPMAL; converting and establishing Individual Clothing Forms correctly; complying with Air Inspector's File System corrections; Inventory of all AAF equipment on hand and that which is due in, also entering said items on form 601 and 601A in compliance with AAF 37-38.

SECRET
SECURITY INFORMATION

AIR POLICE

The Air Provost Marshal's Office moved to a new location. The office is now located in building 9100 which is much closer to the gate and provides more office space.

A new system has been initiated in the handling of personnel weapons. Previously supply was responsible for personnel weapons but at this time the Air Provost Marshal Section is held responsible.

The section has set up a temporary firing range for use by members of the Air Police Section which has proven satisfactory.

A Gun Cabinet was installed in the Air Police Office during October for the purpose of storing personnel weapons.

Air crew type jackets (A-10A) have been ordered as organizational clothing for issue to the Air Police. The issuance of these jackets will solve the problem of a neat appearance when armed with pistols as well as comfort.

SECRET

769TH AC & W SQ.

SECRET
SECURITY INFORMATION

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ADMINISTRATIVE SECTION

The Administrative Section has completed a very routine and smoothly operating period without encountering outstanding difficulties.

During exercise "Signpost", the Commanding Officer was recalled from leave status in order that this unit might efficiently participate in the exercise.

The Adjutant was relieved of additional duty as Supply Officer which was a contribution to better coordination of administrative matters.

A more advantageous system regarding administrative procedures was placed in effect and has received favorable observation and comments from personnel concerned.

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OPERATIONS

July found this section preparing for the 19 - 23 July training program "Signpost". All operations personnel were recalled from leave. However, the section did not participate until 23 July. All personnel operated in an efficient manner and the mission was considered a success.

The Maintenance Section from KAFB previously installed Mark X IFF equipment which was utilized with great success during the mission. Fighter interceptions that had previously faded can now be run with greater accuracy.

Two tape recorders were procured through local purchases for use in operations as teller line monitors. It is proposed that one be used to pass pertinent information from one shift to another by voice recordings.

Colonel Matheny visited the squadron and was very well satisfied with the overall operation.

Continued improvements are being made in the operations filing system which greatly diminishes the margin for error.

SECRET

RADIO MAINTENANCE

The following radio maintenance has been completed for the period ending 31 December 1952.

1. Monthly maintenance performed on all SCR-624 and HF transmitters.
2. Trained all new men on the GTA/34 equipment.
3. Continuous weekly inspections and maintenance of all VHF receivers, BC-630 VHF transmitters and the completion of sensitivity checks on the VHF receivers.
4. Arrangements completed enabling scope operators to use direct "hot" lines to Headquaters 34th Air Division (Defense).
5. A VHF monitor position established in the receiver building. Work yet to be accomplished is the installation of a monitoring table with associated switches, etc.
6. Work has begun on the 34th Air Division C&E Project # 35 to provide automatic operation when intelligence is being transmitted on the monitored circuit. The recorder will remain idle except for the periods during which intelligence matters are being transmitted.

SECRET
SECURITY INFORMATION

RADAR MAINTENANCE

This section has completed the installation of a wire screen on the AN/APS-3 antenna which has successfully eliminated approximately 60% of "upper beam clatter" due to back radiation.

The installation of AN/UPA-6 IFF equipment was completed and placed in operation 23 July 1952.

Modification of the AN/CPS-5D in accordance with R&E Digest, July 1951, converting the equipment from statute to nautical miles has been completed.

The Radar Maintenance Section gained two officers, Captain M. P. Maner and Captain Baker. Three airmen were gained from technical schools and three airmen lost to schools and overseas assignments.

UTILITIES

The water system for fire fighting purposes was augumented by a fifty (50) horse power Johnson booster pump. The installation of this pump increased the water pressure in the area involved to eighty (80) pounds per square inch thereby improving the system as a fire fighting device.

Damages to building # 5 and the connecting steam pipes caused by a vehicle accident have been repaired.

The installation of luminous traffic signs, both on the base and the access road have proved to be a great asset to ground safety.

Soil conservation and base beautification has been the major project for this section. Top soil has been placed on the seeded areas and new lawn areas have been designated.

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SUPPLY SECTION

Major Joseph W. Bell, Supply Officer, was replaced by Captain Wesley T. Kouba.[1] Major Bell's short notice complicated his clearance procedures and it was necessary to appoint Captain David M. Tally as agent in his stead for the purpose of inventoring the accounts.[2] As a result, of this inventory, the squadron supply was closed from 1300 hours to 1500 hours each day and the supplies completely rearranged in new bins.

This unit has received one new typewriter. However, a critical shortage still exists in both typewriters and typewriter desks.

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1. Special Order 124 inclosed as documentary evidence re Major Bell's relief.

2. Reference Tab 1

MOTOR POOL

Authority was received permitting this unit to conduct PLM type inspections. As a result, various parts have been replaced and necessary adjustments made on vehicles.

A grease pit was constructed by the personnel of this unit. It has proved a great advantage in lubrication and inspection.

Captain Bruce R. Baker has been assigned Motor Pool Officer vice Lieutenant Avis J. Bourg. [1]

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1. Reference Tab 2

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SECURITY INFORMATION

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Major BELL

HEADQUARTERS, 34th Air Division (Defense) SPECIAL ORDERS NUMBER 120
10 July 1952.

6. A/3C Merlys J Hill AA8602731 (Prim AFSC-90010) (Dy AFSC-90930) (J) (RegAF) (FSC-C) (SOS-no) (FSSD-7 Dec 41) (YOB-30) (TCS-3yrs) (DCS-10 Feb 55) (PG-A/S) (TC-1) (SV CAT-1) is reld fr asgmt and dy Hq 34th Air Div (Def), this sta and is asgd 566th Medical Sq, Hamilton AFB, Hamilton, Calif. AF o/a 14 Jul 52, reptg NLT 19 Jul 52. Tvl by common carrier is authd. Trans off will furnish TR and meal tickets for compl of tvl. MO No P-69. MT. PCA. PCS. TDN. 5733500 379-3001 P533.6-02 S04-617. Auth: Ltr MADF 220.3, Subj: Trf of Amn, 4 Jun 52, and 2d Ind, MDTE 220.3, 26 Jun 52. EDCSA 22 Jul 52.

7. A/2C Patricia A Poland AA8200374 (Prim & Dy AFSC-27330) (J) (RegAF) (FSC-C) (SOS-yes) (FSSD-7 Dec 41) (YOB-30) (TCS-4 yrs) (DCS-15 Aug 54) (PG-A/3C) (TC-none) (SV CAT-1) (Presently TDY USAF Hosp, Eglin AFB, Fla) is reld fr asgmt and dy Hq 34th Air Div (Def), this sta and is asgd DCF, 3204th Med Gp, Egling AFB, Fla. PCA. PCS. No tvl involved. Auth: Par 4b(2), AFR 35-68, 7 Feb 50, and Ltr, USAF Hosp, Office of DCF, Eglin AFB, Fla, Subj: Trans of Hospitalized Pers, 27 Jun 52. EDCSA 23 Jul 52.

8. MAJ JOSEPH M BELL AO672749 (Prim AFSC-3034) (Dy AFSC-3044) (J) (AFRes) TYPE OF ACFT OF SQDN (Rated Off on fly only) C-47 (Plt-OFS) (FSSD-5 Feb 49) (DOCG-1 Jun 52) (RCS-yes) (DCS-Indef) (MS-Chemistry) (EL-4yr Clg) (TAFCSD-16 Feb 43) (LANG-none) (SVS-Other) (YOB-23) (A-AFSC-3044,6424,1041C, 3011) (MOC-02.481) (SV CAT-3) is reld fr asgmt and dy 769th AC&W Sq, Continental Divide, N Mex and is asgd 767th AC&W Sq, Tierra Amarilla, N Mex. AF o/a 21 Jul 52, reptg NLT 22 Jul 52. TPA mode of tvl. MO No. P-156. MT. PCA. PCS. TDN. 5733500 379-3001 P532.6-02-03-07 S04-617. Auth: MADF Msg WDFPO 24561 and AFR 35-59, 9 May 52. EDCSA 23 Jul 52. Amended by SO 124 par. 14

** **

BY ORDER OF COLONEL MATHENY:

OFFICIAL:

AIRMAN E KNOCK
Lt Col, USAF
Adjutant General

Sam Odensky
SAM ODENSKY
2d Lt, USAF
Asst Adj Gen

DISTRIBUTION: "B"
PLUS: 5 cys - Hq MADF
5 cys - 566th Med Gp
5 cys - USAF Hosp, Eglin AFB
5 cys - 3204th Med Gp

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HEADQUARTERS
34TH AIR DIVISION (DEF)
Kirtland Air Force Base, New Mexico

SPECIAL ORDERS)
NUMBER 126)

10 July 1952

E X T R A C T

1. UP AFR 39-10, A/1C Edwin M Denton AF17280942, is rel'd fr asgmt and dy 768th AC&W Sq, Moriarty, N Mex eff 16 Jul 52 on which dt he is hon dischd fr the USAF. DD Form 256AF w/b furnished Amn. Amn has compld 3 yrs 17 days sv. Amn elects cash settlement for eight (8) days accrued lv. Amn WP home of rec: Joplin, Mo., or pl no further dis. PCS. TDN. 5733500 348-401 P534.1-02 399-999.

2. UP AFR 39-10, A/1C Samuel Cherry AF12323470, is rel'd fr asgmt and dy 768th AC&W Sq, Moriarty, N Mex eff 16 Jul 52 on which dt he is hon dischd fr the USAF. DD Form 256AF w/b furnished Amn. Amn has compld 3 yrs 4 days sv. Amn elects cash settlement for sixty (60) days accrued lv. Amn WP home of rec: New York, N. Y., or pl no further dis. PCS. TDN. 5733500 348-401 P534.1-02 399-999.

3. MAJ MARION F DOMBROWSKI A0688806 (Prim & Dy AFSC-3034) (W) (AFRes) TYPE OF ACFT OR EQUIP (Rated Off on fly only) C-47 (Sr Plt-OFS) (FSSD-26 Mar 49) (DCCC-1 Jun 52) (ECS-yes) (DCS-Indef) (MS-Bus Adm) (EL-3) (TAFCSD-30 Aug 43) (LANG-Polish) (SVS-Other) (YOB-22) (CAFSC-"I", "F", 1041C, 7024) (MCC-none) (SV CAT-3) is rel'd fr asgmt and dy Hq 34th Air Div (Def), this sta and is asgd 135th AC&W Sq, this sta. WT o/a 11 Jul 52, reptg NLT 11 Jul 52. POA. No tvl involved. Auth: WADF Msg WDPPO 24561. EDCSA 11 Jul 52.

4. MAJ EARL A SHAEFER A0442566 (Prim AFSC-3044) (Dy AFSC-1435) (W) (AFRes) TYPE OF ACFT OR EQUIP (Rated Off on fly only) B-29 (Sr Plt-OFS) (FSSD-26 Jul 49) (DCCC-15 Feb 51) (ECS-yes) (DCS-Indef) (TAFCSD-16 Mar 42) (PG-Maj) (DFG-27 Sep 47) (LANG-none) (SVS-Other) (YOB-19) (A-AFSC-1231C, 1435) (MCC-7-84.114) (SV CAT-3) is rel'd fr asgmt and dy 135th AC&W Sq, this sta and is asgd Hq WADF, Hamilton AFB, Calif for dy w/dir civil air def. WP o/a 15 Jul 52, reptg NLT 4 Aug 52. Fifteen (15) DDALVP at: 8419 Menaul Blvd NE, Albuquerque, N Mex. Tvl by common carrier and/or TPA is authd. If tvl common carrier, trans off will furnish TR for compl of tvl. If tvl TPA, five (5) days tvl time is authd. MO No. P-157. WP. POA. PCS. TDN. 5733500 379-3001 P523.6-02-03-07 304-617. Auth: WADF Msg WDPPO 24561. AFR 35-59, 9 May 52. EDCSA 4 Aug 52.

5. UP AR 600-115, 1ST LT GEORGE W PRINGLE A01909760, 93d Ptr-Intcp Sq, this sta, is granted twenty (20) days ordinary Lv eff 10 Jul 52, w/rept to proper orgn and sta for dy NLT 2400 hrs 30 Jul 52. Lv Address: 2108 Garfield St, Clinton, Iowa.

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HEADQUARTERS
34TH AIR DIVISION (DEF)
Kirtland Air Force Base, New Mexico

SPECIAL ORDERS)
NUMBER 124)

16 July 1952

This order consists of paragraphs 1 to 21 inclusive.

BY ORDER OF COLONEL MATHENY:

OFFICIAL:

ADRIAN E KNOCK
Lt Col, USAF
Adjutant General

SAM ODENSKY
2d Lt, USAF
Asst Adj Gen

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HEADQUARTERS
34TH AIR DIVISION (DEF)
Kirtland Air Force Base, New Mexico

SPECIAL ORDERS)
NUMBER 124)

16 July 1952

E X T R A C T

1. A/3C Clarence B Byrd AF11230692 (Trim & Dy AF30-26430) (W) (RegAF) (F30-0) (EOS-yrs) (FSSD-7 Dec 41) (YOB-34) (TOE-4 yrs) (DOS-2 Jul 55) (PG-m/B) (TC-none) (SV CAT-1) is reld fr asgmt and dy 93d Ftr-Intcp Sq, this sta and is asgd 767th AC&W Sq, Tierra Amarilla, N Mex. WP o/a 31 Jul 52, reptg NLT 21 Jul 52 TDGAA. WT. PCA. PCS. TDN. 5733500 379-3001 P533.6-02 S04-617. MO No. P209. Auth: AFR 35-89 and Msg WDPIS 24951, 11 Jul 52. EDCS. 22 Jul 52.

2. UP AR 600-115, A/1C Robert J Frasco AF19339535, this Hq, is granted twenty-eight (28) days ordinary Lv off 21 Jul 52, w/rept to proper orgn and sta for dy NLT 2400 hrs 18 Aug 52. Lv address: 1107 Fedora St, Los Angeles, Calif.

3. UP AFR 39-9, A/2C (Perm w/dt of rank 1 Oct 50) William D Lancaster AF38794589, 767th AC&W Sq, Tierra Amarilla, N Mex, having reenl in the USAF for a pd of three (3) yrs eff 16 Jul 52 is asgd 767th AC&W Sq, Tierra Amarilla, N Mex.

4. 1ST LT ROBERT L MCELROY A0755379, 135th AC&W Sq, this sta will pro o/a 6 Aug 52 fr Kirtland AFB, N Mex to Moody AFB, Ga, thence to Tyndall AFB, Fla on TDY for aprx seventeen (17) wks for the purpose of attending Jet Trns Cl 52-44-WX-T and F-86 Phase Cl 52-14-WX A/W Intcp Tng (DFUO) and upon compl thereof will rtn to Kirtland AFB, N Mex. Off to rept NLT 9 Aug 52. Tvl by common carrier and/or TPA is authd. If tvl common carrier, trans off will furnish TR for compl of tvl. TPA time not to exceed coml rail time, three (3) days. Jet Trns Crse of three (3) wks dur and F-86 Inst Phase of eight (8) wks dur at Tyndall AFB, Fla. "Off cleared for access to SECRET mat LAW AFR 305-6." Off w/b tnd in F-86D type acft. TDN. 5733400 364-4790 P443-02-03-07 S09-607 and 5733400 364-4790 P443-02-03-07 S08-601. Auth: Hq USAF Msg fm AFPMP-1 AM 1226, 21 May 52.

5. 1ST LT FRED H VARN JR A0814796, 769th AC&W Sq, Continental Divide, N Mex will pro o/a 10 Aug 52 fr 769th AC&W Sq, Continental Divide, N Mex to Moody AFB, Ga, thence to Tyndall AFB, Fla on TDY for aprx seventeen (17) wks for the purpose of attending Jet Trns Cl 52-47-WX-T and F-86 Inst Cl 52-47-WX A/W Intcp Tng (DFUO) and upon compl thereof will rtn to 769th AC&W Sq, Continental Divide, N Mex. Twenty (20) DDALVP at: 630 Meridan St, Dade City, Fla. Off to rept NLT 30 Aug 52. Tvl by common carrier and/or TPA is authd. If tvl common carrier, trans off will furnish TR for compl of tvl. TPA time not to exceed coml rail time, three (3) days. Jet Trns Crse of three (3) wks dur and F-86 Inst Phase of six (6) wks dur is conducted at Moody AFB, Ga. Appl phase of eight (8) wks dur at Tyndall AFB, Fla. "Off cleared for access to SECRET mat LAW AFR 205-6." Off w/b tnd in F-86D type acft. TDN. 5733400 364-4790 P443-02-03-07 S09-607 and 5733400 364-4790 P443-02-03-07 S08-601. Auth: Hq USAF Msg fm AFPMP-1 AM 1226, 21 May 52.

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HEADQUARTERS, 34th Air Division (Defense) SPECIAL ORDERS NUMBER 124
16 July 1952.

6. LT COL ROBERT J STEVENSON 7209A, 769th ACW Sq, Continental Divide, N Mex will pro o/a 20 Aug 52 fr Kirtland AFB, N Mex to Moody AFB, Ga, thence to Tyndall AFB, Fla on TDY for aprx seventeen (17) wks for the purpose of attendin Jet Trns Cl 52-46-NX-T and F-86 Phase Cl 52-46-NX A/W Intcp Tng (DFUO) and upon compl thereof will rtn to 769th ACW Sq, Continental Divide, N Mex. Off to rept NLT 23 Aug 52. Tvl by common carrier and/or TPA is authd. If tvl common carrier, trans off will furnish TR for compl of tvl. TPA time not to exceed coml rail time three (3) days. Jet Trns Crse of three (3) wks dur and F-86 Inst Phase of six (6) wks dur is conducted at Moody AFB, Ga. Appl phase of eight (8) wks dur at Tyndall AFB, Fla. "Student has been granted clearance in accordance with par 8a, AFR 205-6." Off w/b tnd in F-86D type acft. TDN. 5733400 364-4790 P443-02-03-07 S09-607 and 5733400 364-4790 P443-02-03-07 S08-601. Auth: Hq USAF Msg fm AFPMP-1 AM 1226, 21 May 52.

7. MAJ JARVIS A STRONG JR A0430277, 768th ACW Sq, Moriarty, N Mex will pro o/a 20 Aug 52 fr 768th ACW Sq, Moriarty, N Mex to Moody AFB, Ga, thence to Tyndall AFB, Fla on TDY for aprx seventeen (17) wks for the purpose of attending Jet Trns Cl 52-46-NX-T and F-86 Phase Cl 52-46-NX A/W Intcp Tng (DFUO) and upon compl thereof will rtn to 768th ACW Sq, Moriarty, N Mex. Off to rept NLT 23 Aug 52. Tvl by common carrier and/or TPA is authd. If tvl common carrier, trans off will furnish TR for compl of tvl. TPA time not to exceed coml rail time three (3) days. Jet Trns Crse of three (3) wks dur and F-86 Inst Phase of six (6) wks dur is conducted at Moody AFB, Ga. Appl phase of eight (8) wks dur at Tyndall AFB, Fla. "Off cleared for access to SECRET mat IAW AFR 205-6." Off w/b tnd in F-86D type acft. TDN. 5733400 364-4790 P443-02-03-07 S09-607 and 5733400 364-4790 P443-02-03-07 S08-601. Auth: Hq USAF Msg fm AFPMP-1 AM 1226, 21 May 52.

8. UP AR 600-115, A/1C Mario A Y Bushey AF18104269, this Hq, is granted twenty (20) days ordinary Lv off 2 Sep 52, w/rept to proper orgn and sta for dy NLT 2400 hrs 22 Sep 52. Lv Address: Jeffersonville, Vermont.

** ** **

BY ORDER OF COLONEL MATHENY:

OFFICIAL:

Sam Odensky

SAM ODENSKY
2d Lt, USAF
Asst Adj Gen

ADRIAN E KNOCK
Lt Col, USAF
Adjutant General

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HEADQUARTERS
34TH AIR DIVISION (DEF)
Kirtland Air Force Base, New Mexico

SPECIAL ORDERS)
NUMBER 124)

16 July 1952

E X T R A C T

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9. S/Sgt Arthur A Paulson Jr AF13286359, is rld fr asgmt and dy 767th ACAW Sq, Tierra Amarilla, N Mex off 24 Jul 52 on which dt he is hon dischd fr the sv. DD Form 256AF w/b furnished Amn. Amn elects cash settlement of sixty (60) days accrued lv. Amn NF home of rec: Box 216, Mount Jewett, Pa or pl no further dis. Amn has compld 3 yrs 11 mos 4 days sv. PCS. TDN. 5733500 348-401 P534.1-03-03-07 399-999. Auth: AFR 39-10 (ELS).

10. UP AFR 39-10 and Msg AFPMP-4, AIMAJCOM 78/52, 24 Apr 52, (BCS) A/B Lonnie L Spaulding AF18342408, this Hq is rld fr asgmt and dy 34th Air Div (Def) off 21 Jul 52 on which dt he is dischd under hon conditions fr the USAF. AF Form 439 Gen disch w/b furnished Amn. Amn elects cash settlement of twenty-nine (29) days accrued lv. Amn NF home of rec: Box 134, Mulhall, Okla or pl no further dis. Amn has compld 4 yrs 3 mos 21 days sv. PCS. TDN. 5733500 348-401 P534.1-02 399-999.

11. UP AR 600-115, S/Sgt Jeff Stiles AF19369151, this Hq, is granted fifteen (15) days ordinary Lv off 21 Jul 52, w/rept to proper orgn and sta for dy NLT 2400 hrs 5 Aug 52. Lv Address: 421 Poli St, Ventura, Calif.

12. UP AR 600-115, A/3C Kenneth A Purvis AF14486740, this Hq, is granted fourteen (14) days ordinary Lv off 1 Aug 52, w/rept to proper orgn and sta for dy NLT 2400 hrs 15 Aug 52. Lv Address: Pembroke, Ga.

13. SMOP 10 SO 120, this Hq, cs, relating to SumCM Offs, as reads "off 18 Jul 52" is amended to read "off 10 Jul 52".

14. SMOP 8 SO 120, this Hq, cs, relating to MAJ JOSEPH W BELL AO672749, 769th AC&W Sq, as reads "WP o/a 21 Jul 52, reptg NLT 22 Jul 52" is amended to read "WP o/a 15 Jul 52, reptg NLT 16 Jul 52" and is further amended as reads "EDCSA 23 Jul 52" is amended to read "EDCSA 19 Jul 52".

15. SMOP 4 SO 123, this Hq, cs, relating to TDY of A/1C William Alexander AF19368456, 768th AC&W Sq, is amended to include "TPA is authd".

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BY ORDER OF COLONEL MATHENY:

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Adjutant General

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2d Lt, USAF
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Kirtland Air Force Base, New Mexico

SPECIAL ORDERS)
NUMBER 124)

16 July 1952

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16. A/1C Shirley M Snyder AA6502541, this Hq, is granted permission to ration separately and reside off the base, off 14 Jul 52. Exigencies of the service having been such as to preclude the issuance of competent written orders in adv, are hereby confirmed and made a matter of record, VOCG 14 Jul 52.

17. 2D LT WILLIAM D KING AO1850881, this Hq is aptd Unit Postal Off, of Hq Sq Sec 34th Air Div (Def), vice CAPT ARTHUR C SCHAEFER AO824908, reld. Auth: KAFB Reg 182-1.

18. UP AR 600-115, 1ST LT JEAN M HELMS AL2229164, this Hq, is granted ten (10) days ordinary Lv off 11 Aug 52, w/rept to proper orgn and sta for dy NLT 2400 hrs 21 Aug 52. Lv Address: 128 E. Garvey, Monterey Park, Calif.

19. 1ST LT ROY L KIRKPATRICK JR AO786558 (Prim AFSC-1631) (Dy AFSC-0001) (W) (AFRes) (DOCB-4 Aug 50) (Plt-NCFS) (FSSD-22 May 45) (DOS-Indef) (MS-Education (EL-2 yrs clg) (TAFCSD-11 Jan 53) (LANG-none) (SVS-Other) (YOB-24) (AAFSC-none) (MCO-1-44.12) (SV CAT-6) (Off presently TDY Brooks Army Hosp) is reld fr asgmt and dy 767th ACW Sq, Tierra Amarilla, N Mex and is asgd Det of AF Patients, Brooks Army Hosp, Brooks Army Medical Center, Fort Sam Houston, Texas. No tvl involved. Off presently that sta. Auth: Par 4b (2), AFR 35-56, 7 Feb 50. EDCSA 25 Jul 52.

** ** **

BY ORDER OF COLONEL MATHENY:

OFFICIAL:

ADRIAN E KNOCK
Lt Col, USAF
Adjutant General

Sam Odensky
SAM ODENSKY
2d Lt, USAF
Asst Adj Gen

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HEADQUARTERS
34TH AIR DIVISION (DEF)
Kirtland Air Force Base, New Mexico

SPECIAL ORDERS)
NUMBER 124)

16 July 1952

E X T R A C T

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20. A/2C Frank E Troth Jr AF13371108 (Prim & Dy AFSC-70230) (W) (RegAF) (FSC-0) (EOS-no) (FCSD-7 Dec 41) (YOB-29) (TOB-4 yrs) (DOS-2 Jan 55) (FG-A/B) (TC-none) (SV CAT-1) is reld fr asgmt and dy Hq 34th Air Div (Def), this sta and is asgd 3565th Student Sq, James Connally AFB, Waco, Tex. WP c/a 18 Jul 52, rept not earlier than 0800 hrs 6 Aug 52 and NLT 1600 hrs 7 Aug 52. Sixteen (16) DDALWP at: 666 Oak Knoll NE, Warren, Ohio, and after 24 Jul 52 at: 211 Spring St, Chevy Chase, Md. Tvl by common carrier and/or TPA is authd. If tvl common carrier, trans off will furnish TR and meal tickets for compl of tvl. If tvl TPA, three (3) days tvl time is authd. Amn to enter first available Aircraft Observer, Radar Intercept Tng Class. WP. PCA. PCS. TDN. 5733500 348-331 P633.4-02 S09-999. Auth: Ltr Hq, Flying Tng Air Force, Waco, Tex, Subj: Selected Amn for asgmt to Acft Obsr, Radar Intercept Tng, 11 Jul 52. SDCSA 27 Jul 52.

21. CAPT JOHN M HEARD A0687426, 93d Ftr-Intcp Sq, this sta will prc c/a 18 Jul 52 fr Kirtland AFB, N Mex to Moody AFB, Ga, thence to Tyndall AFB, Fla on TDY for aprx twelve (12) wks for the purpose of attending F-86 A/W Intcp Tng 52-38-WX (DFJC) and upon compl thereof will rtn to Kirtland AFB, N Mex. Off to rept NLT 21 Jul 52. Tvl by common carrier and/or TPA is authd. If tvl common carrier, trans off will furnish TR for compl of tvl. TPA time not to exceed coml rail time, three (3) days. Off possesses an Interim Secret clearanc TDN. 5733400 364-4790 P443-02-03-07 S09-807. Auth: Hq USAF Msg AFPMI-1 AM 1731, 15 Apr 52.

BY ORDER OF COLONEL MATHENY:

OFFICIAL:

ADRIAN E KNOCK
Lt Col, USAF
Adjutant General

Sam Odensky

SAM ODENSKY
2d Lt, USAF
Asst Adj Gen

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HEADQUARTERS
769TH AIRCRAFT CONTROL AND WARNING SQUADRON
Continental Divide, New Mexico

PERSONNEL ACTIONS MEMORANDUM)
NUMBER 26)

21 July 1952

1. Capt. DAVID M. TALLY JR. AO 1646643, this orgn, is hereby appointed Inventory Officer to inventory Supply accounts of Maj JOSEPH W. BELL, AO 672749, transferred.

2. The folg named O and amn, this orgn, are assigned add dy as "MARS" director and NCO eff 16 Jul 52:

2nd Lt AVIS J. BOURG, AO 1907871 Director

T/Sgt William K. Vaden, AF 18 227 360 NCOIC

3. Capt. BRUCE R. BAKER, AO 2063778, this orgn, is asgd add dy as Transportation Officer for this orgn, vice 2nd Lt AVIS J. BOURG, reld.

4. The folg named amn, this orgn, Prim AFSC as indicated, are asgd Dy as indicated, with Tng Code as indicated:

NAME	P-AFSC	Dy-AFSC	Tng Code
Williams, Jack H. S/Sgt, AF 19 203 240	30251	30273 (Rdr Maint Tech Grd Eq)	OJT- TC 1
Vaden, William K. T/Sgt, AF 18 227 360	29370	29351 (Sr Grd Rad Opr)	
Hunter, John J. A/3C, AF 15 462 935	29230	29230 (Apr Crypto Opr)	

5. The folg named amn, this orgn, Prim and Old Dy AFSC as indicated, are assigned New Dy-AFSC as indicated, with Tng Code as indicated.

NAME	P-AFSC	OLD D-AFSC	NEW D-AFSC	TNG CODE
Simonian, Charles L A/2C, AF 11 239 524	70230	70230	70250 (Sr Clerk)	OJT TC-1
Johnson, Richard O. A/2C, AF 17 285 141	70230	70230	70250 (Sr Clerk)	OJT TC-1

BY ORDER OF CAPTAIN DEAS:

OFFICIAL:

Wesley T. Kouba

WESLEY T. KOUBA
Capt., USAF
Adjutant

RICHARD C. GOLDEN
2nd Lt., USAF
Personnel Officer

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120TH AC & W SQ.

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ORGANIZATION

The 120th Aircraft Control and Warning Squadron was assigned to this command effective 28 August 1952, with the strength of five (5) officers and forty-five (45) airmen, by Western Air Defense Force General Orders No 42, dated 27 August 1952. An Interim Mission was assigned to the new organization by a message transmitted by Combat Operations. The squadron is to function as an Early Warning Station, temporarily reporting to the 138th Aircraft Control and Warning Squadron.

Major Bubef, Officer-in-Charge of Plans, Organization and Requirements visited the 120th Aircraft Control and Warning Squadron to provide the organization with a complete EASA file and to brief personnel on the Division EASA Program.

Advanced echelons of the 120th Aircraft Control and Warning Squadron arrived at Walker Air Force Base, New Mexico, 1 September 1952, to prepare for the arrival of the squadron personnel and equipment.

On 12 September, 138th Aircraft Control and Warning Squadron property was transferred to the new organization and on that date inventory and transfer was completed.

Toward the end of the month the orderly room, supply and other sections were functioning in the normal manner.

Monthly visits are made to the 120th Aircraft Control and Warning Squadron by members of the Deputy for Operations Office to assist the squadron commander in any problems encountered by the organization and to aid in liaison activities between this organization and SAC. Radar Maintenance Teams from this Division also engage in monthly visits to assist the squadron in any type aid they require.

The Deputy for Materiel Office at Roswell Air Force Base has been most helpful in securing desks, filing cabinets and the like, for efficient operation of the squadron and upon the completion of several conferences with that office, a new location was obtained whereas the squadron was able to operate without the interference of trees and other obsticales. This movement provided for a better coverage of the area and increased the overall operation of all sections due to the securing of larger quarters.

The squadron has obtained regular VHF equipment, and although the T/O does not require VHF Mechanics, the alloted maintenance men assume the responsibility of repairs and any other problem that may arise involving VHF equipment.

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34TH ADD REGULATION)
NUMBER 20-9)

HEADQUARTERS, 34TH AIR DIVISION (DEFENSE)
Kirtland AFB, New Mexico, 22 December 1952

ORGANIZATION - GENERAL

MISSION OF THE 120TH AC&W SQUADRON

(This regulation supersedes 34th ADD Regulation 20-9, dated 13 October 1952.)

1. PURPOSE. To prescribe the mission and organization of the 120th Aircraft Control and Warning Squadron.

2. MISSION.

a. To maintain radar surveillance of the following air activity, within the assigned EW Sub-Sector of Responsibility (see paragraph 5, below), for the purpose of providing early warning information as follows:

(1) All air activity penetrating the Albuquerque ADIZ.

(2) All air activity within the ADIZ of those targets on a heading between 260 degrees and 360 degrees.

b. To provide aerial surveillance of the SAC Bombing Range, as required by the 47th Air Division, Strategic Air Command, Walker AFB, New Mexico.

c. To accomplish the continuous training of assigned personnel for the effective accomplishment of the air defense mission.

3. ORGANIZATION. The 120th AC&W Squadron is organized in accordance with T/O's 1-2129F, 1 Jan 52; 1-2129F-A, 1 Apr 52; 1-8015, 1 Jan 52; 1-8035, 1 Apr 52, with composition and equipment as outlined by WADF GO # 30, dated 12 June 1952, and will establish and maintain the following installation:

a. An EW Station at site provided on or near Walker AFB, New Mexico.

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b. Such radar and communications facilities as are provided.

4. RESPONSIBILITY. The Commanding Officer, 120th AC&W Squadron, is responsible for:

a. Strict compliance with all directives of this and higher headquarters.

b. Continuous operation and manning, except for shut-down periods as authorized by this headquarters, of installed radars and communications equipment in accordance with applicable directives.

c. Plotting, recording, and forward telling of all air activity within the assigned EW Sub-Sector of Responsibility, which is penetrating the ADIZ or within the ADIZ and closing on the target complex.

d. Maintenance of assigned radar and communications facilities to maximum operating standard.

e. Establishment and supervision of security measures against ground attack, air attack, infiltration, subversive activities, or loss by fire for all squadron installations in accordance with sound principles of command and existing regulations.

f. Establishment and supervision of procedures to insure efficient functioning of the administration, supply, and transportation activities of the squadron.

g. Administration of assigned and/or attached personnel.

h. Operational supervision of the calibration of electronics equipment as directed by this or higher headquarters.

i. Cooperation with other elements of this command on the development of tactics and techniques for operation of the Aircraft Control and Warning System.

j. Compliance with existing base policies and regulations by all squadron activities tenant on Walker AFB, New Mexico.

5. EW SUB-SECTOR OF RESPONSIBILITY. The 120th AC&W Squadron will be responsible for air surveillance and reporting in that geographical area encompassed from a point 33° 04' 30" N, 106° 02' W; thence Northeast to 33° 20' N, 105° 11' W; thence northeast to 34° 26' N, 103° 37' 30" W; thence east to 34° 23' 30" N, 103° 03' W; thence south along the eastern

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boundary of New Mexico to the Texas State Line, thence South to the international boundary at 29° 06' N, 103° 04' W; thence northwestward along the international boundary to 31° 23' N, 106° 00' W; thence north to the starting point.

BY ORDER OF COLONEL MATHENY:

JAMES F. MARTIN
Major, USAF
Adjutant General

OFFICIAL:

James F. Martin

JAMES F. MARTIN
Major, USAF
Adjutant General

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