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JUL-DEC 1952

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HISTORY OF THE

1909TH AIRWAYS AND AIR COMMUNICATIONS SQUADRON

1 July 1952 to 30 November 1952

2045TH AIRWAYS AND AIR COMMUNICATIONS SQUADRON

1 December 1952 to 31 December 1952

Prepared for the Historical Office
2045th Airways and Air Communications Squadron
by Captain William F. Hubbit (Historical Officer)
and Mrs. Glada K. Houts

9 February 1953

1909TH AACS GROUP, 1909TH AACS WING
AIRWAYS AND AIR COMMUNICATIONS SERVICE
MILITARY AIR TRANSPORT COMMAND

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FOOT NOTES

SUPPORTING DOCUMENTS

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FOOT NOTES

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1. S.O. 239, paragraph 2, dtd 21 Nov 52, HQ 1909th AACS Squadron
2. G.O. 145, paragraph 3, dtd 3 Oct 52 HQ MATS
3. G.O. 145, paragraph 2, dtd 3 Oct 52, HQ MATS

II

4. See copy of regulation at end of text.
G.O. 160, paragraph 2, dtd 6 Nov 52, HQ MATS

III

5. S.O. 2 paragraph 1, dtd 2 Dec 52, HQ 2045th AACS Squadron
6. S.O. 239, paragraph 2, dtd 21 Nov 52, HQ 1909th AACS Squadron
7. G.O. 145, paragraph 2, dtd 3 Oct 52, HQ MATS
8. S.O. 178, paragraph 5, dtd 15 Sept 52, HQ 1909th AACS Squadron
9. S.O. 195, paragraph 5, dtd 15 Sept 52, HQ 1909th AACS Squadron
10. G.O. 145, paragraph 2, dtd 3 Oct 52, HQ MATS
- 11 & 12. G.O. 115, paragraph 1, dtd 12 Aug 52, HQ MATS

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I

ORGANIZATIONAL DEVELOPMENTS

For the full period of this report, the Commanding Officer of this organization has been Lieutenant Colonel Jasper M. P. Vaughn. The executive officer was Major Noel E. Turner, until 30 November 1952 when he was transferred to the 1913-1 AACS Detachment. From this assignment Major Turner was to be retransferred to FEAF. Captain Don B. McEntire, the squadron personnel officer, followed in Major Turner's footsteps by being reassigned to flight duty in B-26 type aircraft, for eventual transfer to Korea.¹ Bolstering the squadron was the arrival of Major Dudley W. Stevenson on 19 December 1952. Major Stevenson has been assigned duty as maintenance officer.

To illustrate the vast problems encountered by AACS in its effort to fulfill its global requirements, this small segment had a personnel turnover in last six months of the following magnitude. Gains: officers 41, airmen 469. Losses: officers 41, airmen 540. As of 31 December 1952 total assigned strength was; officers 26, airmen 485.

On 1 December 1952, the 1909th AACS Squadron ceased to exist, and the 2045th AACS Squadron came into being.² The change was necessitated when it was decided to make two squadrons of the old 1909th. Flight aids was divorced from the communications sections. The Andrews flight aids units were designated the 1913-1 AACS Detachment, commanded by Major John H. Hockensmith.³ The old 1909-2 Detachment located at Bolling AFB, became the 1913-2 AACS Detachment,

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commanded by Lieutenant George L. Carpenter.³ The two sections of the squadron that are located in downtown Washington are now listed as 2045th AACS Squadron Operating Locations. The unit formerly at 1712 G Street has been moved into completely renovated quarters at 14th and Constitution Avenue. The other section has remained at its old address. It is anticipated in the near future that these operating locations will come under the command of the 2044th AACS Squadron.

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II

THE MISSION AND ITS IMPLEMENTATIONOVER-ALL MISSION OF THE 2045th AACS SQUADRON (Point-to-Point)

The over-all mission of the 2045th AACS Squadron is contained in the 1434th AACS Group Regulation 20-2, dated 1 January 1953.⁴ Briefly it charges the squadron with the responsibility of maintaining and operating the USAF MATS communications and crypto centers, weather relay station, facsimile, globecon transmitter and receiver stations, technical control facility, and the Aircomet Atlantic area gateway relay station (when completed). All associated administrative practices and procedures are also charged.

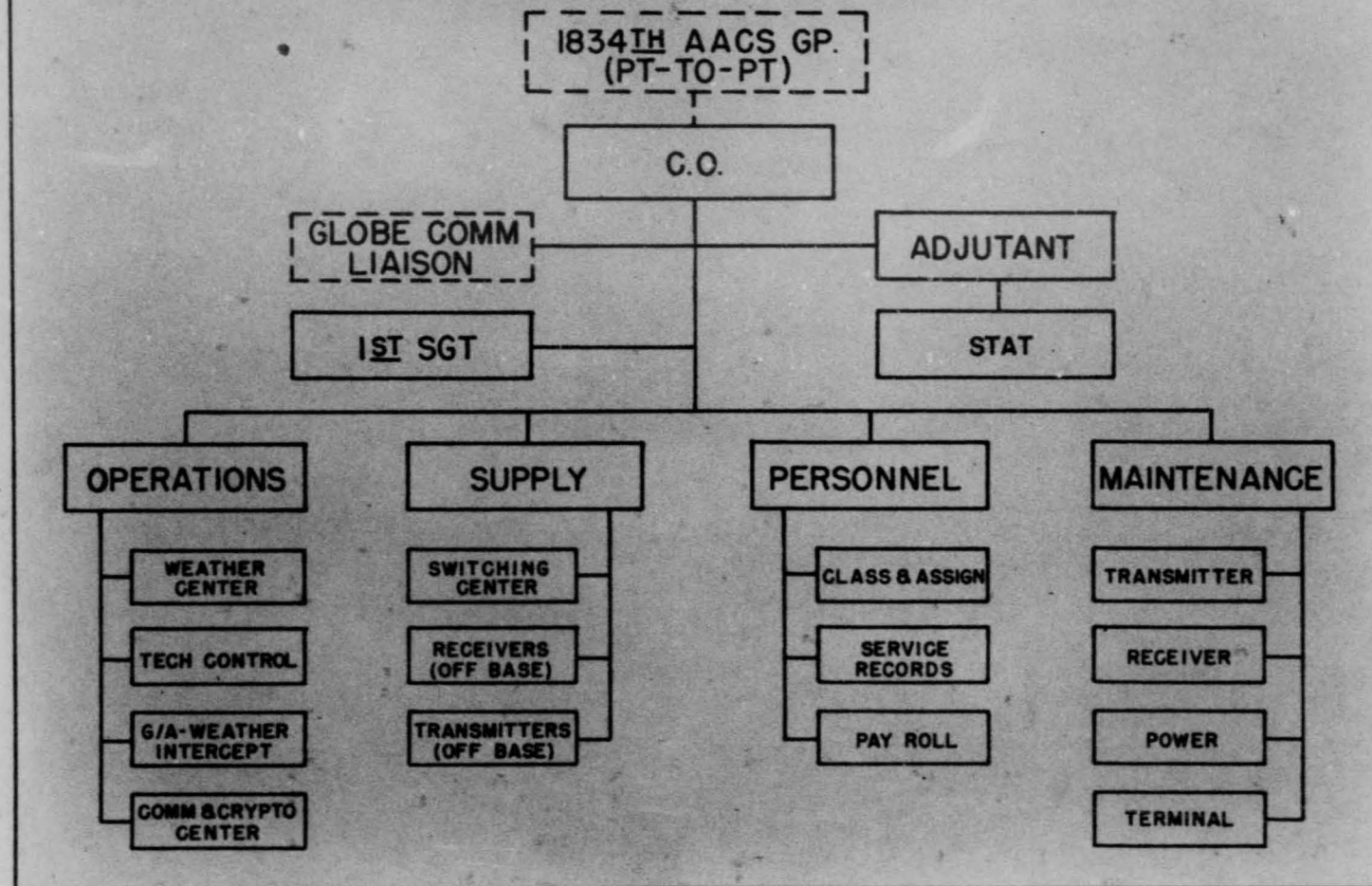
The 2045th AACS Squadron is also responsible for helping to man the 1434th AACS Mobile Squadron.

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ORGANIZATIONAL CHART 2045TH AACS SQ. (PT-TO-PT)



III

EXPERIMENTS AND DEVELOPMENTSOPERATIONS SECTION

Weather Relay Section:

During the last week of June it became apparent that there was entirely too much handling of tapes and hard copy in the weather relay room, this resulted in an excessive amount of in-station time and a high percentage of lost messages. A study of the situation proved that operators and traffic were criss crossing the room apparently without rhyme or reason. Relocation of circuits and equipment was planned. As a result, all transmitting equipment was moved to one side of the room, all receiving machines to the other. A smooth orderly flow of traffic was the inevitable outcome. The move was completed by 23 July 1952.

Going along with rest of the base in its clean-up, paint up program, the relay and facsimile rooms took on new faces. Acoustic tile was applied to walls and the ceiling. The console cabinets were freshly varnished, the window and door frames were painted a light, cool, easy on the eye green.

On 15 September 1952 circuit 612A1, Andrews to Elmendorf, was rearranged according to instructions contained in message 10-J-16 from Headquarters AACS. After the rearranging it was no longer necessary to tie up the Plan 51 system by using this net-work as an alternate route for the heavy load of weather traffic. Also eliminated by this move was a command circuit from Elmendorf to WAR.

At 0001Z 1 December 1952, the responsibility for operating a

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weather monitor on circuits 1191 and 1193 was begun by the 2045th AACS Squadron. At this time S/Sgt Ralph N. Hayes and five operators transferred from Sherman AFB, started the monitor, in the office of the teletype maintenance officer.

Starting approximately on the 29th of October, the severe personnel shortage started to ease, as the first contingent of a group of forty five new operators arrived. Along with the operators, Lieutenant James L. Whitlaw was assigned duty as assistant OIG, of the weather relay and facsimile sections.

A survey of the amount of traffic handled by the weather relay sections was made and for a typical day, 17th July, a total of 292,239 groups were handled. A thirty day month gives a staggering group count of 8,767,170.

Facsimile Section:

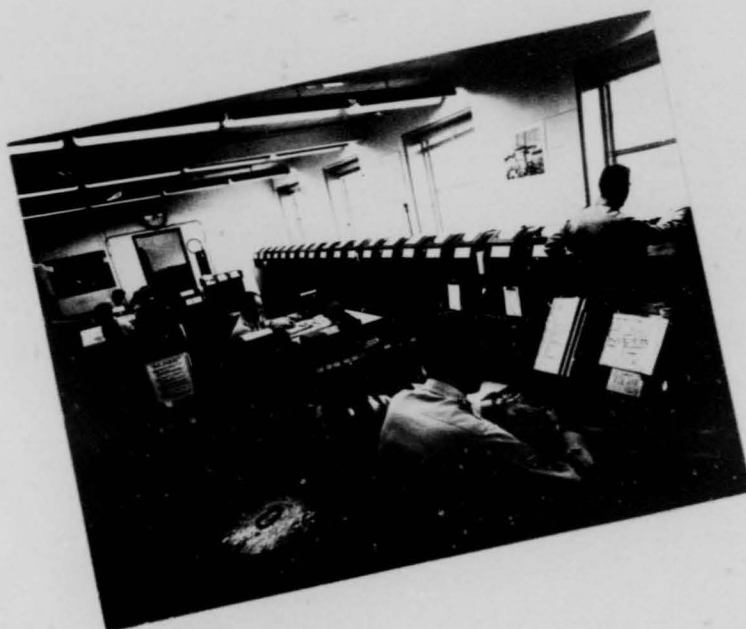
During the week of June 23rd a test circuit, SIGW10R, was set up to see if it was feasible to pass weather traffic between Rhein Main and Andrews. From the very first this circuit appeared as though it could be made to work. Engineering facts were born out, when on 1 August 1952, the system was removed from the category of a test circuit to that of full time operation. Excellent coordination for the various phases of this test was accomplished through South Ruislip, England (JFL).

On 16 July 1952 the facsimile intercept circuit 73Q12H, Tokyo to Andrews, was discontinued by HANAH JFMZ/56. This action was taken as a result of an analysis of the circuit from 1 May to 17 July 1952. It was brought out that out of a total of 770 maps sent, 511 were not

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WEATHER RELAY CENTER - KADW
 1909TH AACS SQUADRON
 Andrews AFB, Washington 25, D. C.
 1 September 1952
 (View towards entrance)

Left Center - Circuits 119891-3 Operating Position
 Left Background - Weather Broadcast Tape Cutting Position
 AFA2 Monitor, & Weather Editor Position
 Center - Service and Reels Position
 Right Foreground - Router's Position
 Right Center - Page Printer Bank

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WEATHER RELAY CENTER - KADW
 1909th AACS Squadron
 Andrews AFB, Washington 25, D. C.
 1 September 1952
 (View from entrance towards rear)

Right Foreground	- WX Ed Desk and AFAR Monitor (M-15)
Right Center	- Ckts 119891-3
Right Rear	- Transmit Bank
Center	- Shift Supervisor & Svc & Reels Section
3/4 Rear	- Router Position
Rear	- Refile Pos. #1 & #2
Left Foreground	- Page Printer Bank (CAA Svc "C, A & O")
Left Rear	- Receive Only Reply Banks

received. QHN and QRM were the chief but-a-boos of this circuit.

Circuit 012 was placed in operation on 15 September 1952 in accordance with NANAN/1206.

The temporary facsimile circuit 312H4 and 312H5, Andrews to Hickam, was discontinued on 18 November 1952 by authority contained in NANAN KADW/162.

Message Center Section:

The week of August 18th saw the message center being required to accommodate the power load of all equipment. Trouble was experienced when circuit breakers would kick out as the cooling fans were turned on in an effort to beat the Washington summer.

On 23 October 1952 a pony circuit from the center to NTOC MATS was inaugurated. Formerly traffic addressed to NTOC had been picked up by messenger once every hour. However, since this circuit comprised approximately 25% of the message centers received traffic, and since the traffic is dealing with SAM flights, Fax Able movements, and OP aircraft messages, it was obvious that something had to assure a faster more reliable delivery service. Thus in one stroke a big operational problem was solved.

On 5th of November a minor catastrophe struck the message center. A 600 pair cable was accidentally severed by a piece of excavating equipment. Fortunately message center cable pairs were given a number one repair priority. The line to the Ground/Air receiver site was out of commission the longest. A messenger service was set up as a temporary expedient.

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During the week of 29 September a change of NCO supervisors was made in the center. T/Sgt Theodore Thompson was relieved by T/Sgt Harold J. Roache. T/Sgt Thompson was transferred to duty in the office of the Operation Officer.

Transmitter Station:

A serious accident happened in the first week of July, when the rope halyard parted at the terminating end of the North African rhombic antenna. This resulted in a request to higher headquarters for a crew of antenna specialists. It was asked that the whole antenna farm be rehabilitated. An Installation and Maintenance team arrived, and by the latter part of the week of 19 July 1952 the rhombic was again placed into operation. Afterwards an old unused Goose Bay rhombic radiator was dismantled, and the parts salvaged for future use.

While the job of fixing antennas was being accomplished, the base AIO section was requested to repair the transmitter building. Screens were installed on windows and doors, and the roofers were finally able to stop an especially persistent leak that threatened to float away a BC-340 transmitter.

This same period of time proved that "G.I. ingenuity" still existed. T/Sgt P. Bellhoefer was able to repair a shorted filament transformer that had been on back order since 27 May 1952. This act saved the Air Force about \$15 and put a needed piece of equipment back on the air.

A new type of lubricated water pump packing was obtained from AIO to replace the non-lubricated type formerly used in the circulating

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pump of the water cooled transmitters. This has not only stopped deleterious grooving of water pump shafts, but also has cut down the loss of the distilled water used to cool the 10 KW BC340 transmitters.

The week of 26 July 1952 saw the installation of a MD-69/VRT modulator. This piece of equipment provided voice operation on the standby ground to air transmitters. By the 8th of August four (4) ground to air frequencies had been successfully checked out. Once again the transmitter section showed its resourcefulness. Various pieces of equipment, such as conduit, control and power cables, not available at base supply, were procured from the salvage yard so that the modulator could be installed.

Various troubles were encountered in obtaining supplies during the period of this report. However, in cases where action was deemed impossible, local purchases kept the equipment on the air.

Receiver Station:

Installation of a new underground cable to provide commercial power to the remote receiver site was completed on 11 July 1952. The switch over was made at 1600 (local). Voltage and frequency were correct, and all equipment continued to operate in a normal fashion.

Just as at the transmitter station, the receiving antennas were to be rehabilitated by the Installation and Maintenance team from the 1802 AAGS Group, under the supervision of N/Sgt Johnson. Work progressed in a fine manner until August 6, when it had to stop because of a lack of supplies.

During the night of 21 August 1952, very heavy winds broke the

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tension cable on the Ft. Pepperrill single side band rhombic antenna, and the curtain collapsed. By 26 of August repairs were complete.

Notable visitors to the receiver station were a team of inspectors from 1802nd AACB Group on the 22 and 23 September. Lieutenant General Joseph Smith, Commanding General, MATS, on 8 October 1952.

Channel and Technical Control Section:

This section was probably the hardest hit by a very heavy rain during the first week of July. Since the patch panels and multiplex all depend on cable pairs to tie the various remote sites together with this equipment, a cable outage can be very serious. Six (6) pairs were out between the section and the receiver site, three (3) more to the transmitters, and to top it off there was also a break in the cable between the MATS building and base headquarters.

A tech control maintenance manual has been completed. Mr. Chertok, author of a tech control operations manual, assisted Major Charles W. McKelvie in preparing this work as an official AACB Manual.

A second Sidi Sliane-Andrews multiplex circuit has been started. The period 21 June to 30 July has averaged 20 hours per day of usable signals.

The tech control school is still turning out first class tech control operators at the rate of five to ten per month. Trainees are given a sixty day course which consists of OJT and visits to similar Signal Corps and Navy installations.

H/V and VHF Direction Finding Section:

On 10 July 1952 the H/V station and four operators successfully

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passed the AACS flight check.

Probably the biggest headache of this facility is the inability to obtain a consistently large volume of steers so that operator skill can be maintained. Both practice and emergency type steers are desired. The time 1-17 August is a typical period that shows the lack of practice or use made of the D/F facilities. Only thirty seven practice steers and one emergency were handled by the D/F personnel. AACS standards prescribe a minimum of 400 contacts a month.

Andrews D/F took part in many actual emergencies for the period 1 July to 30 November 1952. Typical examples are:

July 3rd AF 5554, a C-45 type aircraft, called Andrews at 0247 EST. A steer of 016 degrees was given. Since the pilot advised he did not know which field was Andrews AFB, an emergency was declared. The pilot was given three more steers and at 0300 Andrews tower took over from D/F. A safe landing ensued.

At 1210 on July 7th Andrews tower advised D/F that a T-7, AF 732, had only an hour of fuel aboard and needed D/F assistance. First heading of 045 degrees was given at 1212. The pilot advised he was trying to maintain WFR at 1000 feet with 6 miles visibility. Five more steers were given and at 1219 the control tower took over for an uneventful landing.

On 9th of September at 1929, Patuxent D/F advised Andrews D/F that V852 was lost. The 713 D/F net was alerted and two bearings were furnished Washington Air Route Traffic Control. The alert was called off at 1939.

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Probably the closest "shave" happened on 9 October. WARTC advised that AF 6890 was lost and practically out of fuel. The first heading of 256 degrees was given at 2113. Three more steers were given and at 2117 GCA picked up the aircraft and brought it in for a landing at 2118. One engine cut out on final approach, the other stopped while the plane was on the runway.

Crypto Security Section:

The crypto center is probably one of the most important units of the squadron yet it is one that must remain in the background due to the nature of its work. Only two items worthy of the historical report happened during the last six months.

The first item was the departure of Captain James S. Barnwell for duty at Lowry AFB. Captain William F. Nesbit assumed the duties of Communications Security Officer.⁵

The other item of interest is the successful operation of the ASAX 2-1 and SSN-4 equipment between Kindley AFB, Bermuda and Andrews. The set up has proved very stable and full time operational use of the circuit is soon anticipated.

Control Tower Section:

As if the heavens were viewing our activities "flying saucers" dominated the scene during July. Visual reports from ground and airborne personnel were numerous. On the midnight watch of 20 July, T/Sgt Issa and Mr. Deboves and Banning saw what appeared to be two falling stars with an orange hue and a tail. At the same time Washington ATC radar and Andrews approach control radar observed

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targets on their scopes. Andrews approach control directed an aircraft to three blips in the vicinity of Andrews range. The blips moved away at a fast pace and disappeared upon approach of the aircraft.

A new SOP for the tower was drafted, approved placed in effect on 1 August 1952.

The new tower is one of the "show places" of Andrews AFB, and all operators are proud to work in such pleasant surroundings. There are, however one or two problems created by the physical location of the tower. During periods of restricted visibility, landing on runway 19 is not readily visible from the tower. Secondly, details in the vicinity of the flight line and base operations are not easily discernable.

Trouble was experienced with landline communications, particularly the 8001 line between the tower and VHF/DF, approach control, and GCA. Bulldozers, mowers, and rain were the causes of many of the headaches.

GCA Section:

This section has been hounded by bad luck in the form of constant outages. Typical examples are: The "B" channel variac being rewired in reverse to by pass a burned section of the winding in order that two channel operation may be maintained. Another was the lack of simple fuses, back ordered by supply.

The Navy Receiver located at Cheltenham caused GCA trouble on numerous occasions. The transmissions to aircraft on final approach on runway 1 were often unreadable. The final action in this case was a NOTAM stating that GCA was inoperative on this runway effective 6

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December 1952.

FPI approaches by GCA and approach control have been discontinued because there is no moving target indicator in the CPN-18 and inaccurate GCA search scopes.

The AN/CPN-4:

In August hopes began to rise when the 1st Installations and Maintenance team began work on the AN/CPN-4, serial number 40. Lack of communications equipment used in conjunction with the set caused considerable make-shift in preparation to demonstrating the unit. A test of the set was conducted on 10 and 11 September, and it appeared as though high ranking military and CAA personnel were quite pleased with the unit.

The same I & R team started work installing the AN/FPN-16 about 10 October 1952.

Supply:

The most important event in the supply section was the separating of the squadron supply account, giving the 1913-1 AACS Detachment the supplies pertinent to the flight aid equipment. Lt. Clinton B. Northcutt was made Detachment supply officer. Major Orloff W. Neek, the supply officer for the 2345th AACS Squadron, moved his share of the remaining supplies to a new location and carried on as usual.

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DETACHMENT HISTORIES

1909-2 AACS Detachment, Bolling AFB, Washington, D. C.

The installation in the control tower of long awaited equipment, an AN/FRC-19A control console was started in July by the 1st Installation and Maintenance team, commanded by WOJG Draper. This equipment was authorized under project 50-12/5 COMM. With the installing of this unit, the Bolling tower has been given the latest in this type of equipment. Work was completed October 14, 1952. Installation of new windows was let to civilian contractors; however, a strike by the employees delayed the finishing of this part of the rehabilitation.

During the interval before the glass contract was completed, heavy rains did some damage to offices below the tower. These same rains curtailed the use of the mobile control tower as it was found the unit was not water tight. The Anacostia Naval Air Station handled all traffic during these periods.

Upon completion of the control tower project a preliminary flight check was made of the communications facilities by the 1856th Flight Check Squadron. The tests proved that all was satisfactory. The tower was placed back into operation on 24 October 1952.

November brought two items of historical interest. First, the UNF EQUIPMENT, ORC/27, was installed. Second, Lieutenant George L. Carpenter was assigned the duty of Detachment Commander, when Captain Donald E. Johnson was alerted for overseas shipment.⁶

With the reorganization of the 1909th AACS Squadron, the 1909-2 AACS Detachment came under the command of the 1913 AACS Squadron.⁷

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The new title of the unit is the 1913-2 AACS Detachment.

1909-3 AACS Detachment, Building T-8, 3800 Newark Street, Washington D.C.

This detachment is made up of two operating sections. The first was located at 1712 G street, but during the first week of the new year it was moved to 14th and Constitution Avenue. The second unit was and still is located at building T-8, 3800 Newark Street. After the redesignation of the parent unit, these detachments were called "Operating Locations". The ultimate plan calls for these two sections to be absorbed by the 2044th AACS Squadron.

Captain Edward Clark relieved Lieutenant Charles A Debardeleben as Communications Security Officer on August 18, 1952.⁸

On September 9, 1952 there was a command inspection of all detachment cryptographic facilities by Captain Huff and T/Sgt Usery of the 1802d AACS Group. Majors Decker and Johnson also of the 1802d AACS Group conducted the semi-annual command inspection of the detachment on September 25.

Captain David B. Littlefield relieved Captain Robert J. Macauley as detachment commander on September 15.⁹ Captain Macauley was transferred to Kessler AFB, Mississippi.

On October 13, 1952, Captain Todd and T/Sgt Fisher and Kish of the USAF Security Service, Brooks AFB, Texas inspected all the cryptographic facilities at building T-8 and 1712 G Street.

One of the gayest times of the year occurred on October 24th. The occasion was the Detachment party, which was held at the Knights of Columbus Hall.

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1909-7 AACS Detachment, Langley AFB, Virginia.

On July 2, 1952 Captain Debert Q. Berryman reported to the detachment as Operations Officer. Captain Daniel G. Moore assumed the duties of Detachment Commander when he relieved Major Glen L. Sparran on July 13, 1953.

A satisfactory flight check was made on 26th of July of the UHF equipment. The GCA was marked as unsatisfactory. On the 30th of July a NOTAM was sent advising that GCA was placed on an inoperative status because of a sorely needed 3000 hour overhaul.

Lieutenant Charles E. Smith, a recent returnee from Air Traffic Control school, started to conduct ATC classes six hours a day, five days a week for six weeks. The end result being CAA certification. In August two airmen received senior CAA control tower licenses, four received junior ratings, and five were awarded basic certificates.

It was estimated that Langley approach control would be operational about 15 September 1952; however, Washington ATC has asked for revision to the basic letter. This matter was still pending when the detachment was made the headquarters of the 1913th AACS Squadron.¹⁰

During the early part of September the GCA unit was again placed back into operation. The unit was certainly "dollopedup". The trailer and power units were painted a yellow and white check as required by regulation. The office, stand-by alert quarters, and maintenance shop were moved to a hanger annex. This was a move that raised morale considerably as the old quarters were substandard.

On September 24, 1952 the D/F was credited with an aircraft save. A safe landing was accomplished due to D/F alertness.

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A satisfactory flight check was completed on all facilities October 22.

In addition to the three (3) mentioned detachments at Bolling AFB, downtown Washington, and Langley AFB, the 1909th AACS Squadron had three (3) others. They were the 1909-4 AACS Detachment, McGuire AFB, 1909-5 AACS Detachment, Phillips Field, and the 1909-6 AACS Detachment, Dover AFB. These three outlying stations were lost on 1 September 1952,¹¹ when Phase III of the reorganizing of the 1800th AACS Wing was accomplished. The gaining organization was the 1912th AACS Squadron located at Olmsted AFB.¹²

1909-4 AACS Detachment, McGuire AFB.

7 July 1952 was the day that the installation of an air conditioning unit in the GCA van was completed; however, by the end of the month a UR had to be submitted because of the continual malfunctioning of the unit.

The URD-2 equipment was given a satisfactory rating by a flight check aircraft on 24 July 1952. The overall average for all bearings was plus or minus three degrees.

1909-5 AACS Detachment, Phillips Field.

This detachment has had very good success in having the assigned airmen qualify for CAA ratings as Airport Traffic Controllers. In July one senior and two junior ratings were awarded. This increases the total to five certifications in two months. Remaining personnel are scheduled for re-examination.

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The formal acceptance of the detachment by the base, Aberdeen Proving Grounds, was made during the month of August.

1909-6 AACB Detachment, Dover AFB.

On July 23, 1952 Captain William W. Graham was assigned as Detachment Commander.

In conjunction with the proposed build up of this base, the detachment has begun to remove and refurnish its facilities. The first item on the agenda was moving the control tower to the new structure atop Fire Station #3. The control panels have been built and installed, and all necessary power cables have been laid. It was estimated that all the work would be completed in about two weeks.

The radio range, doing temporary duty as a non-directional beacon, was reconverted to a range on July 14, 1952. It was flight checked on this same day, but the results were unsatisfactory due to interference from the Mt. Vernon beacon in the west to south quadrant. Action was initiated to change the frequency of the beacon. The control tower, URB-2, VHF/DW, and the "Z" marker flight checked satisfactory.

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ANNEX "J"

DOMESTIC EMERGENCY CONTROL PLAN

HEADQUARTERS 1909TH AACCS SQUADRON

ANDREWS AIR FORCE BASE

WASHINGTON 25, D. C.

1951

Read and Initial:

T/SGT. SELLMAN	<i>JWA</i>
S/SGT. STULTS	<i>Stults</i>
CPL. BRADFORD	<i>RFB</i>

RETURN TO SGT. MAJOR!

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1. AUTHORITY: This plan is published in accordance with the provisions of the Base Domestic Emergency Plan for Andrews Air Force Base, Washington 25, D. C., dated 1951.

2. PURPOSE: To establish a system for the emergency protection of government property and personnel of the 1909th AACS Squadron, and/or government property on Andrews Air Force Base and in the surrounding area. To further provide for the defense and protection against civil and military disorder, and disaster relief so as to minimize or end the Domestic Emergency.

3. GENERAL INFORMATION:

a. Domestic emergency activities involving the USAF are classified into four (4) distinct types. These are referred to as Operations "A", "B", "C", and "D".

- (1) Operations "A" - Emergency operations wholly within the limits of an Air Force installation.
- (2) Operations "B" - Emergency operations, outside the limits of an Air Force installation, involving assistance to the Army and/or Navy.
- (3) Operations "C" - Emergency operations, outside the limits of an Air Force installation, involving immediate independent action by units of the USAF.
- (4) Operations "D" - Emergency operations at national defense facilities of predominant interest to the Air Force, involving independent action by units of the USAF.

b. The protection of life, property, and the maintenance of law and order within the territorial jurisdiction of any state is primarily the responsibility of the state and local authorities. Intervention with Federal Troops will take place only after state and local authorities have utilized all their own forces and are unable to control the situation, or when the state or local authorities will not take appropriate action, and under such other situations as outlined in AR 500-50.

c. White Domestic Emergency Plan or Emergency Plan White is the title most frequently used by Army commands and installations in plans for domestic emergencies and disaster relief.

d. The term "domestic emergency" used in this plan, will include and pertain to the two (2) general types as defined:

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- (1) The term "disaster" pertains to the loss or endangering of life and property, either government or civil, by war, pestilence, famine, fire, floods, explosions, and other major calamities.
- (2) The term "disturbance" pertains to the loss or endangering of life and property, either government or civil, by local demonstrations, labor actions, racial friction, mutiny, and other civil or military disorders.

4. PROCEDURES FOR DOMESTIC EMERGENCY:

a. The Squadron Commander's office shall be designated as the Squadron Command Post.

b. The Squadron Commander, and such Officer as designated by the Commanding Officer to be the Squadron Domestic Emergency Control Officer, (abbr. SDECO) will be contacted at the Squadron Command Post during a Domestic Emergency.

c. Procedure For Notification During Normal Duty Hours:

- (1) The Base Domestic Emergency Control Officer will notify the Squadron Adjutant by telephone or runner of a Domestic Emergency. The Squadron Adjutant will, in turn, be responsible for notifying the following persons:
 - (a) Commanding Officer 4183/81183
 - (b) Squadron Domestic Emergency Control Officer 4181/81196
 - (c) Deputy for Operations, Comm Systems 82283
 - (d) Deputy for Operations, Flight Facilities 4183/81183
 - (e) Troop Commander or First Sergeant 82133
 - (f) Personnel Officer 2118
 - (g) Supply Officer 5143
 - (h) CQ, 1909th AACs Squadron, Suitland Hall 4291

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In the absence of the Adjutant, the Sergeant Major will be responsible. Any personnel available to the Adjutant at the time, will be utilized to assist in notifying the above listed personnel. In the event any of the persons to be notified are not available, a substitute officer or airman shall be appointed. Each officer and/or airman thus notified will alert the personnel within the respective sections. The Deputy for Operations Flight Facilities, will utilize the OIC of Andrews Approach Control to assist him in notifying all facilities within his section or operations. (Direct inter-comm lines in AAPC).

- (2) All officers and airmen on duty, and at their place of duty, when notified of a Domestic Emergency, will remain on duty at their positions unless otherwise directed. Officers and airman who are temporarily absent from their place and/or position of duty will report immediately to duty.
- (3) All airmen who are not technically on duty at time of Domestic Emergency will report to their respective Orderly Room (Squadron Area Orderly Room and Squadron Orderly Room at Suitland Hall). All officers in this category will report to the Squadron Command Post.

d. Procedure For Notification During Off Duty Hours:

- (1) The Base Domestic Emergency Control Officer will notify the Shift OIC of Andrews Approach Control by telephone or runner of a Domestic Emergency. The OIC of AAPC will be responsible for notifying one (1) of the following officers in the order listed:
 - (a) Commanding Officer 3161
 - (b) Squadron Domestic Emergency Control Officer JO-8-2005
 - (c) Deputy for Operations, Comm Systems 3215
 - (d) Deputy for Operations, Flight Facilities JO-8-8750
 - (e) Squadron Cryptographic Off. 4278
 - (f) Troop Commander 6122

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The first officer contacted from the above list shall then assume responsibility for notifying the Commanding Officer and the SDECO. The Squadron Commander or the SDECO will then initiate the Emergency Control Plan and notify all persons concerned. Meanwhile, the Shift OIC of AAPC will notify all facilities of the Domestic Emergency to include all Comm Systems facilities.

- (2) Upon hearing of a Domestic Emergency, or being notified thereof, Officers In Charge of sections will proceed to same. Officers In Charge of facilities will proceed to the Squadron Gun Room, located in the Squadron Headquarters, Building 4-1. All other officers will proceed to the Squadron Command Post unless otherwise directed. Airman will proceed to their respective Orderly Room (Squadron Area Orderly Room or the Squadron Orderly Room at Suitland Hall).
- (3) Personnel on duty during other than normal duty hours (shift workers) will remain on duty at their positions unless otherwise directed.
- (4) Civilian personnel will not be required to report for duty until they are normally scheduled for duty. However, all Field Engineers will be notified of a Domestic Emergency, and will be required to report to the Squadron Command Post as soon as possible. The Squadron Commander or the Squadron Domestic Emergency Control Officer will determine their utilization.

e. Physical Action: After personnel have reported to, or assembled at their respective places, the Squadron Commander and/or the SDECO will then initiate action to accomplish, or delegate the authority to accomplish the following:

- (1) Organize security teams within facilities or sections and distribute arms and ammunition to same, coordinate with the Staff, and/or sections and facility heads the strength of each team, taking into consideration personnel available, importance of and number of facilities to be manned.
- (2) Arms and ammunition will be distributed from the GUN ROOM. The key to the GUN ROOM is under the control of the SDECO and the Squadron Supply Officer. One (1) key to this room will

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be kept in the safe in the Squadron Adjutant's Office at all times. Distribution list is posted in the Gun Room for a guide. There are fifteen (15) pistols, auto, cal. 45 and forty-five (45) carbine, cal. 30 stored in the Gun Room. Pistols will be issued to officer personnel and the carbines will be issued to airmen personnel. These firearms will be cleaned periodically in accordance with existing regulations and will be kept ready for immediate use. No less than thirty (30) rounds of ammunitions per firearm will be kept on hand in the Gun Room at all times.

(3) Order of importance of facilities is as follows:

- (a) Communications Center
- (b) RTTY Receiver Site
- (c) RTTY Transmitter Site
- (d) VHF Transmitter Site
- (e) Control Tower
- (f) Ground Control Approach
- (g) Andrews Approach Control
- (h) Andrews Airways/Direction Finding
- (i) Racon (CPN-6)

(4) Organize courier teams and setup dispatching system for all vehicles assigned to the Squadron. Vehicles assigned to the Squadron are as follows:

- | | |
|------------------|----------------------|
| (a) 1½ ton truck | Supply Section |
| (b) 1½ ton truck | "I" and "M" |
| (c) ¼ ton pickup | GCA |
| (d) ¼ ton pickup | Receiver Site |
| (e) ¼ ton pickup | Power Maintenance |
| (f) ¼ ton pickup | VHF Maintenance |
| (g) ¼ ton pickup | Squadron Runner |
| (h) Carryall | Shift Change Vehicle |

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During the time of an Domestic Emergency, these vehicles will be controlled and dispatched from the Squadron Command Post.

- (5) Coordinate action with the Base Domestic Emergency Control Officer, and advise him of any squadron personnel available for his use.
- (6) Organize roving and standby security teams, armed, and ready to assist or replace security teams at any facility or location.
- (7) Coordinate with Base Domestic Emergency Control Officer on facilities and equipment available for his use in establishing on and off base communications.
- (8) Base Domestic Emergency Control Plan states that minimum operations will be required during duty hours by all units, if possible, in the event of a Domestic Emergency. However, this does not apply to the facilities of the 1909th AACS Squadron. Office work may be held to a minimum and the personnel used as required.
- (9) The teletype drop connecting the Wing Adjutant's Office with the Communications Center normally operates from 0800 to 1700 Monday thru Friday. This circuit will be kept in operation at all times during an emergency.
- (10) The 1909th AACS Squadron is responsible for all areas marked in yellow on the Base Layout Drawing, which is attached to the back of this plan.

f. Cancelling of Domestic Emergency:

- (1) All Clear. Personnel concerned will be notified by telephone or runner when the Domestic Emergency is over.

g. Security: (See Annex "E" of Base Domestic Emergency Plan, page 7 of this plan.)

h. Command: Immediate command of all troops within the squadron will be exercised by the Squadron Commander or the Squadron Domestic Emergency Control Officer, through the Staff Officers and others as authorized. The Commanding Officer or the Domestic Emergency Control Officer of Andrews Air Force Base will exercise command of all troops through the Squadron Commander or Squadron Domestic Emergency Control Officer.

George R. Charlton
 GEORGE R CHARLTON
 Lt Colonel, USAF
 Commanding

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ANNEX "E"

SECURITY

Safe removal or emergency destruction of classified documents or material.

Purpose Par 1
 Responsibility..... Par 2
 Procedure..... Par 3

1. PURPOSE: To prescribe procedure for the safe removal or emergency destruction of classified documents and material, both registered and non-registered.

2. RESPONSIBILITY:

a. Emergency security action will be executed upon order of the base commander or his duly appointed Domestic Emergency Control Officer.

b. Action will be performed by the custodian thereof or by an officer designated by the commander responsible for their custody.

3. PROCEDURE:

a. When time permits and the situation warrants, classified matter will be removed to a location of safe keeping.

b. When emergency destruction of top secret, secret and all registered documents (except cryptographic) is directed by authority mentioned in paragraph 2a, such documents will be burned by persons authorized in paragraph 2b. When time permits and the situation warrants, the documents will be burned in the presence of a witnessing officer. A certificate indicating date of destruction and identifying the documents will be executed and signed by both the destroying officer and witnessing officer, and forwarded to the officer authorizing or directing the destruction. Copies of certificates of destruction will be retained by the headquarters or office having custodial responsibility for the documents. If the headquarters has only one officer, the report will so state.

c. When emergency destruction of confidential and restricted non-registered documents is authorized or directed by authority set forth in paragraph 2a, confidential non-registered documents will be burned by persons authorized in paragraph 2b. Certificates of destruction and witnessing officer are not required unless so directed by the authority directing the destruction. Non-registered restricted documents will be destroyed in any manner which will prevent unauthorized access to the information contained therein.

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d. When competent authority directs the emergency destruction of a classified article of material or a component thereof, and time permits and the situation warrants, the following procedure will apply:

- (1) The custodian thereof will remove all components of a classified nature and destroy them by burning or by mutilation in the presence of a disinterested officer. The balance of the material will be held for future processing in accordance with existing regulations for the disposition of serviceable property or for salvage.
- (2) If the above is not practicable, the custodian will destroy the entire article of material by burning or by mutilation in the presence of a disinterested officer.
- (3) In either case, a certificate of destruction as mentioned in paragraph 3b will be executed and will be signed by both the custodian and the witnessing officer before submission to the officer directing the destruction. If the headquarters has only one officer, the report will so state.

e. When compromise or seizure of classified documents or material, both registered and non-registered (except cryptographic), is eminent and competent authority orders emergency destruction, the documents or material will be destroyed at once by burning or the most expeditious method available consistent with proper degree of safety for life and property. Extreme care will be employed to insure that no legible scraps or recognizable parts remain. A certificate of destruction will be executed by the destroying officer within a reasonable time which identifies as closely as possible the destroyed documents and/or material.

f. Special measures for emergency destruction of cryptographic materials are as follows:

- (1) RESPONSIBILITY FOR DESTRUCTION: It shall be the direct responsibility of any person charged by proper authority with the transportation, storage, or supervision of classified communication material to keep such material out of the hands of the enemy or other unauthorized persons. The extent to which safeguards are established, and the measure to be adopted to facilitate destruction of classified communication material in order that such material

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will not come into possession of the enemy, will be the responsibility of the commanding officer. It will depend upon the circumstances, i.e., proximity to the enemy, and the judgment of the persons charged with or responsible for the safeguarding of such materials as to its relative liability to capture or loss. The specific steps taken to insure effective destruction of this material under emergency conditions will depend in each instance upon the likelihood of capture or loss. In all cases, however, personnel charged with or responsible for the destruction of such material will be constantly alerted to the necessity for vigilance in this respect.

- (2) PRIORITY OF DESTRUCTION: In general, emergency destruction should be carried out in the following order:
- (a) Attention should be concentrated on TOP SECRET, SECRET and Registered Communication documents. When destruction of such items is assured, remaining classified documents will be destroyed in order of decreasing importance. Destruction of all copies of one document is more important than destruction of portions of several documents.
 - (b) TOP SECRET, SECRET, and CONFIDENTIAL communication equipment will be destroyed beyond recognition. This destruction may be limited to those portions of such equipment which show TOP SECRET, SECRET or CONFIDENTIAL principles or design. Other components will be destroyed to an extent that would prevent future use or reclamation. RESTRICTED communication equipment will be destroyed beyond possibility of repair or reclamation of parts.
 - (c) In all cases, the destruction of communication documents or devices not yet in force (future or reserve on board orders), in order of their relative security classification, is considered of greatest importance. They shall be destroyed ahead of effective documents and devices of comparable classification.

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- (d) The following is the priority of destruction of classified communication material:
1. TOP SECRET communication material.
 2. General purpose crypto systems, recognition key lists and memoranda.
 3. Secret.
 4. Special purpose operational systems, such as contact codes and ciphers, and authenticator systems.
 5. Call sign ciphers and key lists.
 6. Other classified communication material.
- (e) Classified communication material which is of highest priority on the destruction list should be marked in a clearly distinctive manner to insure expeditious destruction. This should be done locally in pursuance of the destruction plan.
- (3) When time does not permit communication with the commanding officer, every individual concerned must act of his own initiative. The importance of beginning the destruction plan sufficiently early cannot be over-emphasized. The consequences of the destruction of any item are of small importance when compared with the consequences of its possible capture.
 - (4) Accurate information concerning extent of emergency destruction is considered as second in importance only to the destruction of the material itself and shall be reported to higher authority as soon as practicable. Such reports will indicate clearly the extent of destruction for items not completely destroyed.
 - (5) Destruction by burning is preferred to any other type. Tests indicate destruction of radio equipment by burning is more complete than destruction by explosives.

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- (6) Suggested methods for destruction are the use of inflammable liquids and compounds, thermite bombs and other incendiaries.
- (a) Suitable destruction unit consists of five gallon can of kerosene or gasoline, two braziers, two small pieces of wire netting and two metal rods or pipe. A sufficient number of units should be supplied to accomplish destruction of all classified communication material within a reasonable time. These units should be kept near the storage place of the classified communication material.
- (b) Following procedure for destruction by fire should be carried out when required: Tear covers off books. Tear pages as much as possible. Soak papers with kerosene or gasoline as they are placed in brazier. Place wire netting over top to prevent paper blowing away during burning. Ignite. Stir when nearly burned to insure that all papers are separated. Papers pressed together do not burn completely even in a big fire.
- (c) For manual destruction, use axe or sledge hammer or suitable substitute on wooden and metal communication devices and equipment, shearing and tearing off knobs, dials or wires, smashing panels and otherwise wrecking the material beyond possibility of repair. Place wrecked items in a pile and soak with kerosene or gasoline, then burn. If time permits, bury burnt remains of TOP SECRET, SECRET and CONFIDENTIAL communication equipment in secluded spot or bed of stream. Attention is invited to the fact that many types of communication devices carry special destruction instructions.

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