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Billie H. Hix
BILLIE H. HIX
Chief, Technical Systems Branch
The Albert F. Simpson Historical
Research Center

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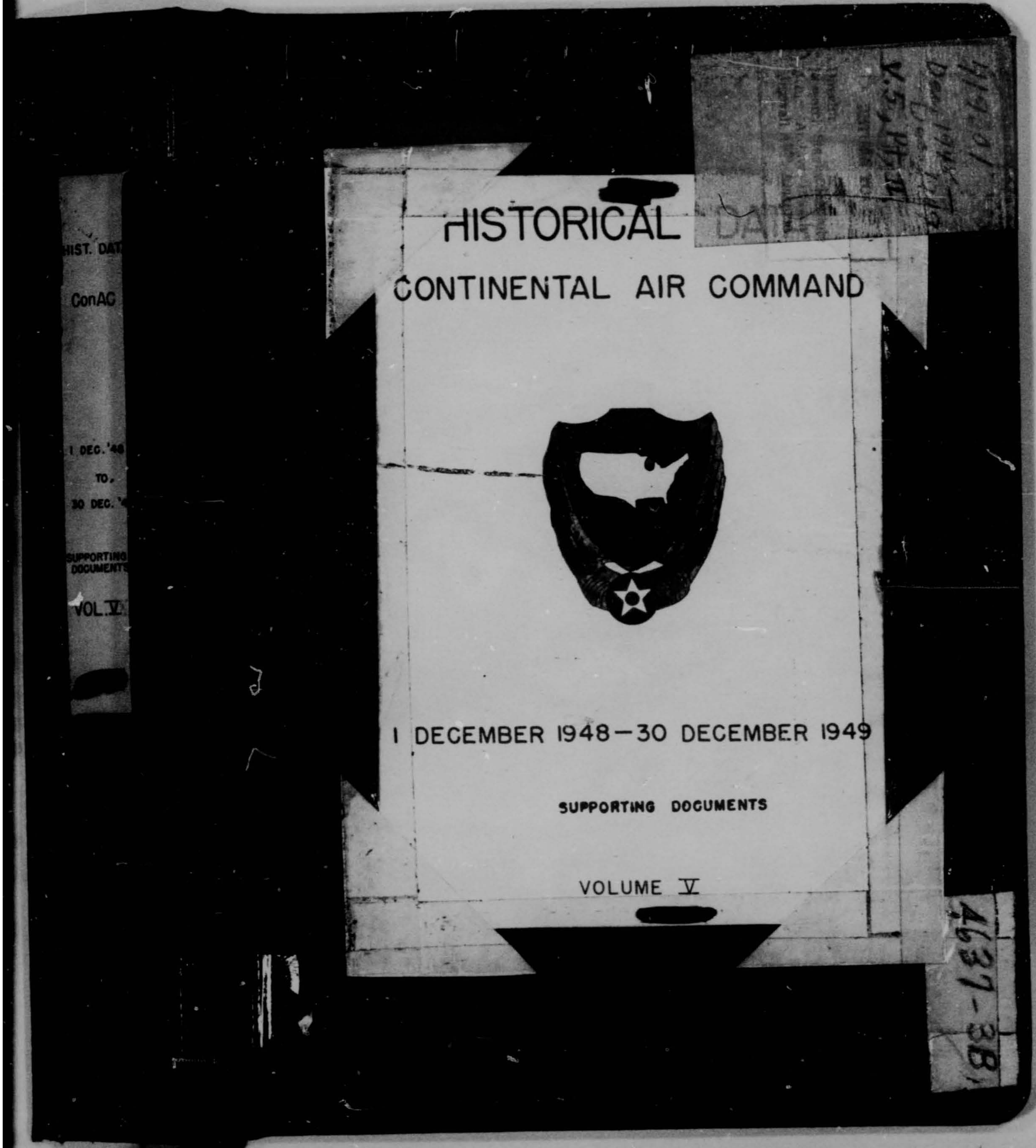

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HISTORICAL DATA

CONTINENTAL AIR COMMAND

1 DECEMBER 1948—30 DECEMBER 1949

SUPPORTING DOCUMENTS

VOLUME V

[redacted]

K401
Dec 1948 - Dec 1949
V.5, Pt II

HIST. DAT
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1 DEC.'48
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SUPPORTING
DOCUMENTS
VOL.V

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HISTORICAL DATA

CONTINENTAL AIR COMMAND

1 DECEMBER 1948—30 DECEMBER 1949

VOLUME V

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V. II, Part 2
1 DEC 1948 –
30 DEC 1949

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Part 2

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HISTORY
OF THE
CONTINENTAL AIR COMMAND

1 December 1948 - 31 December 1949

SECTION FIVE: SUPPLY, MAINTENANCE and MATERIEL

Supporting Documents Numbers 51 - 143

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MESSAGEFORM

11 Jan 48

From: HQ, AMC, WRIGHT-PATTERSON AFB, DAYTON, OHIO

To: CG Continental Air Command
Mitchel AF Base
Mitchel Field, New York

- -

MCRMXT2-1-1 Cold weather operation of F-80 aircraft which do not, have fuel system low pressure filter alcohol de-icing system installed.

A. Past experience discloses that operational difficulties and possible "Flame-Outs" may be encountered during cold weather operation from ice crystals forming on the low pressure fuel filter. This condition is seriously aggravated when the proper procedures are not used in transporting storing and servicing JP-1 fuel into F-80 aircraft. Based on past operational experience, if proper precautions including compliance with T.O. 19-25C-31 dated 4 November 1948, are taken to assure that JP-1 Fuel is serviced into the aircraft free of water, and contamination, the following procedures should be used to assure safety of flight at ambient temperatures below 32° F.

1. Service aircraft from F-2A fuel servicing units in compliance with T.O. 39-250-31 dated 4 November 1948.

2. Heat fuel servicing unit in a warm building to raise the temperature of the fuel to 40° F. or above.

EDWARD G. KIEHLE, Col., USAF
Chief, Maintenance Tech Sec
Maintenance Division

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M E S S A G E F O R M

MCRMXT2-1-1 Continued

3. Drain water from segregator immediately prior to servicing aircraft.

4. Drain sample of fuel and check visually for cloudy or milky appearance which denotes water in the fuel. If this condition is found to exist the fuel should be heated further and allowed to sit a sufficientlength of time for the entrained water to settle out and be drained from the segregator

5. Service the airplane fuel tanks in the following order: Fuselage Tank, Wing Tanks, External Fuel Tanks. This is due to more rapid cooling rate of external and wing tanks, also greater length of time will be available for entrained water to settle our of fuseflage tank.

6. If the outside ambient air temperature is above 0° F., aircraft should be serviced not earlier than two hours prior to flight. If temperature is between 0° and minus 20° F., aircraft should be serviced within one hour prior to flight. If temperature is between minus 20 and minus 40° F., aircraft should be serviced not earlier than 30 minutes prior to flight.

7. Drain all airplanes sumps immediately prior to starting engines for take-off.

B. The following procedures should be adhered to if aircraft having partially or completely full fuel tanks have been subjected to temperatures below 32° F.:

1. Service all fuel tanks to be used to their intended level.

2. Preheat aircraft in a warm hangar until the fuel is at a temperature of 40° F. or higher

3. All sumps should be drained prior to removal of the aircraft from the hangar and again immediately prior to starting the engine for take-off. If at any time tanks fail to drain, the aircraft should be preheated further to remove ice in the sumps.

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MESSAGEFORM

MCMIXT2-1-1 Continued

4. After the sump is drained, a sample of the fuel should be drained and checked visually for cloudy or milky appearance. If this condition is found to exist, the aircraft should be heated further and allowed to sit a sufficient length of time for the entrained water to settle out and be drained from the sump.

5. To avoid cooling of the fuel to a temperature where icing is possible, the aircraft should take off not later than two hours after removal from hangar if the ambient temperature is above 6° F. If the temperature is between 0° and minus 20° F., the airplane should take off not later than one hour after removal from hangar. If the temperatures between minus 20° and minus 40° F., the aircraft should take off not later than 30 minutes after removal from hangar. If the temperature is below minus 40° F., the aircraft should not, repeat should not, be flown due to the extremely rapid cooling rate of fuel at these ambient air temperatures.

6. Immediately after each flight, check the low pressure filter for presence of ice, and if found, take corrective action as outlinged above. If any amount of contamination in the form of metal particles, lint, or other foreign substances are found on the low pressure filter, clean the filter thoroughly in warm JP-1 fuel using a soft brush.

This command recommends that all maintenance, servicing, and pilot personnel be thoroughtly indoctrinated on the dangers of fuel system icing when using water-contaminated fuel in the absence of the alcohol de-icing system.

The above instructions constitute the only known safe operation under these conditions.

All possible action is being takn to expedite delivery of the alcohol de-icing kits to service activities.

Request all commands notify subordinate activities accordingly. AMA's will advise AMC stations within their geographical areas.

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ACTION TAKEN ON DEFICIENCIES AFFECTING OPERATIONAL SUITABILITY AND DEPLOYMENT OF JET AIRCRAFT

EIGHTH INTERIM REPORT

31 March 1949

Headquarters
AIR MATERIEL COMMAND
OFFICE, DEPUTY TO THE COMMANDING GENERAL
FOR OPERATIONS

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NOTE

The following information is submitted with reference to the note appearing in the forward section of the Seventh Interim Report:

1. A full report of the Eglin Air Force Base tactical evaluation has not been received. However, a maintenance report has been received, and the F-84D is considered comparable to the F-80C in so far as maintenance is concerned. Maintenance changes recommended as a result of the tactical evaluation are minor in nature and will be given full consideration in future models. The status of the A-1B sight for the F-84 is reported on in Section IV of this report.

2. The F-84 Project Officer's visit to the various activities with an F-84D airplane was completed when the airplane was delivered to the 78th Fighter Group on 28 February 1949. A general impression was obtained that the changes incorporated in the F-84D airplane were beneficial, and the F-84D airplane would be more easily accessible for maintenance than any other models. Many comments were obtained from the various activities, and consideration of these comments will be given for incorporation in future models. Specific comments with regard to the engine air duct installation is made in Section II of this report.

3. The operating conditions, as outlined in the Seventh Interim Report, for tactical evaluation airplanes will be released for service F-84D airplanes. In addition, when tip tank fins and 15° sway braces have been installed, the F-84D airplanes will be released for full 7.33 G load factors with full tip tanks.

4. In future interim reports the F-84 forward note will be deleted, and the entire F-84 report contained in Section II.

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Section I

Difficulties Reported by Commands on F-80 Airplanes and Progress to Date on Action Taken to Correct These Deficiencies

Difficulty: Bomb components, fin assemblies, etc., have not been developed to date for 100 pound and 250 pound general purpose bombs.

Action Taken: The 100 pound and 250 pound general purpose bombs with redesigned fins have been tested at Eglin Air Force Base and have been standardized. This item will not be included in future reports.

Difficulty: Partial flame-out of the F-33A-23 engine combustion chambers during idle descent on the F-80C airplanes. Because of poor atomization properties of the fuel nozzles at low fuel flows, as many as 8 out of 14 of the combustion chambers have flamed out as indicated by tailpipe thermocouples immediately downstream of each respective combustion chamber. This has resulted in idle speeds as low as 2300 RPM and subsequent tailcone rubbing.

Action Taken: It is mandatory that the low fuel flow atomization properties of the fuel nozzles be improved. Air Materiel Command has currently on test at Muroc AF Base a "low pressure" fuel system consisting of Duplex fuel nozzles (Detroit Diesel Division, G.M.C.) and accompanied with special settings of the primary and emergency controls. These nozzles reduce maximum fuel pump discharge pressure to approximately 210 PSI in lieu of the existent pressure of 600 PSI. Further, the low flow atomization properties have been improved insofar as AMC tests are concerned. Conferences with Lockheed and Allison personnel to date have resulted in the following program:

a. Cease further testing with AN-F-32 fuel by Lockheed.

b. Repeat idle descent evaluation using AN-F-58 fuel and conventional J-33A-23 fuel system. 15,000 gallons of AN-F-58 fuel will be made available to AMC from supplies at Muroc AF Base.

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c. Install the Allison "low pressure" fuel system and repeat tests using AN-F-58 fuel.

d. Using the "low pressure" fuel system, continue tests to determine idle performance with AN-F-32 fuel. This phase of the program may be deleted depending upon the availability of AN-F-58 fuel at time of completion of Item c.

e. Continue flight test at Muroc AF Base on F-80C No. 175 using Allison "low pressure" fuel system and AN-F-58 fuel.

f. If the idle performance is improved as expected, a complete retrofit program on F-80C airplanes with the Allison "low pressure" fuel system will be accomplished, and operation on AN-F-58 fuel will be recommended.

__Difficulty:__ Rubbing of turbine buckets on exhaust cones of J-33A-23 engines in F-80C and TF-80C airplanes.

__Action Taken:__ There are a number of possible contributing factors to this difficulty; namely, the design of the exhaust cone, the effect of cold weather starts, and the effect of partial flame-out during idle descent. Tests are being conducted at Lockheed in conjunction with the Allison company and AMC to determine the influence of each of the above factors and possible corrective actions. Allison has redesigned the exhaust cone and is forwarding six redesigned cones to the Alaskan Air Command for service test. Modification kits are being prepared for retroactive installation of a re-vented starting control on J-33A-23 engines, which should improve starting characteristics. A test is being conducted by the Air Material Command to determine other modifications to controls and fuel pumps necessary to improve further the engine starting characteristics in cold weather. The problem of flame-out on idle descent is considered separately.

__Difficulty:__ Failures of turbine buckets in J-33A-23 engines on F-80 airplanes.

__Action Taken:__ The engine manufacturer has designed and model-tested a thicker turbine bucket which is expected to have better endurance characteristics. This bucket is now in production. The method of pinning buckets is also being changed to provide a looser fit of the pin in the bucket. The loose fit will help to change the vibration characteristics of the buckets in such a way that critical frequencies will not be encountered.

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Section II

Difficulties Reported by Commands on F-84 Airplane and Progress to Date on Action Taken to Correct These Difficulties

Difficulty: Engine change requires excessive time and is exceedingly difficult to accomplish.

Action Taken: Eglin AF Base has stated the maintenance of the F-84D is comparable to the F-80C. Since several known engine changes were made during the tactical evaluation, it is concluded that the above statement also applies to engine change time. The new engine air duct was favored by each activity visited with the F-84D airplane. Numerous changes have been made to decrease engine change time in addition to the new engine air duct.

a. Move fuel vent lines to forward section deleting requirement for disconnects when removing the aft section. (Effective F-84D-10-RE and subsequent.)

b. Move the pitot head to the air intake island deleting requirement for disconnects when removing the aft section. (Effective F-84D-1-RE and subsequent.)

c. Installation of accessible wiring quick disconnects when removing aft section. (Effective F-84D-1-RE and subsequent.)

d. Engine overboard drain has been made integral with engine deleting requirement for disconnects when removing the aft section. (Effective F-84D-1-RE and subsequent.)

e. Engine guide rails installed. (Effective F-84D-5-RE and subsequent.)

f. The F-84E airplane will have further improvements such as fuel and oil quick disconnects and more accessibility to necessary disconnects. This item will not appear in future reports.

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Difficulty: The F-84 airplane is restricted from carrying bombs larger than 250 pounds as a strong nose-down characteristic is encountered after 500 or 1,000 pound bombs are released. This is a result of the trim required as a nose-up attitude exists with bombs installed.

Action Taken: The bomb pylon installation has given the airplane satisfactory bomb-carrying and dropping characteristics as reported by both Eglin AF Base and Air Materiel Command during the tactical evaluation and accelerated service tests. The pylon installation will be effective on the F-84D-10-RE and subsequent. The installation will be accomplished during modification of the F-84B's and C's. It will be necessary to buy kits for field modification of the F-84D-1 and F-84D-5 airplanes. This item will not be included in future reports.

Difficulty: The starter generator requires inspection of the brushes every 25 hours of operation. Removal of the engine is necessary to accomplish the inspection.

Action Taken: The Stackpole brush No. 417BF8 has been accepted as satisfactory by AMC and General Electric Company. Production starter generators will have this brush incorporated approximately 1 April 1949. In addition, a sufficient quantity of the approved brushes will be procured to retrofit service starter generators, and to supply spares.

The production rate, starting 1 April 49, will be 2000 pairs of brushes per week. It has been ascertained that this rate will meet both production and service replacement demands. Shipment will be made on a daily basis until an adequate flow of brushes has been established. This item will not be included in future reports.

Difficulty: Excessive exhaust gas temperatures at altitude on J-35A-13 engines installed in F-84D airplanes.

Action Taken: The cause of this difficulty has not been determined. It has been learned that there have been minor discrepancies in the method of adjusting exhaust gas temperature with jet nozzle inserts, but this is not considered to be responsible for the large increases in temperature which have been encountered at altitudes above 30,000 feet. Investigation is being made of the effect of compressor air bleed for cabin pressurization and of the flow characteristics of the airplane inlet duct. The engine manufacturer is conducting an investigation in which components will be interchanged between a "hot" engine and a "cool" engine in an effort to isolate the cause of the difficulty.

Section III

Difficulties Reported on F-86A Airplanes and Progress to Date on Action Taken to Correct the Deficiencies

Difficulty: North American Aviation has experienced some difficulty in properly executing flight maneuvers to the design limit load factor of 7.33 G required for structural integrity demonstration. Because of the override effect of aileron up-float on elevator control, the application of excess load factors to the airplane seems to have resulted from the simultaneous occurrence of

a. Abrupt motion of the control stick

b. Up-float of the ailerons at high load factors

c. High pitching velocity of the airplane.

Action Taken: Contractor is still investigating this difficulty. Additional information reveals that the aileron up-float tendency contributes the most important factor toward the overshooting condition. Approximately .75 G's per degree of aileron up-float results at .85 Mach number at 10,000 feet altitude. Up-float observed on current airplanes varies between 6 and 10 degrees. Contractor has tried the use of overbalanced aileron boost cylinders which has cut down the up-float 50%. The overshooting tendency still remains, however, and the use of hydraulic snubbers will be investigated. An additional airplane has been allocated for bailment to North American Aviation to expedite the tests. The results of these tests will be the subject of future reports.

Difficulty: Difficulty has been encountered in determining the correct and best aerodynamic configuration of the external drop tanks on the F-86A airplanes. Variations in shapes and methods of supports had to be flight-tested in an extensive program recently completed. It was considered mandatory to have drop tanks which were capable of being carried in the Mach number area of approximately .9 in order that airplane capabilities would not suffer because of the tank installation.

Action Taken: Under-the-wing type drop tanks will be delivered with the 40th airplane as previously reported. An investigation is currently being made by the contractor to consider the possibility of using a belly tank on this airplane at a later date. This is being investigated because of the reported loss in maximum high speed of approximately 100 mph and approximately 3400 ft in altitude because of drag as determined by flight testing of the present tank. Although the tank as now installed is superior to any previously designed or in use as regards its aerodynamic capabilities, it still cannot be used on the airplane without the sacrifice of speed and altitude performance noted before.

The location and size of the belly type tank interferes with the wheel wells, necessitating shifting a portion of the tank during retraction of the wheels. The manufacturing technicalities may however be prohibitive. The advantages and disadvantages of this type tank will be the subject of future interim reports after additional investigations have been made.

In addition to the investigation of the belly tank installation the Contractor is developing another under-wing tank which should be much less critical than the present tank. This new tank would be smaller in size but provide the same range as the present tank because of the decreased drag. Since the tank would be smaller, a greater clearance from the wing would be possible. This clearance has proved to be the critical factor in the present tank installation.

Difficulty: Reports have been received from Muroc and Eglin Air Force Bases indicating canopy frosting has been encountered above 36,000 feet. The front windshield and side panels have remained clear but the canopy itself from the pilot's shoulders aft has been frosted.

Action Taken: This is currently being investigated and it is believed that this condition may be aggravated by the canopy seal problem outlined in a preceding interim report concerning cockpit seal. Contractor is also considering the possibility of having a venting tube encircling the entire aft section of the cockpit enclosure, if this is found necessary.

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A system similar to this is currently being used by North American Aviation on a Navy bomber.

In addition to the contractor's program to eliminate this condition, action is being taken to have AMC investigate the possibility of utilizing a moisture absorbent cannister for the pilot's mask exhaust.

Difficulty: Comments indicate that the steering mechanism is too sensitive, requiring the pilot to be constantly on the alert to keep from inadvertently over-controlling while taxiing.

Action Taken: North American Aviation has instigated rework to this system which should make it better from an operational standpoint. Tests of the reworked system are still in process.

Difficulty: The throttle action is poor in that only small changes in RPM are obtained for almost full travel of the throttle and almost all the RPM is accomplished in the last 25% of the throttle quadrant.

Action Taken: The F-4 fuel regulator previously reported to be the fix for the unsatisfactory throttle action has been tested and found not entirely satisfactory. General Electric is now installing a new regulator on an F-86A at Muroc for testing. The results of these tests will be included in future interim reports.

Difficulty: Nose Gear Failure. Three nose wheel failures have occurred on F-86 airplanes. Two of these have been at Eglin and one at Muroc AF Bases. The failure is in the main actuating strut and happens under compression or while the gear is retracting.

Action Taken: A temporary Technical Order has been issued requiring the gear be retracted at the lowest indicated airspeed and that the cylinder itself be inspected after every flight. The fix for this situation will be a restrictor in the helper cylinder line, and kits of parts will be available in two weeks. This is considered closing action on this matter.

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Difficulty: North American Aviation has experienced considerable difficulty during engine accelerations at altitudes above 20,000 feet. Upon rapid advance of the power lever, compressor stall and subsequent flame-out have been encountered with the F-4 regulator on the F-86A airplanes.

Action Taken: Control design engineers of the General Electric Company are currently at Muroc AF Base to obtain a new acceleration schedule for the F-4 regulator. To date the F-4 regulator is not designed for automatic accelerations during throttle bursts. As a temporary expedient with present F-4 regulators, an evaluation will be made of a two-step throttle burst manipulation rather than a single burst, wherein the pilot will momentarily stop the throttle at 75° on the pilot's throttle quadrant prior to completing the throttle burst. The rescheduled F-4 regulator will be called the G-5 regulator and has the following aims:

a. Stall free accelerations.

b. Blow-out-free accelerations.

c. Lower governed engine speeds at altitude.

d. Less governor droop.

e. Higher thrust overshoot.

Difficulty: North American Aviation reported that some F-86 airplanes had experienced cockpit air contamination.

Action Taken: Investigation revealed that fuel was leaking from the fuel nozzles at the junction between the fuel nozzle main body and cap. "O" rings are presently being installed between the fuel nozzle body and cap which prevent fuel from dripping into the cabin air manifold.

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Section IV

Difficulties Common to F-84 and F-86 Airplanes and Progress to Date on Action Taken to Correct these Difficulties

Difficulty: The A-1B gun-bomb-rocket sight is unsatisfactory in the F-84D and F-86A airplanes.

Action Taken: a. Sperry Gyroscope Company has developed a modification for the A-1 sight which, it is believed, will make this installation satisfactory. The installation of the modified sight has been found satisfactory at the contractor's facility, and plans have been formulated for an Eglin AF Base evaluation of the modified installation on three F-84D airplanes. It is estimated that these airplanes with the modified installation will be available for delivery to Eglin AF Base by 31 March 1949. On the basis of the satisfactory check at the contractor's facility action has been initiated for procurement of kits to modify existing sights. As many as possible will be modified prior to delivery, and kits will be furnished for field modification as soon as procurement deliveries allow. The above plan is predicated on a satisfactory APG evaluation of the modification.

b. The 10,000-round firing test conducted on F-86A airplane No. AF 47-611 has been completed. Certain malfunctions were noted and fixes are being incorporated in a new F-86 so that another firing test can be conducted. This new airplane has been allocated by HQ USAF for the project, and it is anticipated the test will resume within ten days. In addition three new airplanes with the fixes determined by the last firing test incorporated are being made ready for Eglin AF Base. These three airplanes should be ready for delivery in approximately ten days.

The airplane assigned to AMC for the firing test mentioned above will have the modified A-1B sight and APG-5 radar incorporated. The three airplanes for Eglin AF Base will have the MK-18 sight installed.

North American Aviation is to conduct a complete vibration survey of the A-1B sight and the APG-5 radar in order that improved shock mount provisions for these installations can be incorporated.

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Section V

Difficulties Common to F-86 and B-45 Airplanes and Progress to Date on Action Taken to Correct These Difficulties

Difficulty: North American Aviation has reported that afterburning is taking place on J-47 engines immediately following engine shutdown. This has occurred in engines installed in F-86 and B-45 airplanes.

Action Taken: The engine contractor is presently furnishing drip and drain valves to drain the fuel remaining in both fuel manifolds immediately following shutdown. Installation of drain valves permits fuel to drain overboard rather than into the combustion chambers. These valves will be installed on production engines beginning with Serial No. 041433.

Difficulty: Excessive oil loss has been reported on the J-47-GE-7 engine hydraulic drive gear case in F-86 and B-45 airplanes. Daily inspections are presently required to maintain an oil level to the filler cap.

Action Taken: The loss of oil is through the vent line which is connected from the top of the 250 cc. hydraulic drive gear case to the top of the main accessory gear case. Investigation indicates that the vent is positioned on the hydraulic drive in such a location that the gears throw off oil and in the direction of the vent where siphoning action, because of difference in pressures between the hydraulic case and main case, accelerates oil evacuation from the hydraulic case. Investigation also has shown that the loss is not more than approximately one-half of the full 250 cc. amount. Tests indicate that relocating the vent connection from the top to a side position of the hydraulic case retards oil loss. However, various other locations for the vent and methods of measuring oil level are being investigated, and until such time that sufficient flight test information is obtained on various fixes, inspection of oil level will remain a daily requirement.

cc: HQ USAF (5 cys)
CONAC (10 cys)
SAC (5 cys)

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ACTION TAKEN ON DEFICIENCIES AFFECTING OPERATIONAL SUITABILITY AND DEPLOYMENT OF JET AIRCRAFT

NINTH INTERIM REPORT

30 April 1949

452.1 - Jet Acft

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4th 4190
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10th 4191
12th 4192
14th 4193
TAC 4194

10 May

Headquarters
AIR MATERIEL COMMAND
OFFICE, DEPUTY TO THE COMMANDING GENERAL
FOR OPERATIONS

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Section I

Difficulties Reported by Commands on F-80 Airplanes and Progress to Date on Action Taken to Correct These Deficiencies

Difficulty: Bomb components, fin assemblies, etc., have not been developed to date for 100 pound and 250 pound general purpose bombs.

Action Taken: The 100 pound and 250 pound general purpose bombs with redesigned fins have not yet been tested at Eglin Air Force Base. Tests are scheduled for June and September 1949. These tests were erroneously reported in Eighth Interim Report as completed.

Difficulty: Partial flame-out of the J-33A-23 engine combustion chambers during idle descent on the F-80C airplanes. Because of poor atomization properties of the fuel nozzles at low fuel flows, as many as 5 out of 14 of the combustion chambers have flamed out as indicated by tailpipe thermocouples immediately downstream of each respective combustion chamber. This has resulted in idle speeds as low as 2300 RPM and subsequent tailcone rubbing.

Action Taken: Lockheed Aircraft Corporation completed the idle descent evaluation tests using AN-F-58 fuel and the standard J-33A-23 engine fuel system. No improvement on the flame-out condition was obtained with the change from AN-F-32 fuel to AN-F-58 fuel.

Air Material Command programs at Muroc Air Force Base, Lockheed, and Allison are underway testing the low pressure fuel system consisting of the duplex type fuel nozzles, and accompanying special settings of the primary and emergency controls. Preliminary preparations are underway to accomplish conversion of the J-33A-23 engines to the low pressure fuel system.

Difficulty: Rubbing of turbine buckets on exhaust cones of J-33A-23 engines in F-80C and TF-80C airplanes.

Action Taken: There are a number of possible contributing factors to this difficulty; namely, the design of the exhaust

#33

cone, the effect of cold weather starts, and the effect of partial flame-out during idle descent. Tests are being conducted at Lockheed in conjunction with the Allison Company and AMC to determine the influence of each of the above factors and possible corrective action. Allison has redesigned the exhaust cone and is forwarding six redesigned cones to Alaskan Air Command for service test. Modification kits are being prepared for retroactive installation of a revented starting control on J-33A-23 engines, which should improve starting characteristics. A test is being conducted by AMC to determine other modifications to controls and fuel pumps necessary to improve further the engine starting characteristics in cold weather. The problem of flame-out on idle descent is considered separately.

Difficulty: Failure of turbine buckets in J-33A-23 engine on F-80 airplanes.

Action Taken: Additional turbine bucket failures have indicated that the thicker buckets described in the report of 31 Mar 49 do not entirely eliminate the trouble. A metallurgical investigation by the engine manufacturer indicates that undesirable grain structure results from current casting practices. Deliveries of buckets have been stopped from both vendors except for experimental batches of buckets incorporating revised casting techniques. These buckets will be examined to determine if the grain structure is improved. Loose fitting pins will continue to be used for fastening buckets in turbine wheels.

Difficulty: Wheel alignment of F-80 type aircraft is such that excessive and uneven tire wear materially reduces the service life of tires.

Action Taken: Investigation revealed that excessive tire wear was caused by the alignment of the main wheels (approximately 1-1/2° toe-out). On a test airplane the toe-out was eliminated and a series of landing tests was conducted. It was found that the service life of the tires could be increased over 100 percent. The contractor is presently engaged in redesigning the landing gear strut to give 0° toe-out, and an HCR for this change has been established.

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Difficulty: Excessive vibration failures of the electronic equipment in the F-80 gun compartment are occurring when operating M-3 type machine gun installations.

Action Taken: Air Materiel Command is installing vibration measuring equipment in a test aircraft to conduct the measurements, determine vibration response of the electronic equipment and to work out the necessary corrective measures.

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Section II

Difficulties Reported by Commands on F-84 Airplane and Progress to Date on Action Taken to Correct These Difficulties

Difficulty: Excessive exhaust gas temperatures at altitude on J35-A-13 engine installed in F-84D airplanes.

J35-A-13

Action Taken: The cause of the difficulty has not been determined. It has been learned that there have been minor discrepancies in the method of adjusting exhaust gas temperature with jet nozzle inserts, but this is not considered to be responsible for the large increases in temperature which have been encountered at altitudes above 30,000 feet. Investigation is being made of the effect of compressor air bleed for cabin pressurization and of the flow characteristics of the airplane inlet duct. The engine manufacturer is conducting an investigation in which components will be interchanged between a "hot" engine and a "cool" engine in an effort to isolate the cause of the difficulty. Delay of tests has been experienced by engine manufacturer because of test instrumentation troubles and necessary replacement of engine parts.

Difficulty: Flight restrictions of the airplane when tip tanks are carried.

Action Taken: Tank fins and 15° sway braces have been installed on the F-84D-10 airplanes, and action is being taken to procure kits for retrofit installation. With these changes incorporated, the airplanes are released for full 7.33G load factors.

Difficulty: Pressure drop, under cold weather conditions, in the wing flap hydraulic lines was excessive through the adjustable type restrictor Parker Valve No. 5364-HT-4D.

Action Taken: Republic Aviation has designed a fixed size orifice restrictor, RAC Part No. 30F38921, to replace the adjustable Parker restrictor on the first article of the F-84E series.

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Section III

Difficulties Reported on F-86A Airplanes and Progress to Date on Action Taken to Correct the Deficiencies

Difficulty: North American Aviation has experienced some difficulty in properly executing flight maneuvers to the design limit load factor of 7.33 G required for structural integrity demonstration. Because of the override effect of aileron up-float on elevator control, the application of excess load factors to the airplane seems to have resulted from the simultaneous occurrence of

a. Abrupt motion of the control stick

b. Up-float of the ailerons at high load factors

c. High pitching velocity of the airplane

Action Taken: Contractor is continuing investigation of this condition and possible corrective measures.

Difficulty: Difficulty has been encountered in determining the correct and best aerodynamic configuration of the external drop tanks on the F-86A airplanes. Variations in shapes and methods of supports had to be flight-tested in an extensive program recently completed. It was considered mandatory to have drop tanks which were capable of being carried in the Mach number area of approximately .9 in order that airplane capabilities would not suffer because of the tank installation.

Action Taken: 245-gallon under-the-wing type drop tanks will be delivered with the 40th airplane as previously reported. An investigation is currently being made by the contractor to consider the possibility of using a fuselage belly tank on this airplane at a later date. This is being investigated because of the reported loss in maximum high speed of approximately 100 mph and approximately 3400 ft. in altitude because of drag as determined by flight testing of the present tank. Although the 245-gallon tanks as now installed were superior to any previously designed or in use as regards the aerodynamic capabilities, they cannot be used on the airplane without the sacrifice of speed and altitude performance noted.

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The location and size of the belly tank interferes with the wheel wells, necessitating shifting a portion of the tank during retraction of the wheels. The manufacturing technicalities may however be prohibitive. The advantages and disadvantages of this type tank will be the subject of future interim reports after additional investigations have been made.

In addition to the investigation of the belly tank installation the Contractor has developed a 120-gallon under-wing tank which should be much less critical than the present tank. This new tank is smaller in size but provides almost the same range as the present tank because of the decreased drag. Since the tank is smaller, a greater clearance from the wing is possible. This clearance is the critical factor in the present tank installation. Flight tests to date indicate possibilities of attaining high Mach number without affecting the flight characteristics of the airplane. There was, however, a slight lateral instability noted at Mach number .957, but it was not considered objectionable by the pilot.

Difficulty: Reports have been received from Muroc and Eglin Air Force Bases indicating canopy frosting has been encountered above 36,000 feet. The front windshield and side panels have remained clear but the canopy itself from the pilot's shoulders aft has been frosted.

Action Taken: A proposal for a tube defrosting arrangement has been submitted by North American Aviation and approved by AMC. This new type arrangement has proved very satisfactory on all flight tests to date.

The contractor has installed the defrosting system noted in the previous comment above on the 100th and subsequent F-86 airplanes at the contractor's plant, and AMC is endeavoring to expedite the retrofit program. NAA has agreed to accomplish this with their field service representatives plus a team operating from the main plant at no additional cost to the Government.

Difficulty: Comments indicate that the steering mechanism is too sensitive, requiring the pilot to be constantly on the alert to keep from inadvertently over-controlling while taxiing.

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Action Taken: North American Aviation has instigated rework to this system which should make it better from an operational standpoint. Tests of the reworked system are still in process.

Difficulty: The throttle action is poor in that only small changes in RPM are obtained for almost full travel of the throttle and almost all the RPM is accomplished in the last 25% of the throttle quadrant.

Action Taken: The F-4 fuel regulator previously reported to be the fix for the unsatisfactory throttle action has been tested and found not entirely satisfactory. General Electric is now installing a reworked F-4 regulator on an F-86A at Muroc for testing. Four reworked regulators will be available for test on B-45 airplanes approximately 1 May 1949.

Difficulty: North American Aviation has experienced considerable difficulty during engine accelerations at altitudes above 20,000 feet. Upon rapid advance of the power lever, compressor stall and subsequent flame-out have been encountered with the F-4 regulator on the F-86A airplanes.

Action Taken: To date the F-4 regulator is not designed for automatic accelerations during throttle bursts. As a temporary expedient with present F-4 regulators, an evaluation will be made of a two-step throttle burst manipulation rather than a single burst, wherein the pilot will momentarily stop the throttle at 75° on the pilot's throttle quadrant prior to completing the throttle burst. The reworked F-4 regulator proposed to correct this difficulty will be called the G-5 regulator and has the following aims:

a. Stall-free accelerations

b. Blow-out-free accelerations

c. Lower governed engine speeds at altitude

d. Less governor droop

e. Higher thrust overshoot.

Difficulty: Landing gear door failures because of eccentricity

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of the mechanical linkage between the gear up locks and the microswitch; the landing gear door can be energised to the open position in flight if the landing gear selector handle is not placed in the "Combat" position when the gear is up.

<u>Action Taken:</u> An engineering change proposal has been initiated by the contractor to have an amber warning light installed to warn the pilot to return the selector handle to the combat position.

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Section IV

Difficulties Common to F-84 and F-86 Airplanes and Progress to Date on Action Taken to Correct These Difficulties

Difficulty: The A-1B gun-bomb-rocket sight is unsatisfactory in the F-84D and F-86A airplanes.

Action Taken:

a. Subsequent to the installation of the A-1B sight in the three F-84D-1 airplanes delivered to Eglin AF Base 31 March 1949, additional investigations conducted by Sperry and Republic revealed unsatisfactory three-phase voltage control. This condition was corrected and further corrections to the sight were made. Three F-84D-10 airplanes incorporating these changes were delivered to Eglin AF Base 7 April 1949. These airplanes have been instrumented and are now undergoing armament evaluation tests. If this installation proves acceptable, retrofit kits can be provided. The three F-84D-1 airplanes have been released for reassignment.

b. The scope of the changes found to be required in the F-86A gun installation as a result of tests at Muroc on AF 47-611 have resulted in a delay in preparing another test airplane. A target date of 5 May rather than the 10 April date estimated in the previous report has now been established with N.A.A. working on a round-the-clock basis where necessary.

Because of the scope of the changes required in the gun installation and in the A-1B sight and radar installation, three (3) additional F-86A airplanes will be required by Eglin AF Base for operational suitability and accuracy tests of these installations since major changes over and above those made to the three (3) aircraft currently at the Air Proving Ground are now a certainty.

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Section V

Difficulties Common to F-86 and B-45 Airplanes and Progress to Date on Action Taken to Correct These Difficulties

Difficulty: Excessive oil loss has been reported on the J47-GE-7 engine hydraulic drive gear case in F-86 and B-45 airplanes. Daily inspections are presently required to maintain an oil level to the filler cap.

Action Taken: A redesign of the vent in the form of a "Y", one leg of the "Y" feeding back into the system is now being tested at Muroc. Test is expected to be completed by end of May. This should reduce the frequency of inspection, and facilitate refill.

Difficulty: A number of J47 engine inspection reports received from Muroc reveal that the combustion chambers are evidencing fatigue failures at the forward fuel drain lines and drain bosses.

Action Taken: Extensive test stand operating time has been successfully accrued incorporating flexible drain lines in lieu of the above referenced rigid type drain line. Flight testing of the flexible type drain lines is scheduled for both the F-86 and B-45 airplanes, and if found satisfactory, will be incorporated in production engines.

cc:		
	HQ USAF	(5 cys)
	CONAC	(10 cys)
	SAC	(5 cys)

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C O P Y
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MESSAGE FORM

HQ CONTINENTAL AIR COMMAND MITCHEL AFB NY UNCLASSIFIED

CG FIRST AF MITCHEL AFB NY (COURIER)
CG FOURTH AF HAMILTON AFB HAMILTON CALIF

PRIORITY
X
Lt AFZarski 2133/et
7 Dec

MULTIPLE ADDRESS

AFConACMS&S-M 41872 . F-82 aircraft will not be utilized to perform gunnery missions until modification prescribed by T.O. 01-60JJR-27, 21 Oct 49, has been accomplished. Foregoing restriction is necessitated due to recent occurrence of two major accidents involving such aircraft. Pending receipt of kits necessary to perform such modification, precautionary measures outlined under Item 110, page F-82..25, Section I, T.O. 00-10-1, will be rigidly adhered to during removal and re-installation of guns. End

CG, COnAC

Official Business

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MS&S-M/Lt A.F. Zarski/2133

st/ BRUCE H. GEMMEL
Capt., USAF
Asst Adj Gen

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HEADQUARTERS
52D FIGHTER GROUP ALL WEATHER
Mitchel Air Force Base
New York

7 APR 1949

SUBJECT: [illegible] of F-82F Aircraft

TO: Commanding General, First Air Force, Fort Slocum, New York

1. The information contained herein is submitted to acquaint your headquarters with some of the problems that have plagued the 52d Fighter Group All Weather, in the use of F-82F aircraft and to provide data on which to base any action considered necessary.

2. These difficulties have seriously affected this organization's ability to perform its mission as an All Weather Fighter Group. It is believed that many of them could have been prevented had the proper preparatory action been taken by higher headquarters before the aircraft were assigned to tactical units. Specifically, the aircraft should have been more carefully cared for while they were in storage; spares should have been procured and placed in depots and technical orders, manuals, stock lists, etc., should have been published and placed in stock ready for immediate issue. It is further believed that had the aircraft been given an adequate service test many of the failures and malfunctions that have caused this group so much trouble would have been discovered and corrected.

3. These problems are divided into five (5) groups: Engineering, Armament, Communications, Radar and Operations. Each will be dealt with separately in this report.

4. Engineering:

a. Eighteen (18) single engine landings have occurred due to the following causes:

(1) Five (5) were caused by the failure of the propeller shaft control. This resulted in automatic feathering of the propeller. In response to URs and telegrams AMC procured new shafts. All aircraft were grounded for a period of nine days while the new type shafts were being delivered and installed.

(2) Three (3) were caused by failure of the oil pressure systems. This necessitated feathering the propellers to prevent damage to the engine. To date no satisfactory solution has been found. The following URs have been submitted:

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SUBJECT: Status of F-82F Aircraft

Serial No. 48-202 dated 29 October 1948
Serial No. 48-242 dated 6 December 1948
Serial No. 47-250 dated 9 December 1948

(3) Six (6) were caused by the failure of coolant lines or connections which required feathering of the propeller to prevent engine damage. Unsatisfactory Reports are to be prepared on some of these failures.

(4) One (1) was caused by explosion of the coolant expansion tank, due to failure of the pressure relief valve, this resulted in major damage to the fuselage. The following UR was submitted: Serial No. 48-230 dated 22 November 1948.

(5) Three (3) were caused by failure of speed density pumps. This resulted in complete power loss on the engines affected. The following URs have been submitted:
Serial No. 48-214 dated 2 November 1948
Serial No. 49-100 dated 8 March 1949

(6) Due to a power failure on take off an F-82 sustained major damage recently. The accident occured at Pope Air Force Base, North Carolina. Specific cause of the failure has not been determined.

(7) The main inverters on eight (8) of the thirty one (31) F-82F's assigned are inoperative. Operation of the automatic pilot depends on them. In a reply to a requisition carrying Voucher No. 49-75764, AMC stated that this item would be supplied only on AOCP requisitions. An aircraft is not necessarily grounded if this inverter is out of order. The following data is furnished on UR's and requisitions:

UR's		**Requisitions**	
Serial No 48-244	dated 7 Dec 48	Voucher No. 49-85459	15 Oct 48
48-195	" 1 Oct 48	49-62763	15 Oct 48
48-209	" 25 Oct 48	49-65370	1 Nov 48
48-178	" 28 Sep 48	49-64293	3 Nov 48
49-52	" 7 Feb 49	49-64027	10 Nov 48
		49-75476	20 Dec 48
		49-75764	27 Dec 48

SUBJECT: Status of F-82F Aircraft

(8) The slave gyro compass is unreliable. Although Sperry Representatives have been of considerable assistance in the maintenance of this equipment, it continues to be a major source of trouble.

(9) The engine change heat units are out of commission on eleven (11) of the thirty one (31) aircraft. These units prevent fouling and leading of spark plugs especially on long range missions. Replacements cannot be obtained. The following is a list of requisitions and UR's :

<u>UR's</u>			<u>Requisitions</u>		
Serial No.			Voucher No		
48-226	dated	17 Nov 48	49-91756	dated	20 Jan 49
48-233	"	26 Nov 48	49-88535	"	27 Jan 49
48-234	"	2 Dec 48	49-89646	"	2 Received
48-245	"	14 Dec 48			
48-246	"	9 Dec 48			
48-256	"	13 Dec 48			
48-275	"	27 Dec 48			
49-12	"	11 Jan 49			
49-47	"	27 Jan 49			
49-5	"	6 Jan 49			

(10) The temperature control unit box which controls the wing anti-icing heat and ram air control is out of order on fourteen (14) aircraft. No replacements are available, the following is a list of requisitions and UR's:

<u>UR's</u>			<u>Requisitions</u>		
Serial No			Voucher No		
48-234	dated	2 Dec 48	49-69177	dated	20 Nov 48
			49-70429	"	30 Nov 48
			49-68875	"	22 Nov 48

(11) The reduction gear propeller shaft thrust bearings on all engines are rusty, some to an extreme degree. Some of them have chipped or flaked requiring engine change. This condition was caused by improper storage of the engines. In response to UR's and telephone conversations, AMC has authorized the replacement of the worst of these bearings at this base. This requires about five (5) man hours per engine.

SUBJECT: Status of F-82F Aircraft

Until they are changed they all must be inspected every 50 hours. This requires about eight (8) man hours per aircraft.

(12) Technical Order 01-60JJ-2 requires that the aluminum reducer bushings be removed from the engine block coolant connection and replaced with others made of bronze. This change resulted in the cracking of two (2) blocks. In response to UR's AMC recommended that they be removed only while engines are hot. This stopped the cracking of blocks.

(13) The lock spanner nuts on the auxiliary supercharger power take-off became loose resulting in the stripping of threads on the shaft. This was either due to the improper installation of the lock wire or the lock wire being too short. These must be inspected every twenty five (25) hours which requires from six (6) to eight (8) man hours. Technical Order 02-5AH-4 states that these assemblies will not be stocked or requisitioned. The following URs have been submitted:

Serial No	49-40	30 Jan 49
	49-52	15 Feb 49
	49-70	1 Mar 49
	49-77	4 Mar 49
	49-86	2 Mar 49

(14) There have been numerous failures of the induction manifold thermo bulbs. These parts are of improper type or faulty design. They are so long and thin that they are unable to withstand the stresses placed on them by the high velocity air masses present in the intake manifold. They break just below the mounting. Such failures cause an excessively rich fuel mixture with all that implies, such as high fuel consumption, poor engine operation, forced landings, aborted missions, etc., the following URs have been submitted:

Serial No.	49-127	7 Apr 49
	49-128	7 Apr 49

(15) Thirteen (13) engines have had to be changed out of the sixty four (64) originally received. The aircraft have an average flying time of 118 hours. One aircraft has over 210 hours.

SUBJECT: Status of F-82F Aircraft

(16) More than a hundred (100) URs have been submitted on the aircraft in general and many more must be submitted.

(17) There are thirty six (36) aircraft assigned whereas only twenty six (26) are authorized. This is an over load of 38%.

(18) Only 76% of authorized maintenance personnel are assigned. Of twenty four (24) engine mechanics (MOS 684) only four are assigned. Of four (4) electrical specialists (MOS 685) authorized, only two (2) are assigned and at least eight (8) are needed.

5. Armament:

a. Malfunction of a Retainer Spring on a 50 Caliber gun in one airplane resulted in shooting away a large part of the leading edge of the center section. Inspection discovered a like failure on two other airplanes before any damage was done.

b. A TWX received from AMC outlined the procedure to be followed during removal and reinstallation of guns in order to prevent dislocation of the blast tube and retaining spring assembly, pending acquisition of modification kits covering installation of a blast tube spring adapter.

6. Communications:

a. The radio compass (ARN-6) installed in F-82F aircraft has given a great deal of trouble. The main trouble seems to be caused by the compass electrical tuning system (ARA-19). This system requires considerable maintenance and is the cause of two (2) Unsatisfactory Reports. Station serial numbers of these Unsatisfactory Reports are: 49-33 and 49-34 dated 24 January 1949. Answer received from AMC, 7 Feb 49, stated that an investigation would be conducted on the tuning system and should be completed within forty-five (45) days.

7. Radar:

a. Difficulties encountered by the Fighter Group in the operation and maintenance of airborne radar set, type AN/APG-28, installed in F-82F aircraftare covered in correspondence attached hereto as inclosure No 1. Equipment referred to in paragraph 3, 4th indorsement of Inclosure No 1 pertains to 3rd echelon shops only. The Fighter Group has 14% of authorized equipment.

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SUBJECT: Status of F-82F Aircraft

8. Operations:

a. The radio compass tuning control box is located in an awkward place for the pilot to reach. Aural Null procedures are very difficult to accomplish with the present location of the control. A careful survey of the pilot's cockpit reveals no other place to install the radio compass tuning control box. UR No. 49-101 submitted 8 Mar 49.

b. An alternate gyro compass is considered desirable for instrument flying, however there is no room on the instrument panel of the pilot's cockpit for installation of such a compass.

c. Pilots lack confidence in the accuracy of the Slave Compass due to the many malfunctions and erratic behavior of this instrument. Pilots also lack confidence in the functioning of the automatic pilot due to the likelehood of failure of the main inverter. UR No 49-94 on Slave Compass submitted 8 March 1949.

d. The marker beacon light is installed in such a position, behind the gunsight, that it is very difficult to see in daylight and is likely to be missed at night unless the glare shading control is turned to full bright. Pilots are advised to turn the beacon light to full bright and to lower the cockpit seat as far as possible. This procedure will facilitate seeing the beacon signal. UR No 49-90 submitted 3 Mar 49.

e. The artificial horizon is recessed so deep in the instrument that the top cannot be seen. At night, the color contrast of the horizon face and fixed indices blend so much that positive reference is difficult to ascertain. UR No 49-78 submitted 2 March 49. UR No 49-89 submitted 3 March 49.

f. The sensitivity of the controls, due to the boost assist, causes abrupt changes in attitude of the aircraft with very slight control pressures. When reaching down to tune the radio compass, use aural null control etc., any slight pressure on the control stick may cause the aircraft to assume an awkward or dangerous position when flying actual instruments. For this reason it is considered highly desirable that the automatic pilot be operational for any actual instrument flight involving tuning range stations, giving position reports, consulting charts or using radio compass navigational aids.

9. A letter requesting the Fighter Group be assigned four (4) F-82E's (Dual Control) was submitted. Assignment of these aircraft would speed up and increase the efficiency of newly assigned pilots on initial check out. Instrument proficiency checks and practice training for all pilots could be accomplished with accompanying competent instructor pilots.

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SUBJECT: Status of F-82F Aircraft

Subject aircraft would particularly accelerate check out of Reserve pilots assigned under the Mobilisation plan, most of whom have not flown any type aircraft for a period of over two years. An answer to the above request from USAF, states no F-82E's are available.

10. The incommission status of the Group's tactical aircraft, on a percentage basis, from November 1948 through March 1949 was as follows: November 55%, December 41.5%, January 54%, February 43.6%, March 29.1%. Months prior to November 1948 were not considered, as the Group had not received its full quota of aircraft. The low figure for March is primarily attritutable to the fact all F-82F's were grounded by AMC for approximately ten days. The percentage figures shown for the five month period represent incommission as a day Fighter only, and, in some instances, incommission for Day Contact Flying only. Consideration of operational radar sets and satisfactory operation of equipment necessary to fly weather would bring the incommission status down considerably.

11. From 1 December 1948 through March 1949, the Fighter Group flew the following number of hours:

MONTH	1ST PILOT	DAY WEATHER	NIGHT	NIGHT WEATHER	HOOD
December	739	14	221	13	115
January	755	21	178	11	80
February	457	21	57	9	73
March	487	17	56	4	53

12. The Wing-wide status of key maintenance personnel indicated below has an adverse affect resulting not only from a shortage of specialists in the Fighter Group, itself, but also in the third echelon maintenance activities which operate in support of the Group.

a. Of 10 Hydraulic Mechanics (528) authorised, only 2 are assigned.

b. Of 5 Fabric and Dope Mechanics (548) authorised, only 1 is assigned.

c. Of 22 Sheet Metal Workers (555) authorised, 8 are assigned.

d. Of 6 Welders (573) authroised, only 3 are assigned.

e. Of 62 Power Plant Mechanics (684) authorised, 14 are assigned. One (1) of these is absent on Project "Vittles", leaving 13 for duty.

f. Of 13 Electrical Mechanics (685) authorised, 6 are assigned. Three (3) of these men are on Project "Vittles", leaving three present for duty.

SUBJECT: Status of F-82F Aircraft

g. Of 11 Instrument Specialists (686) authorized, 6 are assigned. Three (3) of these are on Project "Vittles", leaving 3 present for duty.

h. Of 14 Propeller Mechanics (687) authorized, 6 are assigned. Three (3) of these are on Project "Vittles", leaving 3 present for duty.

i. Of 4 Radio Repairmen, Aircraft Equipment (647) authorized, only 1 is assigned.

j. Of 26 Radio Mechanics (754) authorized, 16 are assigned.

Thomas C. Musgrave Jr.
THOMAS C. MUSGRAVE, JR.
Colonel, USAF
Commanding

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Ltr Hq ConAC,
File OC413.44

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HEADQUARTERS
52D FIGHTER GROUP ALL WEATHER
Mitchel Air Force Base
New York

FG 452.031 9 May 1949

SUBJECT: Detailed Remarks on U-13 Report

TO: Commanding Officer, 52d Fighter Wing All Wea, Mitchel Air Force Base, New York

1. In order to clarify the figures given in the U-13 Report a detailed explanation is being submitted in letter form since the twenty-five (25) words authorized in the Remarks Section of the report precludes an understandable explanation. Although the remarks may vary daily to a small degree, the conditions are normally the same.

2. a. The total aircraft assigned is carried as thirty (30). One of these airplanes, 46-412, is at Pope Air Force Base. This aircraft lost an engine on takeoff 31 March 1949 resulting in major damage. It is estimated that this aircraft will not be operational until July or later. Aircraft number 46-410 was involved in an accident at Mitchel Air Force Base. It is anticipated that this aircraft will also be out of commission for some time. Two aircraft are AOCP for many items. It is not known when these aircraft can be placed in commission.

b. One of the thirty (30) aircraft assigned is an F-82B which has not flown in 1949 due to having British Marlin engines and no parts being available. This aircraft has been declared excess.

c. Of the thirty (30) aircraft assigned only twenty-five (25) are actually possessed.

3. a. The number of F-82F aircraft that can be maintained in commission and fully operational has been low and it appears it will continue to be low. This is due to the scarcity of spare parts and to the excessive number of man hours required for maintenance. The scarcity of spare parts is a major problem not necessarily because of the number of airplanes that have been carried on the records as AOCP but, because of the amount of time and man hours that must be expended in transferring parts from one airplane to another in an effort to keep maximum number of aircraft operational. Every thing from tail wheels to engines and propellers have been transferred. If this practice were not resorted to comparatively few airplanes would be grounded for maintenance and the remainder would be AOCP. While this would reflect more favorably on the maintenance organizations, its effect on operations is obvious.

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b. As of 5 May 1949 this Group had only two (2) aircraft AOCP; however, these two (2) aircraft each require a considerable number of items. This is due to cannibalizing. It is desired to point out that although it is known that a given item is not obtainable, the aircraft cannot be AOCP until all other maintenance has been completed. Naturally subject parts are requisitioned by normal means and by third priority. In order to illustrate the method in which this system works the following actual condition is given:

Aircraft number 46-410 is in the third echelon shops in need of two tail gear assemblies as the result of an accident. This aircraft has been in third echelon since 13 April 1949. Besides the tail wheel assemblies much other maintenance and repair is necessary. The assemblies have been requisitioned third priority and it is known that they will not be obtainable for some time. The other work has not been completed due to the necessity of placing the available personnel on aircraft that may be placed in commission and not waste their time on an aircraft that cannot possibly fly for some time. Aircraft 410 is not AOCP. Aircraft 46-408 is also in third echelon in good shape but requires a left engine. Since engines will not be available for some time the left engine from 410 is being placed on 408. It is expected that 408 will be flying by 13 May 49. Aircraft 408 could be AOCP for a left engine and would remain so until perhaps July. Although it is realized that the ultimate work load is actually being doubled, it is felt that the above is justified in order to have an operational aircraft.

4. a. A recapitulation of the spare parts on requisition as of Thursday 5 May 1949 is listed below:

Out of ninety-four (94) items requisitioned for F82 aircraft not including quantities requested a study discloses that the following list of items is known to be in short supply and obtainable as follows:

(1) Furnished direct from contractor:

ITEM	PART NUMBER	NOUN	CLASS
1.	0110-117-34105	Arm Assy	01M
2.	0110-120-42626	Fitting Assy	
3.	0110-144-31910-9	Fitting Assy	
4.	0110-144-31951	Retainer	
5.	0110-144-42132	Door Assy	
6.	0110-144-43115	Arm Assy	
7.	0110-144-46046	Nipple	
8.	0110-144-48054	Spacer	
9.	0110-144-48056	Tube	
10.	0110-144-[illegible]59-2	Tube	
11.	4259-[illegible]	[illegible]	03G1
12.	4836-208500-31	Pump Assy	0313

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SUBJECT::Detailed Remarks on U-13 Report 9 May 49

(2) Furnished through depot local purchase:

13.	6500-NISL-152DH1	Bolt	04A
14.	8800-520003	Lamp	08B

(3) Furnished though local manufacture:

15.	0110-144-42020	Tube	01M
16.	0110-144-42021	Tube	
17.	0110-144-42029-1	Plate	
18.	0110-144-42029-2	Plate	
19.	0110-144-47808-6	Hose	
20.	0110-149-71005	Shield	
21.	0110-149-71016	Clamp	
22.	0110-149-71017	Clamp	
23.	0110-149-71019	Bracket	

(4) Items on backorder pending completion of repair or receipt of materiel:

24.	0200-V1710-143	Engine	02A
25.	0200-V-1710-145	Engine	
26.	4305-PL390801-1	Control	03D
27.	4305-390801-3	Control	
28.	6040-658870	Gyro	05C
29.	6114-10566A	Gage	05D
30.	2203-47G6504	Amplifier	05F
31.	2234-12401-1B-A1	Control	
32.	7500-140800	Fluid	06B

b. Difficulties are being experienced due to the delay in the receipt of the above items; As an example item number 24 and 25 engines were requisitioned on AOCP-02A-49-25 dated 28 February 1949 and on AOCP-20A-49-27 dated 11 March 1949 and are on back order at USAF 908 CSD and despite two telephone calls to Mobile an anticipated delivery date cannot be obtained. This is also true of item number 27, control Assy requisitioned on AOCP-03D-49-19 dated 26 January 1949 and back ordered at USAF 908 CSD. Repair being held up pending receipt of parts according to information received.

c. Delays are also experienced in the receipt of items which are placed on back order pending receipt from contractor. Item number 30 Amplifier requisitioned on Pri 3-05F-49-28 dated 13 April 1949 back ordered at USAF 906 CSD and will not be available until approximately four months accordance with telephone conversation with Stock Control Officer and representative at USAF 906 CSD. Item number 28 Gyro was requisitioned Priority

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SUBJECT: Detailed Remarks on U-13 Report 9 May 49

3-05C-49-39 dated 30 November 1948 back ordered at USAF 906 CSD and anticipated delivery date still not available.

d. Items such as number 35 Propeller Regulator has a high replacement turnover and will not be available for stock purposes until after June A/W Hq AMC MCMSXB27-A-3-144 dated 14 March 1949. Item number 39, Starter Assy, also is critical and still is regulated through Hq AMC.

e. Further delays are experienced when material has to be supplied from contractor as in item number 11, Box Assys, two of which requisitioned AOCP-03C1-49-52 dated 24 November 1948. Eight each are required for immediate replacement for F-82F aircraft shipments of which cannot be made by the contractor before 15 May A/W Hq AMC MCMSXB23-1-4-162 dated 11 April 1949.

f. Items such as numbers 8,9 and 10 all components of 144-48060-2 Interconnector Assy was requisitioned 4 February 1949 on AOCP-01M-49-324 and extracted to contractor for shipment to Mitchel. Anticipated delivery date set as 20 April 1949 A/W Hq AMC MCMSXB58-01M-2-141-H dated 16 February 1949. Follow up on Hq AMC disclosed that material will be shipped on or before 28 May 1949. Anticipated delivery date from contractor for item number 5 Door Assy requisitioned Priority three 01M-49-416 4 April 1949 set as 1 August 1949 A/W Hq AMC MCMSXB58-01M-4-277-H dated 27 April 1949.

g. Items such as number 17 and 18, Tube Assys, for which Hq AMC granted permission to local manufacture, could not be manufactured at Base Mitchel. USAF 906 CSD was requested to manufacture these items on MTL-328-BA dated 15 February 1949, Requisition Priority three 49-317 and still not received, higher priority work load being the reason for delay.

h. Out of these 94 items on outstanding priority three requisitions, 61 are known not to be available at USAF 906 CSD thus requiring extractions to other supply activities outside Air Materiel Area.

5. The F-82F presents many difficult technical problems. An excessive number of man hours and an excessive amount of time is required for trouble shooting. Approximately seventy five (75) percent of the time spent in the correction of failures and malfunctions, which are innumberable, is spent in trying to learn the cause of the trouble. While the North American Representative has been of invaluable assistance, even he is puzzled at times. To cite one example, the carburetor speed density pump is a source of troubles that he cannot analyze. The depot at Mobile, where pumps are supposed to be overhauled has neither the personnel nor the equipment to repair and calibrate them.

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FG 452.031
SUBJECT: Detailed Remarks on U-13 Report 9 May 49

6. In order to clarify what is meant by trouble shooting the following incident actually took place this past week. Aircraft 46-440 came out of third echelon shops on Tuesday 3 May 1949. After run-up it was found that one engine was surging. Four men worked the 4th and 5th of May and two men continued working the 6th and 7th trying to find the cause of the surging engine. The trouble was finally traced to the speed density pump on the 6th and repaired on the 7th. A test pilot taxied out for takeoff late on the afternoon of the 7th. On run-up a brake let go completely. This had to be repaired and the aircraft was finally test flown and accepted late on the 8th. It is calculated that seventy-two (72) man hours were spent on this aircraft to do sixteen (16) man hours of work. This is not an exceptional case but a typical one.

7. The number of complete combat crews possessed is twenty-four (24). However, it is desired to point out that only eleven (11) of these crews are considered fully qualified since that is the number of qualified Radar Observers. All other Radar Observers are either recent graduates of the 05200 Radar Observer Course, Ground Phase, and have not completed the air phase of this course or have recently returned from overseas and are not yet familiar with the radar set in the F-82 type aircraft.

The twelve partial combat crews are the number of pilots over and above the total number of Radar Observers.

8. The status of authorized personnel assigned is eight (8). An on-the-job training program has somewhat alleviated the shortage of Power Plant Mechanics (SSN 684B) but there still exists a critical shortage of Radar Repairmen (SSN 850) plus some shortages in SSN's 684B and 747B.

Oliver G. Cellini
OLIVER G CELLINI
Colonel, USAF
Commanding

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

11 May 1949

MS 452.1

SUBJECT: Logistical Support of F-82 Aircraft

TO : Commanding General, First Air Force, Fort Slocum, New York

1. With reference to telephone conversation between representative of this command and Lt Col Peel, Office of Deputy of Materiel, your headquarters, on 6 May 1949, the following information is furnished:

a. The supply of engines, accessories, engine spares and aircraft spares required for the support of F-82F aircraft is critical at this time.

b. The status of the supply of V-1710-143 and V-1710-145 aircraft engines has been furnished your headquarters in letter, this headquarters, MS 452.11, 4 May 1949, subject: "Aircraft Engines". The Air Materiel Command has informed this headquarters that it expects to be able to meet all foreseeable requirements for these engines within the next sixty (60) days.

c. Adequate quantities of wheels and brakes are on contract; however, no appreciable deliveries are expected before 1 July 1949. It is desired that your headquarters take necessary action to insure the priority return of all reparable assemblies to appropriate overhaul activities.

d. Class 03-B, stock number 4109-511785-35, 4109-511785-3 and 4109-5710179 linings are on contract with delivereies expected on or before 1 July 1949. Headquarters Air Materiel Command has taken action to cause ninety (90) each, one hundred eighty (180) and ninety (90) each, respectively, of these linings direct to both McChord Air Force Base and Moses Lake Air Force Base.

3. The supply of left hand rotating starters is critical. One hundred fifty (150) of these starters are being reworked by the contractor and deliveries are expected to begin prior to 1 June 1949.

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Logistical Support of F-82 Aircraft (Cont'd)

f. The Air Materiel Command has advised that engines on F-82 type aircraft should not be changed due to failure of the Speed Density Pump, as this is a base maintenance job.

g. The Air Materiel Command has advised that all other logistical problems being encountered are routine and will be eliminated with the least possible delay.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

s/ James H. Hackett
t/ JAMES H. HACKETT
1st Lt., USAF
Asst Adj Gen

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HEADQUARTERS
CONTINENTAL AIR COMMAND
CLASSIFIED INTEROFFICE ROUTING SLIP

SUBJECT: 2nd, Ind, fr Hqs. 1st AF, 3 June 49, on B/Ltr Hqs 52nd Ftr Grp AW, 9 May 49, Subj: "Detailed Remarks on U-13 Report".

6 Jun 1949

1 6 Jun AG-C DM

---

2 8 Jun M&S O&T (Attn: Capt Habeck) Jun 6, 1949

1. This Hq is cognisant of the present critical supply situation of aircraft spares and components for F-82 type aircraft and is maintaining continual liaison with Hq, AMC for the purpose of obtaining timely information on action being taken to eliminate supply shortages and for the purpose of keeping that headquarters informed of the degree that the efficiency of this command is affected by these shortages.

2. Action presently being taken by Hq, AMC, as outlined in letter, this Hq, referred to in par 1, 2d Ind, to alleviate existing difficulties should remedy this condition in the near future. However, every effort will be made to expedite the delivery of referenced critical F-82 aircraft spares to this organization.

3. The maintenance problems presented by the F-82 aircraft are being given constant study and attention by this Hq in an effort to reduce manhours required to maintain the aircraft. Hq, AMC is cognizant of the difficulties being experienced with regard to maintenance of the F-82 type aircraft and is making every effort to minimize the problems.

4. Increased emphasis is being placed on OJT programs to make available personnel with a higher degree of maintenance training, and thereby alleviate some of the problems resulting from the shortage of qualified personnel.

s/ W.J. Annibale, Maj, USAF
for JUSTON E. SELVEY
Colonel, USAF
Chief, Acft Div

s/ W. J. Annibale, Maj., USAF
for WM R JOHNSON
Colonel, USAF
Director, M&S

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HEADQUARTERS
CONTINENTAL AIR COMMAND
CLASSIFIED INTEROFFICE ROUTING SLIP

SUBJECT: 2nd Ind fr Hq, 1st AF, 3 Jun 49, on B/Ltr Hq 52nd Ftr Gp AW, 9 May 49, Subj: "Detailed Remarks on U-13 Report."

3 9 Jun O&T DO

1. Reference paragraph 7, basic, the 52d Fighter Wing and the 325th Fighter Wing accomplished the in-flight training for all Aircraft Observers 9520 graduated from the course at Keesler Air Force Base. If present quotas are filled and training is accomplished as scheduled, the entire requirements for the United States Air Force should be filled by September 1949.

2. While the "Remarks" section of Report AF-SC-Y13 is limited to 25 words, the comments submitted by the 52d Fighter Wing could have been included in the Operational Efficiency Commentary Report, AF-SC-U14 (Ref: Sec III, ConAC Letter 15-40). Correspondence need not be forwarded to Hqs, USAF inasmuch as report AF-SC-U14 for period ending 30 April 1949 has been submitted.

s/ C.W.H.
C.W.HABECK
Captain, USAF
Ext 5142

s/ H.H.Nichols
for DOLF E. MUEHLEISEN
Colonel, USAF
Dir of Oprs & Tng

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OPERATIONAL PRIORITY
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CODE ROOM #A-13-29

Page 1 of 3

FROM: AFOOP-C (C/S USAF)

TO : All Major Air and Overseas
Comds. (See Last Page)

Date Time Group 291410

Reference Number AFOOP-C 56997

Our rads AFOOP-C55885 dtd 24 June 49; AFOOP-C56347 dtd 11 July 49; AFOOP-C56702 dtd 20 July 49; and AFOOP-C56702 dtd 20 July 49; and AFOOP-C56812 dtd 22 July 49 are rescinded and restrictions on flying time are restated as follows: (A) restrictions on flying time for B-29; RB 29; B36-B; B45 and F51-d, acft are removed. (B) F-82E, FCG, and , and F86 aircraft are restricted to an average of 20 hrs per assigned aircraft for month of August. It is expected that parts will remain critical on F-86 aircraft until one September 49 and on F-82 aircraft until 1 Oct. (C) 1B50 Group of SAC will rotate to UK beginning approximately 1 Sep 49 for three month period without flying restrictions. Other B50 aircraft are restricted to minimum amount of flying time essential to accomplishment of mission of unit concerned, consistent with availability of spare parts. It is expected that supply of spare parts for B50 aircraft will remain critical until at least 1 Oct 49. (D) F80 C and TF80C aircraft are restricted to average of 10 hrs per assigned aircraft for month of August for all addressees except ATRC. F80 C and TF80 C aircraft assigned ATRC are allocated a total of 2600 hrs during month of July and August, this time to be devoted solely to student and Fighter gunnery training. Parts for these aircraft are still critical and it is estimated that high AOCP rate will continue until about 1 Oct 49. Restriction does not apply to F80A or B and RF80A or B aircraft. (E) Com Gen AMC and CG APG are authorized

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to operate F82E, F, G, and H; F80 C and TF80 C aircraft the minimum time necessary over foregoing restrictions to accomplish test projects if required.

Par 2. Above restrictions are effective immediately/ Time flown on each type aircraft affected between this date and 1 August will be in proportion to new rates established herein. Par three. Exception to restrictions outlined above authorized only for flights ordered by Hq USAF and in emergency. Par 4. Instructions concerning utilization of aircraft being operated under flying time restrictions after 31 August 49 will follow.

For CG ConAC only: Restrictions on flying time do not pertain to Air National Guard aircraft. Flights ordered by this Hq including aerial demonstrations do not fall within restrictions imposed. This answers your AFConAC 935 dtd 28 June 49. Par 7. For CG APG info CG ConAC: flying time restrictions waived on 4 ConAC F80 aircraft cooperating on APG Proj 74910-5 as requested. This answers your DEP/OPTD-7 950 dtd 22 July 49.

(This message addressed to:
CG SAC
CG ConAC
CG AMC
CG APG
CG ATRC
CG MATS
CG AIRU
CG FEAF
CG ALASKAN AIR COMD
CG ANTILLES AIR DIV
CG HQ COMD

Info to: CinC Far East Comd
CinC Alaskan Comd
CinC Caribbean Comd

Received in code - deciphered by OWN checked by NRH

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WS 452.1
SUBJECT: F-82 Aircraft [illegible]

FG 452.1 4th Ind.

HEADQUARTERS, 52D FIGHTER GROUP A/W, 52D FIGHTER WING A/W, Mitchel AF Base, N.Y.

TO: Commanding Officer, 52d Fighter Wing A/W, Mitchel AF Base, N.Y.

1. The "In Commission" status of F-82F aircraft depends primarily upon knowledge, skill and ability of the assigned maintenance personnel to rapidly and accurately determine the cause and point of failure of the aircraft components. Secondly, serviceable items must be available for replacement if the desired "In Commission" status is to be obtained. These two elements are outlined separately, the difficulties and action taken to eliminate the difficulties are explained under three separate headings; Maintenance Problems, Personnel and Supply. Conclusions are drawn and recommendations based on the conclusions are submitted.

2. Maintenance Problems: the F-82F aircraft is inherently one that requires excessive maintenance in relation to the hours flown, particularly in the electrical, electronics and power systems. A recent study of maintenance hours versus flying hours indicated that 33 man hours of maintenance was required for each hour flown, 77% being consumed in organizational maintenance, 23% in field maintenance. This figure has now increased due to the long period aircraft are out of commission for parts in field Maintenance.

a. Sludge formation: the V1710-143 and -145 Allison engines installed in the aircraft are particularly susceptible to sludge formation. This occurs principally in the oil system of the auxiliary stage supercharger due, most probably, to wide variations in temperature. The servo units of the automatic supercharger and throttle control are supplied with oil from the oil pump integral with the auxiliary stage supercharger, hence the transfer of sludge with sluggish action of the servo units is inevitable. In order to remedy this condition, oil clarifiers were requisitioned. Two were received from Warner Robins in an unserviceable condition. One was repaired sufficiently to operate. For efficient operation four are required. Three additional units have been requisitioned. Oil clarification, individual flushing of the control servo units and engine conditioning have resulted in improved engine performance. This procedure will eventually show results in increased engine time and a lower replacement rate of the affected parts, but its incorporation into the normal maintenance schedule requires man hours to accomplish. The alternative is an increase in the rate of replacement of components which are not available.

b. Bendix Speed Density Unit: this unit fails in the manifold temperature sensing unit. The sensing bulb installed in the manifold breaks off and disintegrates, the particles being ejected through the exhaust ports. The capillary tube is delicate and cracks in service.

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Failure ofthe temperature sensing unit necessitates replacement of the entire assembly. U.R.'s have been submitted. A new, more rugged type of unit is, it is believed, under development by AMC but no immediate relief can be anticipated.

c. Brake assemblies: these are unavailable. Assemblies which fail in service are repaired with the assistance of Field Maintenance. These repairs have proved adequate but they are time consuming and of necessity, hold the aircraft out of commission until they are completed.

d. Water Injection Pumps: two single engine failures on take off are believed due to the relief valve sticking causing excessive water flow with very rough engine performance. A T.O. for the modification of this valve by the depot at the next overhaul has been issued. AMC has been requested to set up a project for the processing of these units through the depot in lots of ten, using pumps from aircraft in Field Maintenance for rotation. An early reply is anticipated.

e. Electrical System: this aircraft is electrically operated through twenty-six separate circuits. Maintenance requires highly skilled electricians, completely familiar with this aircraft. An excessive amount of time is consumed in trouble shooting due to shortage of qualified electricians.

f. Radar: the cannon plugs which connect the radar equipment located in the dropable radar dome with the control and power supply systems located in the aircraft, in every instance gave trouble. The cannon plugs accumulated moisture and burnt out. Corrective action authorized and accomplished was a staggered system of straight through wiring using individual soldered clips, plastic insulated. High consumption of man hours electrical (685) and radar (850) technicians, was necessary to complete this modification. Proper accomplishment of required preventative maintenance was and continues to be impossible with the limited number of skilled personnel assigned. Secondary radar sets, IFF, tail warning and radio altimeter maintenance in particular suffer.

g. Inspections and organizational maintenance: during August 1949, the F-82F aircraft assigned and available were:

Assigned -		29
Lost through Mid Air Collision 18 Aug	2	
In Field Maintenance Mitchel AF Base	5	
In Field Maintenance Pope AF Base	1	
Available to the Group for Maintenance and operations as of 31 August 1949	21	
	29	29

1. Based on the number of aircraft available to the group for maintenance and operation during Aug 49.
41.8% Were In Commission

2. During August the following inspections were accomplis-

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4th Ind: F-82 Aircraft, 26 Aug 49, Cont'd.

cd. Man hours required are shown:

15	[illegible] Hr Inspections	@ 75 man hours	1125
1	50 Hr Inspection	@ 125 man hours	125
6	100 Hr Inspections	@ 200 man hours	1200
			2450

3. Aircraft hours out of commission during August for inspections, organizational maintenance, i.e., removal and replacement of unserviceable parts, engine conditioning oil clarification and T.O. compliance.

8403.5

No periodic inspections have ever been accomplished which did not involve additional maintenance of a corrective or preventative nature.

4. Aircraft hours lost to the group through aircraft in Field Maintenance:

4677

In this category, one aircraft F-82F serial 46-412A damaged in an accident at Pope AF Base on 21 March 1949, required the following items:

1 each V1710-143 engine
1 each Propeller Assembly
1 each Frame assembly

Parts required were unavailable until a V1710-143 engine was received from MOAMA on 16 Sep 49. This engine was built up by Field Maintenance and flown to Pope AF Base with Fighter Group personnel on 21 Sep 49. Other necessary parts were obtained from an aircraft in Field Maintenance. Repairs were completed on 26 Sep 49 and the aircraft flown to McGuire AF Base, the new station. An operation of this sort consumes man hours required for organizational maintenance but was necessary due to lack of personnel at Pope AF Base who are familiar with the F-82F aircraft.

5. Aircraft hours lost to Group AOCP: 1254.5

6. Aircraft hours in commission: 6797.5

3. Personnel: Normally qualified maintenance personnel assigned to any particular type of aircraft, can, with instruction in the specialized systems and accessories peculiar to the aircraft, become rapidly familiar with characteristic problems. To acquire the necessary training and experience personnel must be assigned long enough for the O.J.T. program to develop familiarity with the aircraft and its systems by classroom instruc-

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[illegible]

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[illegible]

b. [illegible]

c. [illegible]

d. Radar Assemblies are still critical. Assemblies which fail in service are replaced with [illegible] field maintenance. These repairs [illegible] but they are time consuming and of necessity hold the aircraft out of commission until completed.

e. One aircraft is AOCP for 1 cooling assemblies part No. 0116-144-21507 the repairs to which are beyond the capabilities of the field maintenance shops.

f. Electronics, bounty items are in AMC controlled. Fifty [illegible] percent of the authorized [illegible] has not yet been received, particularly in short supply is the [illegible] rectifiers [illegible]. Most of these rectifiers are on hand. Despite restricted supply and shortage of personnel, 70% of the aircraft available are in commission for radar.

g. Constant supply follow up is maintained with the depots and with HQ AMC. Results are erratic but have shown some improvement. Two F-82E fly away kits were shipped by air from Bergstrom Field to Ladd. The receipt of these kits should improve temporarily the parts problem; their contents are as yet unknown.

5. Conclusions: Given the authorized skilled personnel and the necessary parts, the F-82F "In Commission" status can be increased. Both requirements are equally important. It is realized that it is impossible to insure an adequate flow of parts, but until these parts are forthcoming aircraft must, when necessary be designated AOCP.

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6. Recommendations:

a. Personnel: To insure the necessary high standard of maintenance and the avoidance of [illegible] accidents, it is strongly recommended that the authorized skilled personnel be assigned to this group and frozen in their assignment.

b. Supply: That steps be taken to insure a supply of critical items sufficient to maintain the stock levels established as required for the efficient operation of the [illegible] Fighter Group (All Weather).

7. It is desired to point out that the recommendations above cannot be acted upon by this unit or its immediate Headquarters. This group has received every assistance and priority possible by its Wing Headquarters.

1 Incl:
Personnel Analysis Chart

OLIVER G. CELLINI
Colonel, USAF
Commanding

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CO 452.1 5th Ind [illegible] Sep 49

HEADQUARTERS, 52d Fighter Wing, All Weather, Mitchel Air Force Base, New York

TO: Commanding General, First Air Force, Fort Slocum, New York

1. This headquarters concurs in the comments and recommendations contained in 4th Indorsement.

2. Every effort has been made to stabilize personnel assigned to the 52d Fighter Group, All Weather, within the means of this command, and it is the policy of this headquarters to give priority consideration to the Fighter Group both in the assignment of personnel available and in avoiding turnover of personnel due to mandatory quotas for schools, overseas shipments, etc., which are filled insofar as possible from other units of this command.

EDWARD C. TATES
Colonel, USAF
Commanding

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[illegible] Ind 12 OCT 1949
SUBJECT: F-82 Aircraft
Headquarters, First Air Force, [illegible] Air Force Base, [illegible], NY

TO: Commanding General, Continental Air Command, Mitchel Air Force Base, New York

1. This headquarters is cognizant of the [illegible] [illegible] [illegible], but it is of the opinion that the percentage of [illegible] aircraft in commission can be increased by more effective utilization of local resources.

2. The fact that the above can be accomplished is indicated by the improved "In Commission" status reflected in reports for the month of September 1949.

3. The following action has been taken by this headquarters to improve the "In Commission" status of F-82 Aircraft assigned to the 52nd Fighter Wing (AW):

a. The Commanding Officer, 52nd Fighter Wing, has been directed to initiate a continuous and aggressive program aimed at achieving more effective utilization of the personnel and material presently available for the maintenance of his assigned aircraft.

b. The 52nd Fighter Wing will be represented at a conference with Air Materiel Command, at which problems peculiar to the F-82 Aircraft will be discussed. Reference is made to letter, your headquarters, "Maintenance and Supply Problems at Fighter Organizations", 23 September 1949. It is anticipated that this conference will assist in the elimination of some technical maintenance difficulties.

c. Representatives of this headquarters will investigate the supply problems referred to in paragraph 4, 4th Indorsement, during the week of 10 October 1949, at which time it is expected that the contents of F-82 kits will be identified and the 52nd Fighter Wing will be established at McGuire Air Force Base.

4. It is anticipated that closer staff supervision by this headquarters and more effective utilization of existing resources available to the 52nd Fighter Wing (AW) will result in an increased "In Commission" status.

CLIFFORD C. NUTT
Brigadier General, USAF
Commanding

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AFMMT, 26 August 1949
Subject: F-82 Aircraft

MAS 452.1 (26 Aug 49) 7th Ind

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Director of Maintenance, Supply & Services, Headquarters United States Air Force, Washington 25, D. C.

1. This headquarters concurs with comments and action proposed in preceding 6th Indorsement to alleviate problems and correct deficiencies enumerated in 4th Indorsement.

2. It is noted that application of continuous action by First Air Force and 52nd Fighter Wing is producing a gradual improvement in maintenance accomplishment, and concurrently reflecting in the steady increase of aircraft "in commission." Following comparison shows the improved trend of F-82 aircraft "in commission" status:

August Acft in commission 41.6%
September " " " 48%
October (1 to 12 Incl) " " " 55.6%

3. This headquarters will continue to take the required implementing action necessary to attain the desired in commission rate for this type aircraft.

FOR THE COMMANDING GENERAL:

GEORGE R. ACHESON
Brigadier General, U. S. A. F.
Deputy for Materiel

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VC [illegible]
IG
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Register No. 1064
Date Mailed
By
OCT 1949

NOTE: *The handling of classified correspondence in this headquarters is governed by ConAC Staff Memo 205-4 and AF Regulation 205-1.*

Adjutant General's Classified File Copy

ConAC Form HQ-AG 9
14 December 1948

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

(Reg# 1771)

[illegible] DEC 1949

MS&S-S 452.11

SUBJECT: Non-Availability of Maintenance Spares for F-82 Series Aircraft

TO : Director of Maintenance, Supply and Services, Headquarters
United States Air Force, Washington 25, D. C.
ATTENTION: AFMSP

1. Reference is made to message, your headquarters, AFMSP-2-A50915, 23 November 1949.

2. During the past three (3) month period (September, October, and November), the 325th Fighter Wing, Moses Lake Air Force Base, averaged forty one (41) F-82 type aircraft on hand, of which 27.4% were AOCP (September - 15.3%; October - 24.6%; November - 42.4%). As of 7 December 1949, 31.5% of the forty one (41) aircraft possessed was being carried in an AOCP status. Five (5) F-82 aircraft have been AOCP from 120 to 344 days. Average aircraft in commission rate for this period was 40.6%. Information from the 325th Fighter Wing requested in above referenced message is attached as Inclosure #1.

3. For the same reporting period, the 52nd Fighter Wing, McGuire Air Force Base, New Jersey, averaged twenty seven (27) aircraft on hand, of which 22.4% were AOCP (September - 24.3%; October - 24.2%; November - 18.7%). As of 7 December 1949, only 8% of the twenty six (26) aircraft possessed was being carried in an AOCP status. Average aircraft in commission rate was 46.7%. Information from the 52nd Fighter Wing requested in above referenced message is attached as Inclosure #2.

4. Due to the critical shortage of F-82 maintenance spares, F-82 units in this command have had to resort to extensive cannibalization. Maintenance on aircraft thereby increases several fold. The 52nd and 325th Fighter Wings, due to the extreme emergency requirements which face these two (2) organizations, have widely resorted to this practice of necessity. One (1) assembly may be shifted to as many as five (5) different aircraft during a period of two (2) weeks.

452.1 #82

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5. Examples of extremely critical items are:

a. Control Assembly Speed Density, Class 03-D, S/N 4305-PL390801-3. Reference is made to a complete report on this subject which was submitted to your headquarters on 17 November 1949 by 4th Indorsement, this headquarters, to letter, RO 452, Headquarters 325th Fighter Group, 3 October 1949, "Final Report of Unusual Occurrences Affecting Combat Readiness (RCS AF-SC-422)". As indicated on Inclosures #1 and #2, the 325th Fighter Wing has a present requirement for eleven (11) of these assemblies and the 52nd Fighter Wing requires two (2).

b. V-1710-143/145 Engines. These engines have been in short supply due primarily to overhaul difficulties encountered by MOAMA. Headquarters Air Materiel Command is currently studying the difficulties being experienced on the overhaul line and is exerting every effort to expedite the deliveries of this type engine.

c. The shortage of Wheels (4109-530836M1) and Brakes (4109-9540125M) has also been a constant problem.

d. Propeller Assemblies (4002-A542F-D1 and 4002-AL542F-D1) and Regulator Assemblies (4002-6500887 and 4002-6500888) have been in critical short supply.

6. Reference is made to information contained in Inclosure #5, in which the critical shortage of maintenance spares for F-82 aircraft was brought to the attention of Headquarters Air Materiel Command in May 1949. Headquarters Air Materiel Command has indicated to this command that every effort is being made to eliminate present supply shortages, but the situation still has not improved to any great extent. The lack of adequate supplies for the support of F-82 aircraft was discussed at Headquarters Air Materiel Command by members of this headquarters on 20 October 1949, at the AMC-ConAC monthly supply conference. This subject has been included on the agenda for the next AMC-ConAC conference on 15 December 1949.

7. To relieve the critical situation at Moses Lake Air Force Base, letter, M&S 452.11, this headquarters, 10 October 1949, "Spares for F-82 Aircraft", was forwarded to the Commanding General, Strategic Air Command, requesting assistance on the supply of F-82 maintenance spares required to remove F-82 aircraft from an AOCP status. The

MSSS-S 452.11
Non-Availability of Maintenance Spares for F-82 Series Aircraft

27th Fighter Wing, Bergstrom Air Force Base, Texas, was able to supply seventeen (17) line items out of the fifty-five (55) items requested.

8. As is shown in the above information, the maintenance situation in the 325th and 52nd Fighter Wings due to the lack of spare parts is continuing problem. At the present time, personnel and one (1) F-82 aircraft from both the 52nd and 325th Fighter Wings are on TDY for a two (2) week period at Headquarters, Air Materiel Command, to work out supply and maintenance difficulties being experienced with the F-82 type aircraft. A complete report of their findings will be forwarded to your headquarters, if so desired.

9. In compliance with instructions from your headquarters, it is planned that the three (3) F-82 Squadron Flyaway Kits, now possessed by the 27th Fighter Wing, Bergstrom Air Force Base, will be available for transfer to this command upon conversion of the 27th Fighter Wing to a new type aircraft.

10. Recommend that the operational plans of your headquarters for the utilization of F-82 type aircraft be correlated with the capabilities of Air Materiel Command to provide logistical support and that F-82 operations be consolidated and curtailed accordingly. Under the present operational plans, any combat potential of this aircraft may not be realized because of wide dispersion of both aircraft and spares.

FOR THE COMMANDING GENERAL:

V R Murphy
V. R. MURPHY
LT. COL., USAF
ASST ADJ GEN

3 Incls
1. List - 325th Ftr Wg
2. List - 52nd Ftr Wg
3. Ltr, MS-4 452.11/101,
   Hq 4th AF, 28 Apr 49,
   w/15 Inds

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CONFIDENTIAL

AFMSP-2-A 452.11 (F-82)   1st Ind.

DEPARTMENT OF THE AIR FORCE, Headquarters, United States Air Force,
Washington 25, D. C. 15 FEB 1950

TO: Commanding General, Air Material Command, Wright-Patterson AFB,
Dayton, Ohio

1. Forwarded for necessary corrective action. The unsatisfactory supply situation on F-82 spares was previously referred to your Command by 5th Indorsement from this Headquarters dated 12 December 1949, subject: "Final Report of Unusual Occurrences Affecting Combat Readiness 9RCS AF-SC-422).

2. In order that your Command can evaluate this situation the following program data as currently projected is set forth:

a. Approximately 60 each F-82E aircraft now in 27th Fighter Group, SAC, have been authorized for reclamation when replaced in the 27th Group with F-84E aircraft. SAC is scheduled to receive 58 each F-84E's during February 1950, this should allow reclamation of F-82E's to commence immediately.

b. Present plans envision replacing Continental Air Command's F-82F's with F-94 aircraft as fast as the F-94's become available (excluding 13 F-94's for Alaska). Present production schedules indicate the F-82F's in the Continental Air Command can be replaced with F-94's beginning in June 1950 and be completed by the end of October 1950.

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c. F-82H's now in Alaska will be replaced with F-94's in May - June 1950. This will reduce, somewhat, the overall requirement for F-82 spare parts.

3. Your comments are desired concerning basic letter, particularly paragraph 10 thereof.

BY COMMAND OF THE CHIEF OF STAFF:

WDCampbell

Incls. n/c

W. D. CAMPBELL
Colonel, USAF
Executive, D/MSS
Office, Deputy Chief of Staff, Materiel

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CONFIDENTIAL

CONFIDENTIAL

Basic ltr fr ConAC 16 Dec 49 to Hq USAF, "Non-Availability of Maintenance Spares for F-82 Series Aircraft"

2d Ind

MCMSXBB/FEK/bj

Hq AMC, Wright-Patterson Air Force Base, Dayton, Ohio 13 MAR 1950

TO: Director, Maintenance, Supply and Services, Headquarters, USAF,
Washington 25, D. C.

1. An interim reply to this correspondence was forwarded to your headquarters on 7 March 1950.

2. The 27th Fighter Group, Strategic Air Command, has been requested to release six F-82 aircraft to Moses Lake Air Force Base and four to McGuire Air Force Base upon receipt of F-84E aircraft. Continental Air Command air force bases will accomplish the reclamation of the 10 aircraft in order to provide spare parts and engines at base level at the earliest possible date. The remaining 50 each F-82E aircraft are scheduled for reclamation at Mobile Air Materiel Area by the Air Materiel Command. The spare parts and engines obtained from this reclamation together with maintenance parts now being delivered on existing procurements will satisfy the current unsatisfactory spare parts condition for F-82 type aircraft.

a. Control Assembly Speed Density. Quantities on procurement added to the quantities to be obtained from reclamation will satisfactorily remedy the existing critical status on this item. Deliveries from the contractor are scheduled at the rate of 50 per month beginning in March 1950.

b. V-1710 Engines. The quantity to be obtained through reclamation will provide sufficient spare engines and accessory items. A complete range of overhaul components are on hand and on procurement to satisfy overhaul requirements.

c. Wheels and Brakes - Main Landing Gear. The reclamation program and deliveries recently received from the contractor will provide inventories to maintain stock levels of these items.

d. Propeller Assemblies and Regulators. The reclamation together with deliveries to be completed by the contractor by 1 May 1950 will provide sufficient inventories to maintain adequate stock levels of these items.

3. The programmed replacement of F-82F's in the Continental Air Command and the F-82H's in Alaska, as outlined in paragraphs 2b and c of the 1st Indorsement, will reduce the dispersion of F-82 spare parts

CONFIDENTIAL

Basic ltr fr ConAC 16 Dec 49 to Hq USAF, "Non-Availability of Maintenance Spares for F-82 Series Aircraft"

and provide additional support for the F-82's remaining in service after these program changes have been effected. However, upon completion of the reclamation of the 60 aircraft now in the 27th Fighter Group, the stock position of F-82 spare parts will be sufficient to afford adequate support to those aircraft remaining in service.

FOR THE COMMANDING GENERAL:

Ryder W. Finn
RYDER W. FINN
Colonel, USAF
Chief, Aircraft Section
Supply Division

Incl:
n/c

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C O P Y
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RLD/jal

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

4 November 1949

M&S 452.1

SUBJECT: Cockpit Pressure Drop in F-86 Aircraft

TO : Commanding General, Ninth Air Force, Langley Air Force Base, Virginia
(SAME LTR TO 12th AF)

1. This headquarters has been informed that, in some instances, the cockpit pressure in type F-86 aircraft has dropped when the guns are fired at altitude.

2. Headquarters, Air Materiel Command has advised that:

a. Preliminary investigations indicate that the problem is leakage at the canopy fuselage junction due either to a faulty canopy seal or excessive delfections between the fuselage and canopy, or both, caused by a combination of flight and pressurization loads and vibrations from the guns. It is considered that this is either an inherent defect in the airplane or a result of poor tailoring and fitting of the seal between the canopy and the fuselage at the forward corners of the canopy. It is probable that a ground pressurization and gun firing test would not disclose the location of the leaks because flight loads which disturb the canopy and fuselage could not be simulated. Hence, it will be necessary to correct the trouble by a process of elimination of suspected sources.

b. No Unsatisfactory Reports on subject trouble have been received, although from various conversations, it is understood that the difficulty has been experienced at more than one base.

c. The problem is being presented to the contractor for corrective action which will be expedited and assisted to completion.

3. In order to aid the Air Materiel Command and the contractor in their endeavors to solve the reported difficulty, this command will extend the utmost in cooperation and effort when requested. In the meantime, the following action will be initiated by organizations equipped with F-86 type aircraft:

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a. Pilots will be briefed on the possibility of the defect occuring and will be required to report each happening to the unit engineering officer.

b. An Unsatisfactory Report will be submitted to cover each incident, giving in complete detail all data pertinent to the occasion. AF Forms #54 will contain the duration and extent of the pressure drop, number of rounds fired, average length of bursts, altitude(s) at which guns were fired, time required for normal pressure to be rebuilt, and serial number of aircraft affected.

c. Prior to the submission of an Unsatisfactory Report, sufficient time and effort will be expended to: determine within the capability of unit personnel, equipment, and facilities, the cause(s) of the condition; initiate corrective action; and formulate sound and logical recommendations for permanent solution of the problem.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

M. G. FERGUSON, Jr.
Colonel USAF
Director of Maintenance, Supply & Services

SECRET

336TH FIGHTER SQUADRON (J)
4TH FIGHTER GROUP
Langley Air Force Base, Virginia

[illegible]/es

1 August 1949

LFF6A

SUBJECT: Weekly Operational Service Test Report on the F-86A Fighter

TO: Commanding General
Continental Air Command
Mitchel AF Base, New York

1. This initial report is rendered in accordance with paragraph 5, Letter Headquarters Continental Air Command, Mitchel Air Force Base, New York, Subject: "Joint Test of F-86A Aircraft as a High Altitude Interceptor and Test of AN-APN/19 and AN-APX/6 Beacons".

2. GENERAL:
A. In accordance with verbal orders of the Commanding General, 9th Air Force, an accelerated program of transition, tactical flying and gunnery testing was begun on 8 July 1949.

B. Eight (8) pilots were selected to conduct this accelerated training, and for best organizational control, the project was assigned to one squadron.

C. This squadron is having six (6) AN-APN/19 and six (6) AN-APX/6 radar beacons installed in twelve (12) of the F-86A aircraft for testing Ground Control Intercept on high altitude targets. These aircraft will be flown entirely by the eight (8) selected pilots for purposes of carrying out this project.

D. In order to test fire the guns on the F-86A, a plan was made to fire the guns at 5,000, 15,000, 30,000 and above 49,000 feet. The guns were fired on all planes starting with two (2) guns, then four (4) guns, then six (6) guns.

E. All flights will consist of a minimum of two (2) pilots flying together for observation, for practicing tactics, and for safety at high altitudes.

3. PERSONAL EQUIPMENT:
A. The eight (8) participating pilots have been equipped with a new helmet combination that consists of the summer flying helmet, equipped with earphones, and having the A-13A (Pressure-demand) oxygen mask attached, being worn beneath the crash helmet, type P-1. This combination is much more effective in keeping a good oxygen mask fit than the old system of wearing the mask attached directly to the loose-fitting crash helmet.

B. All pilots are flying with anti-G suits, life vests, gloves, back type parachutes, and emergency bail out bottles.

452.1 F-86

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LFF6A 1 August 1949

SUBJECT: Weekly Operational Service Test Report on the F-86A Fig[illegible]

C. This equipment, while satisfactory once [illegible] pilot is [illegible]borne, is bulky, is time consuming in donning and adju[illegible], and is [illegible]tremely hot when the pilot must sit on alert, ready for [illegible]mble take-offs in very hot weather. Sweating is profuse with the p[illegible] in summer flying suit on and zipped closed, the life vest on the upper body [illegible] the anti-[illegible] suit tightly covering the waist and legs. For information, [illegible]ales are being requested to get average weight losses per pilot per f[illegible]t in summer weather

4. ARMAMENT:

A. The .50 caliber M-3 machine gun installation has proven to be generally satisfactory, although at the commencement of the project, stoppages were more frequent than in the old M-2 type.

B. All guns have been fired at all altitudes up to 42,500 feet and at up to four (4) G's positive acceleration.

C. Gun stoppages to date have been due to malfunctions that can be corrected. Following malfunctions causing stoppages have been noted:

1. Ammunition boost motors not adjusted, operating too long, causing jam of ammunition in feed chutes. Boost motors adjusted.

2. Timing was modified from .020" - .116" to .070" - .080". These settings proved very satisfactory.

3. Gun firing solenoid vibrates out of adjustment. Forthcoming T. O. modification to secure adjusting screw will correct this malfunction.

4. Headspace out of adjustment. Bullet seat modification that consists of reaming to slightly larger size not performed. This work has been requested when the reaming tools become available.

5. Link jam in feedway. Caution must be used when cover plate is lifted while cleaning guns to prevent links from falling into feedway.

5. COMMUNICATIONS:

A. It has been noted that above 40000 feet altitude when oxygen is delivered under pressure to the A-13A mask, all radio transmissions are garbled and difficult to understand. This might be due to the pressurised air flowing in around the microphone.

B. No other communications difficulties have been noted.

6. ENGINEERING, MAINTENANCE AND SUPPLY:

A. Supply has been normal with no particular difficulties noted to date.

B. Routine maintenance problems (not counting special TWX inspections and modifications) have largely consisted of the following:

1. Hydraulic leaks.
2. Fuel leaks.
3. Oil leaks.
4. Brake adjustments.
5. Slat adjustments.
6. General minor maintenance on aircraft.

C. Fluid leaks have been generally distributed throughout the systems, and to date have not been localized to any particular point. We have been unofficially informed that these aircraft were standing idle for some time prior to delivery. This may have contributed to deterioration of the seals in the systems. It is also probable that the low temperatures (minus fifty (50) degrees centigrade and lower) above 40,000 feet altitude may contribute to this situation due to shrinkage and cold damage to seals. Outside temperature is now being recorded on each flight, and an attempt will be made to ascertain corelation between high altitude operations and frequency of hydraulic, fuel and oil leaks in the final report.

D. No hydraulic test stand is available for properly ground testing the 3,000 pound system of the F-86A aircraft for hydraulic leaks, system checks, or landing gear retraction tests. To date the standard 2,000 pound test stand has been used by overloading the set to 3,000 pounds. While this does not give a sufficient rate of flow in the system for proper testing, ground retraction tests can be made. Overloading the 2,000 pound test stand is causing many failures of fittings and tubing in the test stand.

7. OPERATIONAL FLYING:

A. The F-86A fighter has demonstrated good performance and handling characteristics. It has been flown above 49,000 feet indicated altitude at minus sixty (60) degrees centigrade, and will be flown higher as the project develops.

B. SPEED:

While sufficient sorties have not been flown to get conclusive figures, all flights to date at Mach Number .95 and beyond have established the aircraft as being controllable and comparitively stable. Some buffeting and wing heaviness appears at higher altitudes, especially at or slightly beyond Mach .95. While pilots are instructed to observe the .95 Mach limiting airspeed, this is inadvertantly exceeded occassionally during accelerated tactical maneuvers. The aircraft can sustain 250 knots indicated airspeed at 96 percent RPM at 40,000 feet, with a limiting indicated speed of 300 knots. The F-86A can go from 40,000 feet altitude to sea level for landing in less than two (2) minutes, by use of speed brakes. This time interval can be compared to the time necessary for a C-47 to go from the downwind leg of a traffic pattern to landing.

C. CLIMB:

Operating in two-ship elements, flights consistantly go from take-off to 40,000 feet in fourteen and one half (14½) to sixteen (16) minutes. In winter, or cold weather at sea level, this should be reduced to about twelve (12) minutes. Climb performance falls off very rapidly below 96 percent RPM power, and increases very slightly above 96 percent RPM power.

D. MANEUVERABILITY:

1. The aircraft maintains rapid and responsive aileron control at high altitudes. It has been noted, however, that in executing an aileron roll at 40,000 feet altitude, the aircraft tends to accelerate in the roll, and the elevator forces reverse to the extent requiring positive forward pressure for recovery. The feel is much the same as a snap roll or spin. Apparently in the thinner air a stalled condition is created when rolling rapidly. Up to three (3) G's positive acceleration have been pulled in practice gunnery attacks at 40,000 feet altitude. The aircraft tends to buffet when the pursuit curve is started with slats locked. By unlocking the slats and using the movable elevator trim, the buffeting is held down so that up to three (3) G's can be pulled with the aircraft still maintaining stable flight.

2. This organisation posseses one F-86A aircraft, #48-276, which is equipped with a modified wing slat. This slat is incorporated in the late models by factory production. The slat is different from earlier models in that it has more downward droop, can not be manually locked by the pilot, and will not extend in tight turns above 15,000 feet altitude until the speed drops to 170 - 180 knots indicated airspeed. Below 15,000 feet it will partially extend up to about 250 knots indicated air speed if from four (4) to six (6) G's are pulled. This is different from the original slat that can be locked closed for speed and climb, and can be unlocked for accelerated maneuvering. This earlier type slat when in the unlocked position will extend according to a combination of airspeed and angle of attack to give the lift necessary to make a maximum performance turn. At 40,000 feet it takes 01:35 minutes to execute a 360 degree turn in F-86A #48-276 while the earlier models can turn in 01:00 minute or less. On paper, this difference may seem slight, but in its application to the comparable ability of the two aircraft to make gunnery attacks at high altitude, the difference is outstanding. In F-86A aircraft #48-276, an attack cannot be made at 40,000 feet or above with more than about one and one half (1½) G acceleration. This leaves the pilot in the position of making an almost completely straightaway stern attack, and with very limited maneuverability for positioning. Buffeting on this aircraft is severe in any attempt to turn and is accompanied by excessive and rapid aileron flutter. This flutter extends through an arc of about one and one half (1½) to two (2) inches on the trailing edge of the aileron and is localised mainly to the outboard half of the control. This flutter is not transmitted to the stick, therefore indicating tremendous flexing somewhere in the linkage between the aileron itself and the control stick. This is one characteristic not noted in operating instructions and was unknown to factory representatives here. The characteristics of the F-86A aircraft with this slat are very definitely inferior to the original installation. It is believed that constant use of this craft at altitude in accelerated maneuvers will result in

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excessive metal fatigue if not actual structural failure of the aileron control system. An Unsatisfactory Report is being submitted.

8. STATISTICS AND REMARKS:
A. Sorties flown above 40,000 feet altitude: 71

B. Time for pilots to scramble from operations ready room to take-off: 05:30 minutes.

C. First APN/19 and APX/6 set installation estimated to be completed by 2 August 1949.

D. Average duration of flights, landing with about sixty (60) gallons fuel: One hour (1:00).

E. Average distance covered on climb out to 40,000 feet: one hundred and fifty (150) statute miles.

F. Based on flight performances to date, the requirement for early warning radar on a 200 knot indicated air speed target at 40,000 altitude is about :21 minutes with pilots in the ready room, or about :17 to :18 minutes with pilots sitting in aircraft, engines off, or about :15 minutes minimum with pilots in planes on the end of the runway, engines running.

G. Based on intercept at 40,000 on a 200 knot indicated air speed target, intercept would have to be made at least fifty (50) miles out if the intercept were head on to allow a 180 degree turn for positioning and probably one (1) good attack, and possibly a second as target drops bombs. The target will travel this last fifty (50) miles in 07:30 minutes or less. This indicates a minimum of about :23 minutes radar warning required. (15:30 minutes climb plus 07:30 minutes for attack).

BENJAMIN S. PRESTON, JR.
Lt. Colonel, USAF
Commanding
Flight Test Project Officer

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ARTERS
26TH AIR DIVISION (DEFENSE)
OFFICE OF THE COMMUNICATION OFFICER
ROSLYN, NEW YORK

SYA/jtr
28 September 1949

SUBJECT: Test Reports (Rosebud)

TO : Commanding General
26th Air Division (Defense)
Roslyn, New York

1. The following is the result of my observations on tests of beacons APX-6 and APN-19 during the operations held at Fort Custis, Virginia 19 September 1949 to 23 September 1949:

PHASE I

Part 1. Two F-86 type aircraft equipped with APN-19 type beacon. Excellent results painted on scope from altitude of about three hundred feet to a distance of 100 miles and return. Separation of aircraft could be determined at three to four hundred yards at 50 miles distance. Beyond 50 miles the separation of paints increased in distance as the aircraft distance from stationincreased. In other words aircraft would separate three to five miles before discernible on the scope with a distance of 100 miles. The same results were obtained on return to station.

Part 2. No appreciable difference was noted using the APX 6.

Part 3. Two aircraft with one type beacon in each performed same mission with comparable results. Separation up to 50 miles distance were noted and checked with pilots and found to be three to four hundred yards in each case. As aircraft distance from station increased, separation distance of paints increased also. The same results were noted on return to station.

Part 4. Maximum distance reading in this test was 220 miles at 40,000 feet using APX 6. Using APN-19 at same altitude 235 miles were noted.

a. Lowest altitude readings on landing at Langley were 100 to 200 feet with both beacons.

b. Same as a. above

c. Same as a. above

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d. Aircraft was painted up to 30,000 feet but in any turn with either beacon a complete fade was experienced when aircraft was in turn with belly toward station.

Part 7 a. Aircraft started letdown at 95 miles. At 50 miles from station with aircraft at 15,000 feet paint faded completely on both beacons. After passing 15,000 feet angle of descent was decreased and both beacons came back on scope.

PHASE II

a. In all parts of this phase no difficulty was experienced in any way except as aircraft was in turn position with belly toward station.

b. Same as in a. above.

c. Same as in a. above. Codes could be read and separations noted as stated above.

d. Same as in a. above.

PHASE III

In this test aircraft could be detected in pickoff turn about one mile.

PHASE IV

a. No results on single naked aircraft. Two naked aircraft in formation could be painted with CPS 5 about 80 miles.

b. Individual aircraft equipped with APX-6 can be pin pointed up to 220 miles. With APN-19 up to 235 miles.

c. Formations of aircraft equipped with either type beacon can be followed up to distances in b. above.

2. From the controllers view point the APN-19 has a slight edge on the APX 6. A slight increase in range, more codes which can be read more distinctly, no delay in return of signal are the basis of preference.

3. From the technicians view point, enlisted, although the APX-6 is more compact and easier to install, the APN-19 is more like radar and easier for them to understand and work.

4. At the present time there are civilian technicians with each beacon who keep the sets at peak performance. No enlisted or officer personnel have been trained in the upkeep of either. Several minor breakdowns of both sets were experienced although back on the air in a short space of time. These breakdowns served to indicate the delicate nature

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of the sets and the necessity of having highly trained technicians on duty during all operations.

5. The above tests in the opinion of controllers, technicians, and observers are not conclusive. It is estimated that as crews become trained in the technical side, as controllers become more familiar with the operating capabilities and the reading of the returns, that results will be even better than the above tests.

Sewall Y. Austin
SEWALL Y. AUSTIN
Major USAF
Communications Officer

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S E C R E T

HEADQUARTERS
4th Fighter Group
Langley Air Force Base, Virginia

9 September 1949

SUBJECT: Flight Surgeon's Report, Project Rosebud

THRU : Channels

TO : Surgeon General, USAF, Washington 25, DC

1. Operation Rosebud is presenting to the pilots concerned problems involving high speed high altitude flying. Although they have attained high speeds and high altitudes previously, they have not done so routinely nor for any extended periods of time. Speeds of six hundred knots and altitudes of forth to fifty thousand feet are now common and it is expected that even these may be exceeded by the pilots of this project.

2. The appearance of these problems brought to the attention of the group commander the need for obtaining advice of personnel in the field of personal equipment and aviation physiology. Considerable effort was made to obtain the services of Lt Col A P Gagge, Acting Chief, Aero Medical Laboratory, Engineering Division and Capt George E Schafer, Chief of Physiological Training Branch, Hq Air Training Command. Col Gagge spent two days checking personal equipment and lecturing on its proper uses. Capt Schafer has spent several weeks checking equipment, lecturing on aviation physiology and investigating the physiological effects produced during Project Rosebud.

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319.1 Pgt [illegible]
413.44 Radar [illegible]

3. The problems that have effected the pilots seem to center around the lack of knowledge of the physiological effects and the improper utilization of equipment that is available. These conditions are forcing the polots to consider many of their complaints in a mysterious manner--trival complaints are magnified, expecting complaints have an unknown origin.

4. Hypoxia, acceleration and altitude dysbarism have all produced symptoms such as, fatigue, joint pains and reduction of visual acuity. Satisfactory explanations as to their production have been reached and confirmation of this has been made by their dissappearance following corrective measures.

5. All of the pilots have complained of weight loss. It is estimated that a loss of as much as eight pounds has occurred following missions. This is feasable in that the refrigeration systems are turned off on all letdowns to avoid clouding of the canopy on landing. Refrigerations is also not functioning while taxying prior and after flights. The cockpit

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becomes a "hot box" under these conditions and excessive sweating is caused.

6. The personal equipment available to the pilots is adequate in most respects, however, improper use and care has resulted in some of the reported complaints. This can be expected in that the majority of the pilots have not been briefed on the latest equipment and its use for high altitudes. For example:

a. Pressure demand oxygen system.

(1) A13A masks have been difficult to obtain, consequently, masks are used that are defective to avoid placing many of the pilots on the grounded list. The available masks have not received proper care, handling in many cases has resulted in actual injury to the masks and improper cleaning has resulted in malfunction of the valves.

(2) A14 regulators have been improperly used. Pressure settings have been regulated in accordance with actual altitude and not with the cabin altitude. This has reduced the efficiency expected when cabin pressurization and pressure breathing are combined. By using increased pressure settings when such settings are unnecessary, the pilots have only producted difficulty in radio transmition.

b. Cockpit pressurization systems have been set to produce a 2.75 p.s.i. differential up to 37800 feet at which time the R.G.E. override control comes into effect reducing the p.s.i. and at higher altitudes, 50,000 feet, reducing the actual cabin pressurization to where there is little difference between the ambient and cabin pressures. The pilots have not been setting the Kollsman dial of the cabin altimeter to 29.92 and consequently they have been getting erroneous pressure altitude readings.

c. Clothing on the present mission varies with the pilot, however, the average consists of summer flying clothing with or without gloves, G3A suit, modified P1 helmet and life vest. Although this clothing is adequate for cockpit temperatures at high altitudes, in the event of bail out, serious injury would result from frostbite alone! Addition of heavier more protective clothing would be an aid, but would be intolerable and would restrict the movements of the pilot.

d. Survival equipment is lacking. Many missions take place over water and the absence of a suitable dinghy makes water survival treacherous. The seat type dinghy cannot be used due to lack of available space, the old back type dinghy would place the pilot too far forward in his seat since back type chutes are used.

7. Corrective action has been initiated and will continue until proper conditions result for the safety of the pilot in high speed high altitude flights.

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a. Instructions in the physiological effects of high speed high altitude flying is intended to reduce the mysteries of possible symptoms noted and give the pilot every possible method of protecting himself by using available equipment with maximum efficiency.

b. Instruction in oxygen discipline will avoid mask failure from faulty care, and develop an oxygen pre-flight check which is just as necessary as aircraft pre-flight checking.

c. Removal of the R. G. E. over-ride control in the cabin pressurization system will allow for a 2.75 p.s.i. differential at all altitudes. This in inself will keeppilots out of the range of altitude dysbarism and will allow pilots to use their oxygen equipment with the greatest possible comfort. The above is true on flights not exceeding 50,000 feet.

d. Group policies have been established limiting the maximum altitude of all missions to 50,000 feet until such time as pressure suits or other protective mechanisms are insured, and limiting the maximum altitude to 10,000 feet for those pilots without masks.

8. It is recommended that personnel be made available to all groups prior to flying high speed, high altitude aircraft for the purpose of indoctrination in the use of the latest type personal equipment and instruction of pilots on the physiological effects of this type flying.

FOR THE COMMANDING OFFICER:

s/t/ HARRISON L FISHER
Capt, USAF, Adjutant

OT 319.1 1st Ind

HQ, 4th Ftr Wing, Langley AFB, Va, 13 Sep 49

TO: CG, Ninth AF, Langley AFB, Va.

FOR THE COMMANDING OFFICER:

s/t/ LLOYD H PURDY
WOJG USAF
Asst Adjutant

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C O P Y
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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

21 August 1949

M&S 452.1

SUBJECT: Condition of C-46, C-47 and B-26 Aircraft Transferred to the Air Reserve

TO : Commanding General, First Air Force, Slocum Air Force Base, New Rochelle, New York
(SAME LTR TO 4th, 9th, 10th, 12th and 14th AFs)

1. It has been noted that some C-46, C-47 and B-26 aircraft have been received from the reconditioning contractors which require an abnormal amount of maintenance before they can be placed in service. The following are indications of major work to be accomplished upon receipt of aircraft:

a. Fuel tanks leaking

b. Fuel tanks excessively corroded

c. Numerous technical orders not complied with

d. Large amount of deferred maintenance not performed.

2. Your attention is directed to the provisions of paragraph 8c, Section II, T.O. 00-20A, 20 November 1947, which require the submission of an Unsatisfactory Report, AF Form #54 when non-compliance with regulations occurs, relative to the transfer of aircraft. In this connection, reference is made to the wiving of compliance with Technical Orders 01-25L and 01-25LA series, on C-46 aircraft only, by Headquarters, Air Materiel Command, notification of which was previously dispatched to you by letter, Headquarters Continental Air Command, file 452.1 1 August 1949, subject: "Technical Order Compliance on C-46D Aircraft."

3. It is directed, therefore, that Air Force Reserve Training Centers under your jurisdiction be checked to insure that:

a. The provisions of T.O. 00-20A, cited in paragraph 2, above, are being complied with except in the specific instance wived by Headquarters, Air Materiel Command.

Ltr, Hq ConAC, M&S 452.1, "Condition of C-46, C-47 and B-26 Aircraft Transferred to The Air Reserve." (Cont'd)

b. Headquarters, Air Materiel Command is being advised when any of subject aircraft are received in such condition as would constitute a breach of contract requirements on the part of the contractor.

4. Upon completion of the survey, this headquarters will be furnished on or before, but not later than, 1 October 1949, detailed information on those aircraft received in an unsatisfactory condition, together with action taken in accordance with paragraph 3, above. A negative report will be required, if applicable.

5. Reports Control Symbol CNC-MD-SP16 is assigned this report.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

s/ V. E. Murphy
t/ V. E. MURPHY
Lt Col., USAF
Asst Adj Gen

C O P Y
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HE/lhf

HEADQUARTERS, 47th BOMBARDMENT GROUP (L)
Barksdale Air Force Base, Louisiana

478WXASM

29 April 1949

SUBJECT: B-45A Airplane Maintenance and Mechanical Difficulties

TO : Commanding Officer
47th Bombardment Wing
Barksdale Air Force Base, Louisiana

The following maintenance and mechanical difficulties have been encountered on B-45A airplanes at this station during the past week, along with my recommendations and finding on same.

1. Exhaust Cone Blankets, P/N 147-42230-23 and 25.

   (a) Subject exhaust cone blanket was torn upon removal of the #3 engine from the aircraft (47-027).

   (b) I recommend that extreme care be taken in handling to prevent damage to the 280 .002" aluminum covering material on the blankets. This type blanket can be repaired by fusion welding. However, equipment is not available at this activitiy to perform this type repair. This aircraft was AOCP for a blanket for several days.

2. Main Landing Gear Casing, 56" by 16" Extra High Pressure.

   (a) Deep cuts in three (3) casings on B-45A airplanes required changing of three (3) main gear tire casings.

   (b) Replacement of casings is routine maintenance. However, the special tool P/R T-23B Socket Branch, Main Gear Wheel Bearing Nut, was not available. Proper torque of the P/N 8655-99 (Bendix) axle nut is impossible with makeshift tools as were used here. Proper toghtening procedure for subject axle nuts is shown in figure 4-19, Page 65, of T.O. 01-60GPA-2 to insure correct seating of the main gear axle bearings. Also noted during the tire changing operation was the fact that jacks of the proper capacity and height were not available. Two (2) T-238 wrenches were procured to-day and will be used during future wheel changes.

3. Fuselage Section Assembly, (Sta. 475 to 774) P/N 147-31609

(a) Subject fuselage section leaks rainwater during inclement weather. This allows rainwater to contact several electrical assemblies with resultant danger of malfunctionings.

(b) I recommend that Contractor (North American Aviation, Inc.) initiate a more rigid inspection and sealing procedure for subject fuselage section. I also recommend that during inclement weather a daily inspection and removal of accumulated rain water be made on service airplanes.

4. Electrical Maintenance

(a) In view of the fact that B-45A airplanes contain an extensive electrical system; several routine maintenance problems on the electrical systems installation mechanics. Aircraft #47-006 has been grounded for several dyas due to a shortage of qualified personnel. (Two qualified electricians and two crew chiefs working as electricians make up the entire electrical maintenance crews in the 47th Bombardment Group).

HARLEY SHAFFER (Mr.)
Field Service Representative
North American Aviation, Inc.,

47BWXASM 29 April 1949
SUBJ: B-45A Airplane Maintenance and Mechanical Difficulties
47BWAG 452.1 1st Ind
HEADQUARTERS, 47th BOMBARDMENT WING, LIGHT, BARKSDALE AFB, LA., 10 May 49
TO: Commanding General, 12th Air Force, Brooks Air Force Base, Texas

1. Concur with the findings and recommendations as outlined.

2. This report is forwarded in compliance with par. 9, AF Reg. 30-15A, 14 March 1949.

W. F. CHAPMAN
Colonel, USAF
Commanding

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HEADQUARTERS
TWELFTH AIR FORCE
Brooks Air Force Base, Texas

April 14, 1949

OT1

SUBJECT: Aircraft Cockpit Lighting

TO : Commanding General,
Continental Air Command
Mitchel Air Force Base, New York

In response to your TWX AFCONACOT 6594, the following information is submitted on aircraft used for night flying by units of this command:

a. B-26

(1) To aid night vision generally and to facilitate proper cockpit lighting, flame dampeners are desirable since, by reducing outside sources of continuous light, they would help the pilot in maintaining dark adaptation. Less light would, therefore, be necessary for normal operation throughout the entire cockpit.

(2) Regarding lighting necessary for all phases of night flight, comments reflect general dissatisfaction with two classifications of indicators and/or instruments, those lighted insufficiently and those not readable without an incandescent light.

(a) Listed as either lighted insufficiently or reacting poorly to fluorescent light are the following:

1. Directional gyro
2. Artificial horizon
3. Fluxgate compass
4. Turn and bank indicator
5. Ammeters

(b) Accurate use of the fdlowing is possible only through use of alfashlight or the flexible cockpit light:

1. Suction gage
2. Voltage indicators

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OTl
Subject: Aircraft Cockpit Lighting

3. Flap setting indicator

4. Oil Temperature gage

5. Free air temperature gage

6. Magnetic compass

7. Hydraulic pressure gage

8. Radio receiver and transmitter controls

9. Engine fire extinguisher controls

10. Bombing and gunnery switches

(3) Recomendations for remedial action include:

(a) Installation of Flame dampeners.

(b) Relocation of fluorescent lights on the side of the cockpit near the present position of the incandescent lights.

(c) Repainting of all instruments and indicators with red luminescent paint except where contrast is desired, i.e. the compass lubber line, the airplane on the artificial horizon, normal and maximum operating limits on engine instruments, etc.

(d) Light-proofing of the instrument panel to stop light leaks from the navigaotr's dome light and the "Bombs Armed" warning light.

(e) Requiring a red lens on each flexible cockpit light.

(f) Tipping each toggle switch with luminescent material

(g) Providing a flexible fluorescent cockpit light.

b. B-45

Units of this command have not yet begun night operation in tge B-45. If desirable, a report will be rendered when sufficient experience is gained.

c. C-45,(T-7, T-11)

(1) Installation of the fluorescent lights overhead makes illumination of the entire instrument panel unsatisfactory. The upper part of the panel receives insufficient light, while the lower part remains dark. Listed as very difficult to read are the following:

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OTl
Subject: Aircraft Cockpit Lighting

(a) Oil temperature and pressure gages

(b) Fuel pressure gage

(c) Cylinder head temperature gage

(d) Landing flap indicator

(e) Command radio controlls

(f) Airspeed indicator

(g) Artificial horizon

(h) Directional gyro

(2) Recommendations include:

(a) Repositioning of fluorexcent lights to each side of the cockpit in a similar position as the installation in the C-47.

(b) Installation of a small incandescent bulb to light the command radio panel.

(c) Provide illumination for the flap setting indicator.

d. T-6

Only two adverse comments were received on the lighting of the T-6 cockpit. These were:

(1) The pilot's view of some flight instruments is impeded by the tubular fluorescent light.

(2) After removal of the gunsight, cockpit lights reflected on the windshield detract from the pilot's ability to see clearly objects directly ahead.

e. C-47

The consensus is that this type airplane is adequately lighted. No adverse criticism was received.

FOR THE COMMANDING GENERAL:

s/ Henry A Foster
t/ HENRY A FOSTER
Captain, USAF
Asst Adj Gen

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HEADQUARTERS
FOURTEENTH AIR FORCE, ADC
Orlando, Florida

14 Jul 1949

OT

SUBJECT: Transition Program for C-119B Aircraft

TO: Commanding General
314th Troop Carrier Wing
Smyrna Air Force Base
Smyrna, Tennessee

1. This headquarters has been advised that delivery of C-119B aircraft to your organization will commence during the current month, and will average ten aircraft per month. Additional information pertaining to delivery schedules will be forwarded when available.

2. As directed in message, this headquarters, 14AFC 825, 14 June 1949, the first two C-119B aircraft delivered to your organization will be utilized in an intensive training program designed to accomplish within thirty days following receipt of the aircraft the qualification of two complete flight and ground crews. Following this, the aircraft and crews will be dispatched on TDY with Operation "Vittles" for a period of forty-five days. A C-119B Mobile Training Unit has been delivered to your station and is currently being utilized for initial training in connection with this special project. Additional instructions pertaining to this project will be forwarded following receipt of the aircraft.

3. The conversion of your organization to C-119B aircraft will present problems of which this headquarters is cognizant. Mechanical and operational difficulties are to be expected, as is the case with all new models or types of aircraft. It is mandatory, however, that your full resources of personnel and equipment be utilized in accomplishment of the transition program. This headquarters will furnish expeditious assistance in every possible manner.

4. The ultimate objective of the subject transition program will be to equip the two squadrons of the 314th Troop Carrier Group with C-119B aircraft, and to train thirty-two crews to the maximum standard of proficiency in accomplishment of primary mission. As initial measures to assist in attainment of this objective, the following action has been initiated by this headquarters:

a. Instructions have been issued effecting the reassignment to your command of thirty-six officers and 171 airmen. Additional personnel

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OT
SUBJECT: Transition Program for C-119B Aircraft

will continue to be assigned as expeditiously as possible and until such time as your organization is manned to full authorized strength. The following priority is established for manning of your organization:

(1) 314th Troop Carrier Wing Headquarters
(2) 314th Troop Carrier Group Headquarters
(3) 20th Troop Carrier Squadron
(4) 334th Troop Carrier Squadron
(5) 314th Maintenance and Supply Group Headquarters
(6) 314th Supply Squadron
(7) 314th Maintenance Squadron
(8) 314th Motor Vehicle Squadron
(9) 314th Air Base Group Headquarters

b. All C-82 aircraft in excess of nineteen will be transferred from your organization to the 316th Troop Carrier Wing, in accordance with separate instructions. The nineteen C-82 aircraft remaining assigned within your organization include three aircraft for which instructions for disposition are currently being awaited. These are:

(1) C-82 airplane Serial No. 45-57750 (Track gear)
(2) C-82 airplane Serial No. 45-57763 (Track gear)
(3) C-82 airplane Serial No. 44-23035 (Crashed in S. America)

The remaining C-82 aircraft will be utilized, until further notice, for support of the 11th Airborne Division and such other missions as may be directed by this headquarters.

c. The 316th Troop Carrier Wing will be directed to furnish air support to The Infantry School, effective 23 July 1949. Your headquarters is being notified this date, by electrical means, that Fourteenth Air Force mission number 2579, under which aircraft from your organization are currently on TDY at Lawson Air Force Base, Georgia, is extended to 23 July 1949. In accordance with previous instructions, the aircraft committed under this mission will not depart Lawson Air Force Base until relieving aircraft from 316th Troop Carrier Wing are physically present at Lawson Air Force Base.

d. Separate instructions and/or information pertaining to supply and maintenance procedures for the C-119B aircraft have been issued. It is expected that manufacturer's representatives will be in residence at your base during the C-119B program. In the event of requirements for periodic special assistance from this headquarters in supply and maintenance matters, such assistance will be granted immediately upon request.

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OT
SUBJECT: Transition Program for C-119B Aircraft

5. In addition to the above implementing measures, the following action will be taken by your headquarters.

a. At the earliest practicable date, but not later than 25 July 1949, submit to this headquarters for approval a proposed training program designed to accomplish the objective stated in paragraph 4, above, at the rate of 200 hours of flying time per month per assigned C-119B aircraft on hand until the first Troop Carrier Squadron is proficient, and eighty to one hundred until the second Troop Carrier Squadron is proficient.

b. Effective on date of arrival of the first C-119B aircraft at your station, and continuing until such time as the objective stated in paragraph 4, above, is attained, all military personnel assigned to your command will operate on a six-day week.

6. Receipt of this letter and acknowledgment of instructions and information contained herein will be reported to this headquarters by electrical means.

BY COMMAND OF BRIGADIER GENERAL STEARLEY:

/t/ RALPH A. SNAVELY
Brigadier General, U. S. Air Force
Vice Commander

Cy furnished:
CG ConAC
CG 316th Trp Carr Wg

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(452.1) Info: Col Landon (DP).

CG WHITEHEAD CONAC SECRET

CHIEF OF STAFF
UNITED STATES AIR FORCE PRIORITY
WASHINGTON 25 DC XX

AFCONACCG 1067 PD SUBJECT IS TROOP CARRIER CAPABILITY OF CONAC UNTIL ONE FEBRUARY NINETEEN FIFTY PD

PARA 1. Current delivery schedule for C-119B will provide 53 each C-119B for one Medium Troop Carrier Wing by 31 January 1950. Informal estimate obtained from your Hqrs indicates the 62nd TC Wing will be re-equipped with C-54s during November and December 1949. Only one Medium Wing less one Squadron will retain present C-82 equipment.

PARA 2. The re-equipping outlined above will reduce ConAC troop carrier capabilit es by 30 to 50 percent, during the next six months. In Order to re-equip the 62nd TC Wing with a minimum loss of operational effectiveness this Hqrs will, on or about 10 August request certain C-54 officers and airmen by SSN and grade for assignment to the 62nd TC Wing, see our AFConACCG 1056, 22 July 49, info to USAF.

PARA 3. ConAC has directed an accelerated training and maintenance program at Smyrna AFB in order to learn and correct C-119B acft difficulties in as short a time period as possible. I am not familiar with the C-82 difficulties when these were first used in an operating unit.

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CG/ECW/wch 22 July 49 ENNIS C WHITEHEAD LT GEN CG 1 2

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C/S USAF PRIORITY
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AFCONACCG 1067 (CONT'D):
I do estimate that C-119B difficulties will be at least as numerous as those encountered with C-82s. At best the group which received C-119Bs will be at 25 to 35 percent efficiency from late August 1949 until February or March 1950.

PARA 4. Orders are being issued to man the 316th TC Wing to full authorized strength and to transfer C-82s to it as rapidly as these are available in order to bring this Wing to maximum operational effectiveness.

PARA 5. Reduced Troop Carrier effectiveness will, however, occur. Request you advise the Department of Army. Further request that the factors outlined above be considered by USAF in planning exercises, maneuvers, demonstrations, and special missions during the next six months. SIGNED WHITEHEAD. END.

OFFICIAL BUSINESS

CG CONAC

cc: Gen Myers (VC)
Col Smart (DO)
Col Williams (DM)
Col Landon (DP)
Inspector General
AG (CG file).

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CG/ECW/wch 22 July 49 ENNIS C WHITEHEAD LT GEN CG 2 2

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

15 Apr 1949

MS 452.11

SUBJECT: Aircraft and Engine Spares for C-82 Aircraft

TO : Commanding General, Twelfth Air Force, Brooks Air Force Base, Texas

1. On a recent staff visit to units in this command, numerous inquiries were received as to the status of aircraft and engine spares for C-82 aircraft.

2. Current supply information on C-82 aircraft and engine spares is outlined in "Monthly Report on Aircraft Spare Parts and Components" (RCS AF-MD-E124A), 1 Mar 49, from Headquarters, Air Materiel Command copy attached hereto.

3. This headquarters is cognizant of the fact that difficulties are being experienced by units in your command in obtaining required supplies for C-82 aircraft. However, as indicated in paragraph 2, attached inclosure, Headquarters, Air Materiel Command has initiated procurement action for items in short supply and spares required for stock purposes.

4. It is requested that action required by paragraph 4b, attached inclosure, be complied with promptly by all units in your command so that reparable carburetors can be repaired and returned to a serviceable condition.

5. If present difficulties continue, so as to materially affect the efficiency of organizations in your command operating C-82 type aircraft, it is requested that the following information be submitted to this headquarters:

a. Requisition number, including date and depot to which it was submitted.

b. Follow-up action taken by your command.

c. All other pertinent information available.

BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

/s/t/ W. R. PURPUS
Major, USAF
Asst Adj Gen

1 Incl -
Monthly Rpt on Acft
Spare Parts & Components

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

RCD/97

11 February 1949

MS 452.1

SUBJECT: Condition of Assigned Aircraft

TO : Commanding General, First Air Force, Fort Slocum, New York

1. As a result of curtailment in USAF directed high priority aircraft projects upon Air Materiel Command depot facilities, Air Materiel Command has advised this headquarters that it is in a position to establish a program for specialized reconditioning of "in service" aircraft for the remainder of the Fiscal Year 1949.

2. In response to a query from Air Materiel Command regarding the number, by tpe, of aircraft assigned to this command that require complete reconditioning, this headquarters submitted the following estimate:

Type of Aircraft	App. Number for Reconditioning	Type of Aircraft	App. Number for Reconditioning
C-82	34	B-25	32
B-26	40	C-45	20
F-47N	60	T-11 & 7	48
F-51D	20	T-6C,D&F	100
C-47	60	G-15A	62

3. F-84 and L-13 type aircraft were not included in the above estimate inasmuch as a program for complete factory modernization of these aircraft is presently being conducted or contemplated.

4. It is not known at this time how many aircraft of these types Air Materiel Command will accept for reconditioning, but it is the intention of this headquarters to schedule them as nearly as possible in the amounts shown above. Toward this end and in anticipation of this project, it is desired that this headquarters be furnished with a consolidated list of aircraft, ty type, serial number and location that are considered to be in need of reconditioning. This list should be forwarded so as to reach this headquarters not later than 24 February 1949. Reserve activity aircraft will not be included on this list inasmuch as Condition Reports on these aircraft have already been received.

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Condition of Assigned Aircraft

5. Individual Condition Reports on each aircraft need not be submitted at this time but should be accomplished in accordance with T.O. 00-25-53 and held in readiness by the using activity for later submission to the appropriate Air Materiel Area depots.

6. Aircraft included on the above requested consolidated list as warranting complete reconditioning should come within the purview of T.O. 00-25-4. However, since this headquarters is desirous of scheduling as many aircraft of these types as possible for this work, marginal cases should be included. Priority consideration, however, must be given to the oldest aircraft with the greatest amount of flying hours.

7. It is realized that the operational functions of some units will be curtailed during the remainder of this fiscal year if Air Materiel Command accepts these aircraft in the amounts indicated above, It is believed, however, that the accomplishment of this work warrants any curtailment in operational activities.

8. Report required by paragraph 3, above, is assigned Reports Control Symbol CNC-MD-SP9.

BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

s/ James H. Hackett
t/ JAMES H. HACKETT
1st Lt., USAF
Asst Adj Gen

2-44-2

SE[redacted]T

MFO/jeg

2238TH AF RESERVE TRAINING CENTER
ANDREWS AIR FORCE BASE
WASHINGTON 25, D. C.

A 452.1

6 May 1949

SUBJECT: Aircraft out of Commission

TO: Commanding General
Ninth Air Force
Langley AF Base, Va.

1. Problem: Reduction of percentage of Aircraft 'out of Commission' within this organization.

2. Factors: Of the Major factors contributing to the large percentage of aircraft out of commission within ConAC (Incl #1) those which are particularly pertinent to this Unit are:

Major: Personnel Shortages
Lack of parts
Lack of facilities

Minor: Special Priority Operations and Manuevers
Assignment of New Types of Aircraft

3. Discussion:

a. The root of the problem as pertains to this unit is not mentioned in ConAC TWX (Incl #1). The basic source of most of Unit difficulties lies in the fact that we are a tenant organization on an overtaxed base. Closely allied to this is the extreme lack of Unit facilities, not only in the engineering and supply section but in the Unit as a whole. The lack of such facilities such as Ramp space, hangar space to perform major maintenance, space or buildings in which to set up adequate shops for our specialists, lack of shop mock-up equipment for servicing of all airborne and ground radio equipment, lack of space and facilities to carry out any training what-so-ever, the decentralization of all sections in the Unit, lack of sufficient vehicles of all types, are some examples which may be used to illustrate our lack of facilities.

b. Discussion of points mentioned in the basic message chronologically, as concerns this organization:

(1) <u>Personnel Shortage:</u> Within this Unit there are, under the present Table of Distribution, one hundred and eight (108) airmen authorized in the engineering section. There are fifty-four (54) airmen assigned. Seventeen of these are skilled. Neither the time nor qualified personnel to properly train our OJT and semi-skilled airmen is available. Due to the prevalent shortage of personnel throughout the Unit as a whole, the engineering section is forced to furnish the majority of men needed for de-

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Ltr 2238th AFRTC TO: CG 9th AF, Subj: A/C out of Commission dtd
6 May 1949 Cont'd.

tails and special projects, this further lowers the number of personnel available to maintain the twenty-seven (27) aircraft assigned to this Unit. The engineering section averages approximately forty-six (46) airmen available per twenty-four hour period. This figure includes specialist, inspectors, etc. This gives us an average of one point seven (1.7) men per aircraft for on-the-line-maintenance. We have thirty-five (35) graded civilians employed in the engineering section, due to the lack of experienced personnel available as crew chiefs and assistants, these people are utilized to perform all major inspections. Twenty-three (23) of our civilians are utilized in this capacity, they turn out an average of three major inspections per week plus two engine changes per three month period. (These figures are for the preceeding twelve months). The remainder of our civilians are utilized as inspectors, specialists and assisting on the flight line. This totals to a three point two (3.2) average of personnel per aircraft assigned. At the present time, the engineering section is operating on a ninty-seven (97) hour week. This increased work load which will exist throughout the summer, is taxing our limited facilities to the utmost, due to the fact that aircraft hours flown increase in direct proportion to the increase of available flying weather during the summer period, plus the fact that we have to maintain an accelerated flying schedule for reservist on active duty with this unit. All facts mentioned in paragraph one of the basic message apply fully to this unit.

(2) Personnel Instability: Concur with paragraph two, basic message.

(3) Lack of Depot Support: Concur with paragraph three of basic message. This subject was covered to a great extent in a letter originating in supply section of this unit, dated 30 March 1949, Subject: Supply Status Report. Subject letter was forwarded over a first indorsement to 9th AF Headquarters on 3 April 1949.

(4) Transfer of aircraft: To date this organization has not been adversely affected by this problem.

(5) Special Priority Operations and Maneuvers: This Unit has been hindered slightly by this problem due to the loss of key personnel to Operations Vittles. Also depot maintenance services are slowed to some extent, due indirectly to Operations Vittles.

(6) Movement of Units: No problem to date.

(7) Assignment of New Types of Aircraft: No new types of aircraft have been assigned to this unit within the last two years. Under the FY 1950 plan it is contemplated that sixteen (16) B-26 type aircraft will be assigned to this organization. Information received from various other organizations using B-26's indicate that this will present quite a problem, not only from the supply stand-point, but due to a lack of facilities to properly handle these aircraft and lack of ramp space. At present it would be extremely difficult to satisfactorily maintain any additional or different type aircraft.

(8) Lack of Parts: The basic letter states that as indicated on AF Form 110, for the month of December, the in-commission status of aircraft assigned to ConAC was not seriously affected by the lack of parts. This statement gives an errouneous view of the situation locally. Actually, the fact that a low out-of-commission, awaiting parts rate shown by the Form 110 indicates that satisfactory maintenance is being performed in view of the parts received. The Form 110 merely indicates aircraft AOCP, it does not indicate the number of Priority Three requisitions outstanding, nor the number of man-hours performed to keep the aircraft in commission with the parts available, nor does it indicate the number of man-hours consumed in repairing worn or damaged parts for replacement on aircraft that are carried as out-of-commission for maintenance and not parts. One of the primary goals of the maintenance officer is to maintain as low an AOCP rate as possible, which further depreciates any attempt to judge the parts shortage situation by the form 110. Lack of parts has had a very positive bearing on the aircraft in commission status within this unit. The supply situation existing at this unit has been extensively discussed in the letter indicated in par 2, sub-par C of this letter.

4. Recommendations: That in order to reduce the percentage of aircraft out of commission within this AFRTC, the following matters be given the highest consideration possible:

a. That Facilities Criteria for Air Force Reserve Training Centers, as concerns the support of maintenance of assigned aircraft functions, established by Continental Air Command letter, subject 'Tentative Facilities Criteria for AFRTCs', dated 25 April 1949, File MI686, be made firm as soon as feasible.

b. That the transfer of skilled maintenance personnel from AFRTCs be closely controlled in order that AFRTCs may embark upon a concentrated Unit Training Program for presently assigned maintenance personnel on a reasonably firm planning basis, utilizing available skilled maintenance personnel to train unskilled personnel.

c. That the present supply support for AFRTCs as outlined in Air Force Manual 67-1 be realistically revised in order to provide a means of establishing and maintaining adequate levels of parts stock for presently assigned aircraft and for those types of aircraft to be assigned to AFRTCs in the future.

FOR THE COMMANDING OFFICER:

MICHAEL F. OGNISTY
Captain, USAF
Adjutant.

1 Incl:
TWX ConAC

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

RWD-284

MS 452.1

25 February 1949

SUBJECT: Aircraft Out of Commission

TO : Commanding Generals, 1st, 4th, 9th, 10th, 12th & 14th AF's

1. Attached for your information are copies of messages relating to aircraft out of commission.

2. With reference to Inclosure #1, it is desired that study be made to determine what steps, if any, can be taken to reduce the percentage of "Out of Commission" aircraft under your jurisdiction, taking in consideration knowledge of present difficulties being encountered by your activities.

3. Inclosure #2 lists and discusses eight (8) major factors contributing to aircraft out of commission. Some of these factors are obviously beyond your control. However, all of these factors should be thoroughly considered in conducting the above requested study and such corrective action as may be within your means to minimize their effects on the in-commission status of aircraft should be taken.

4. It is recommended that such items as structures of maintenance organizations, maitenance inspection methods, duplication of maintenance operations and other relevant maintenance factors be thoroughly investigated to insure that available personnel and facilities are being efficiently utilized.

5. It is desired that this headquarters be advised of the results of this study and furnished with pertinent recommendations.

BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

s/ James H. Hackett
t/ JAMES H. HACKETT
1st Lt., USAF
Asst Adj Gen

2 Incls
1 - Cy Msg fr USAF, 14 Feb 49
2 - Cy Msg fr ConAC, 17 Feb 49

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MESSAGEFORM

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PRIORITY

Hq ConAC Mitchel AFB NY

C/S USAF Wash DC

AFMMT 51392.14 Feb SECRET

(17 Feb 1949)

AFConACC 210 . Reurmsg AFMMT51392 dtd 14 Feb 49. Following major factors contributing to the high percentage of acft out of commission are listed and discussed separately below: Par 1. Personnel Shortage. Latest info available to this hq indicates that as of 31 Dec 48, there was an approximate shortage of 1300 acft Maint Pers throughout this Comd. The Bulk of this number is critical specialties such as electricians, hydraulic specialist, etc. Most groups are nearly depleted in these categories. As a result of this personnel shortage, many units in this Command have been forced to place as many as one third of their assigned acft in flyable storage in order to maintain some semblance of operational status. The fact that these acft have necessarily been placed in storage reflects adversely on the in commission status and is a major factor contributing to the apparent percentage being out of commission. This personnel shortage is also having an adverse affect upon our units from the standpoint of Field Maintenance Support. In many instances, particularly from separate Sqs and to Gps and Jet Gps, Field Maintenance activities have a backlog of several thousand manhours which include urgent Technical Order compliance, repair to damaged acft and major acft components, removal of dangerous corrosive conditions, fabrication of parts not available in supply and other work beyond the capabilities of theusing organizations. Par II. PERS INSTABILITY. During the month of Jan and through the month of Mar, an approximate

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HQ ConAC Mitchel AFB NY PRIORITY

C/S USAF Wash DC

AFMMT 51392.14 Feb SECRET

TOTAL OF EIGHT ONE THREE ACft Maintenance personnel were or will be lost to this command for Operations Vittles and other overseas assignments. This figure is in addition to normal attrition that can be expected due to discharges, transfers within the ZI, school, etc. Total gains for this same period indicate approximately 318 maintenance type personnel have been allotted this command for returnee and reenlistment sources, resulting in an additional net loss of 500 qualified miantenance people or a total shortage of 1800. On-the-job training has proven fruitless because such personnel have been lost as soon as training if not before training completed. In comparing personnel figures as of 31 Oct and 31 Dec 48, plus the projected additional losses expected by the end of Mar, it is found that the shortage of maintenance personnel has increased approximately 200 individuals or an average loss of 40 airmen per month. The very high rate of personnel turnover, enlisted men and officers, caused by overseas assignment policy, by school commitments, and by expiration of enlistments to a lesser degree, destroys continuity of working management and keeps all units in a state of confusion. Squadron morale, as once known, does not exist. Unless these losses are sharply curtailed and additional personnel assigned in the immediate future, this command will be fortunate to reduce or even maintain the present out of commission percentage during succeeding months. Info contained in the two preceding paragraphs is being incorporated in a letter, file A221, Subj: "Shortage of Aircraft Maintenance Personnel (Enl)" for submission to your hq for info and necessary action. Par III. <u>Lack of Depot Support.</u> For the Past several months, the AMA Depots have been unable to provide necessary

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Hq ConAC Mitchel AFB NY PRIORITY

C/S USAF Wash DC

AFMMT 51392. 14 Feb SECRET

Cont'd ... area support due to the high priority USAF directed projects. This fact has also adversely affected the maintenance efficiency of ConAC organizations and is reflected in the present high percentage of acft out of commission. Par IV. Transfer of Aircraft. Recent mass transfers of acft, expecially from the Troop Carrier Groups, has caused the transferring units to concentrate available personnal on these projects in order to complete them on schedule and in accordance with existing directives. As a consequence, routine maintenance has suffered on the remaining assigned aircraft which has resulted in additional aircraft being placed out of commission. In addition, each aircraft scheduled for transfer is immediately removed from service pending completion of the transfer inspection and its status is reflected in existing reports as an assigned aircraft our of commission until it has been picked up by the ferry crew. Par V. Special Priority Operations and Maneuvers. Recent operations such as Hayride, Combine III etc., demand continual operation under adverse maintenance conditions. Aircraft assigned to such projects operate from bases remote from normal supply sources and where third echelon maintenance personnel are unfamiliar with the aircraft types concerned and shop facilities are inadequate to properly perform required inspections. Technical Orders affecting the safety of these aircraft are not complied with until the aircraft returns to home base. They are then placed out of commission pending receipt of kits, compliance with the accumulated T.O's and accomplishment of such other work and inspections as may be necessary. These facts are also reflected in existing reports as aircraft out of commission. Par VI. Movement of Units. In some instances

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Hq ConAC Mitchel AFB NY

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AFMMT 51392. 14 Feb SECRET

Cont'd ... especially in the case of the 325th Fighter Group, the transfer of enitre units from one place to another on short notice has disrupted the flow of supplies and the submission of requisitions. This has necessitated grounding of some aircraft especially since required parts were not stocked at the new bases. This is considered to be a temporary situation, however, which can be solved locally and no corrective action by this headquarters is contemplated. Nevertheless, it has reflected unfavorably on the in commission status of assigned aircraft. Par VII. Assignment of New Types of Aircraft. Some organizations, especially the units new equipped with jet aircraft, have received their new aircraft prior to receipt of necessary ground handling equipment, spare pats and personnel who are schooled and qualified in jet maintenance. Furthermore, the arrival of these new aircraft has placed a double maintenance load upon the receiving unit in that they are required to operate, maintain and prepare their old aircraft for transfer without increase in personnel authorized. This is particularly true at the present time with the 31st Fighter Group. Upon receipt of F-84 aircraft, this Group placed them all in storage and are presently removing them from storage at the rate of two per week. At the same time, two F-61 type aircraft are pulled out of service and prepared for transfer. This same procedure has been employed by all ConAC organizations that are now equipped with jet aircraft and it has been a large factor contributing to the extremely high percentage of aircraft assigned to these units being out of commission. Par VIII. Lack of Parts. As indicated in AF Forms 110 for the month of December, the in commission status of aircraft assigned to this command was not seriously affected by the lack of parts. Par XI. This command will continue to make every effort to minimize the percentage of aircraft out of commission.

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ALLEN E. FRAWLEY
Captain, USAF
Asst Adj Gen

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P R I O R I T Y

FM JEP 33C/Hq USAF Wash DC 14 Feb 49 2044Z

TO: Com Gen ConAC Mitchel AFB Hempstead, NY

AF GENC

/SECRET/ From AFMET 51392 the high precentage of on hand acft reported out of commission by a large number of groups and separate squadrons is a matter of grave concern to this Hq . Otu of commission acft reported comprise those acft awaiting parts, technical order compliance, maintenance and other reasons. This Hq is of the opinion that the percentage of acft out of commission with in any operating organization and for all reasons, should never exceed 30 percent of the on hand acft. The exception to this rule would be mass grounding of acft by Technical Order for safety of flight reasons. Records of this Hq for the period 15 January 1949 to 31 January 1949 reveal that the following groups and separate squadrons under your cognizance averaged acft out of commission in excess of the percentage expressed herein:

UNIT DESIGNATION	TYPE OF ACFT	AOH	AOC	0/0 ACC
	BOMB GROUPS, LIGHT AND JET			
47th Bomb Gp	B-26	34	12	35
	FIGHTER GROUPS, ALL WEATHER			
52nd Ftr Gp	F-61	8	3	37
52nd Ftr Gp	F-82	32	18	56
325th Ftr Gp	F-82	39	30	76
	FIGHTER GROUPS			
1st Ftr Gp	F-80	51	18	35
4th Ftr Gp	F-51	6	3	50
20th Ftr Gp	F-84	70	38	82
31st Ftr Gp	F-84	74	60	81
31st Ftr Gp	F-61	18	11	38
33rd Ftr Gp	F-84	65	40	61
56th Ftr Gp	F-80	66	23	34
332nd Ftr Gp	F-47	74	39	52
	RCN GROUPS, TACTICAL			
10th RCN Gp	RF-51	35	15	42
7th RCN Gp	FB-26	20	11	55
63rd RCN Gp	FB-26	21	13	61
	TROOP CARRIER GROUPS			
62nd TC Gp	C-82	43	16	37
314th TC Gp	C-82	15	8	53
316th TC Gp	C-82	44	24	54

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PRIORITY

FM JEP 33C/ Hq USAF Wash DC 14 (Feb 49) 2044Z (Continued)

TP: ComGen ConAC Mitchel AFB Hempstead, NY

AF GRNC

UNIT DESIGNATION	TYPE OF ACFT	ACH	AOC	O/O AOC
	SPEARATE SQUADRONS			
7th Liaison Sq	Misc	33	21	63
72nd Liaison Sq	Misc	28	17	60
163rd Liaison Sq	Misc	16	8	50

/SECRET/ What are the major contributing factors and what actions are being taken by your hq to improve the unfavorable acft out of commission status of the above listed organizations? /SECRET/

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HEADQUARTERS
2235th AF Reserve Training Center
Byrd Field
Richmond, Virginia

GTF/gwh

FA 452.1

3 May 1949

SUBJECT: Aircraft Out of Commission

TO: Commanding General
Headquarters Ninth Air Force
Langley Air Force Base
Hampton, Virginia

1. In compliance with paragraphs one and two of your 1st Indorsement to Basic Letter, Headquarters Continental Air Command, Mitchel Air Force Base, Hempstead, New York, File No. MS 452.1, Subject: Aircraft Out of Commission, dated 25 February 1949, the following report is submitted:

a. While the eight (8) major factors discussed in inclosure two, have affected the maintenance in the Reserve Program, it is believed that the following additional factors will also be applicable to this subject.

(1) The aircraft presently assigned are of such an age that the structural defects have appeared, reference T.O. 01-90-68, and due to the fact that the type of aircraft, T-6's and T-11's, assigned to the program are no longer manufactured for replacement, the amount of time required to complete major inspections has materially increased.

(2) In relation to maintenance it has been found that Supply Stocks that have been set aside for ORC purposes is insufficient, and that approximately eighty-five to ninety percent of all requisitions submitted for aircraft parts must be submitted on a priority requisition in order to obtain the necessary parts. This condition at the present time requires practically all parts to be ordered on priority basis and unless priority system is continually violated, base stocks on aircraft parts for Reserve Aircraft are at, or very close to a zero level. It is requested that the supply arrangement be revised in such a manner, as to allow the ORC to maintain normal base stock levels, without resorting to priority requisitions, by making proper allocation of funds and supplies to the ORC program.

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FA 452.1 3 May 1949
Subject: Aircraft Out of Commission

(3) Reference T.O. 01-60F-65, dated 22 April 1949. Paragraph one of this Tech Order states that shims were installed by the contractor prior to delivery on T-6D aircraft, Air Force No. 44-80845 and subsequent aircraft. This may be the only case of its kind, but it indicates that the difficulties that are being encountered today on T-6D aircraft, as described in the above mentioned Tech Order, should have been corrected long ago when it was discovered that shims were required in the use of this fitting. Therefore it is suggested that all models of aircraft assigned to the Air Force should be checked to see that modifications that have been performed on aircraft, have been performed on all aircraft of that particular type.

(4) It is further suggested that the AMA's go into immediate production on replacement parts when a difficulty of this kind is encountered and when stock levels are known to be at a low level.

2. Coordination between the agency preparing Tech Orders and the agency procuring necessary material could probably be improved. Materials required for Tech Order compliance seems to lag too far behind the publishing of the Tech Order.

FOR THE COMMANDING OFFICER:

PAUL T. MESARIS
CWO, USAF
Adjutant

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HEADQUARTERS 4TH FIGHTER WING
LANGLEY AIR FORCE BASE, VIRGINIA

EFB/eh

WDM 452.01

SUBJECT: Aircraft Out of Commission

TO: Commanding General
Ninth Air Force
Langley Air Force Base, Virginia

1. Reference is made to paragraph 2, 1st indorsement by your headquarters to letter, Headquarters, Continental Air Command, MS 452.1, Subject as above, dated 25 February 1949, with inclosures, directing that a study be made to determine if any additional or aggravating factors are causing the high percentage of aircraft reported out of commission. To obtain general opinions of the units involved, the reference correspondence was forwarded to the following units of this organization for submission of separate reports:

363d Tactical Reconnaissance Group
4th Maintenance & Supply Group (formerly 363d)
4th Air Base Group (formerly 363d)

The 72d Liaison Squadron was not included in the distribution as it had been inactivated prior to the receipt of the reference inquiry.

2. The separate reports are inclosed herewith. A staff study is included herein, which will in some instances make references to specific points brought out in the attached reports.

a. Special attention is invited to the report submitted by the 4th Air Base Group, prepared by Major Donald E. Hamilton, which illustrates the opinions of many older officers and non-commissioned officers with considerable prewar experience. It is felt that the report merits considerable consideration as a study resulting from a great amount of thought.

b. The 4th Maintenance and Supply Group was included in the reporting because of the direct bearing that organization has on the aircraft out of commission in operating organizations. However, it is felt that had this study by that organization been made during the period in question, when there were personnel troubles resulting from a low percentage of assignment, temporary duty to vittles and personnel instability, the conclusions shown under paragraph 2a would have

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Subject: Aircraft Out of Commission, Hq 4th Fighter Wing, Langley
Air Force Base, Va.

presented a picture more congruent with the report submitted by the 162d Tactical Reconnaissance Squadron and inclosure 2 of the reference letter. Some of the problems experienced will be discussed later.

c. Mention is made to the percentage of aircraft out of commission indicated for the 72d Liaison Squadron. Approximately fifty percent of the liaison aircraft assigned to that squadron were L-13, which were grounded for technical changes on the engines by the factory. Subtracting those aircraft from the total percentage would produce an exceptionally low out of commission rate.

3. The following staff study by this headquarters is submitted for your consideration. The first portion of the study is prepared in the same heading order as shown in inclosure 2 of the reference letter:

a. Personnel Shortages:

(1) **Field Maintenance:** It is believed that shortages of personnel in field maintenance was responsible for the following unsatisfactory conditions at the time the high out of commission reports were considered.

(a) A reduced amount of repairs of reparable items which increased the shipments to overhaul depots and resulted in retarded supply action.

(b) A tendency for organizational maintenance personnel to add field maintenance work to squadron maintenance functions, because of the time required to process work through the field maintenance shops. They performed major sheet metal jobs, engine cylinder changes, replacement of large airfoils, repainting of aircraft and equipment, major repairs of auxiliary equipment, etc.

(c) The above conditions adversely affected the accomplishment of organizational maintenance to the extent that in many instances it produced requirements for field maintenance normally prevented by organizational maintenance. Example: Lack of preventative battery and generator control maintenance caused airframe

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corrosion damage requiring some two hundred (200) manhours of field maintenance to repair.

(d) Inability of base shops to readily accept and perform newly directed field maintenance responsibilities as required by regulation changes.

(2) Organizational Maintenance: As indicated above, organizational maintenance was adversely affected by personnel shortages in field maintenance.

(a) It is believed that the conditions outlined under this heading in the report of the 162d Tactical Reconnaissance Squadron were applicable to all aircraft operating organizations on this base. (Re: par 1a (1), Incl #1, 363d Tac Ren Gp).

(b) It is pertinent to note that the conclusions of Major Hamilton on the "quantity" of personnel required, (re: par 4a (1) (a), Incl #3, 4th Air Base Gp) are predicated on the inference that the unsatisfactory conditions relating to incentive, control and training, discussed later in his report, were corrected. It is further believed that the assumptions and conclusions pertaining to general personnel problems are basically sound. (Re: par 4f, Incl #3).

(3) Supply: The shortage of qualified supply personnel is generally effecting both field and organizational supply functions:

(a) The conditions related in the M&S Group report relating to base supply activities (re: par 2a (2), Incl #2) are concurred with. The breakdown of inventory teams, because of personnel losses, caused inventory backlogs. Attempts were made to catch up on inventories by use of key personnel from other supply functions, which aggravated backlogs in those sections. Any supply backlog multiplies the delay in supply action. Posting backlogs delays processing of requisitions, preparation of due outs and action to replenish stocks.

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Subject: Aircraft Out of Commission, Hq 4th Fighter Wing, Langley Air Force Base, Va.

(b) A majority of unit and technical supplies are limited in qualified personnel assigned. Incorrect and incomplete requisitions, with little or no follow-up action, produces delays. This condition still exists, even after assignment of personnel to authorized strength.

(4) General: The number of personnel required to perform a specified mission is governed by the level of experience and training of the key airmen and officers. Personnel shortages cannot be based entirely on tables of authorization. The amount of experience and general know-how regulates the quantities of bodies required. The quality and amount of training that can be accomplished is governed by the availability of personnel with the above prerequisite.

(a) The importance of training in the service functions, supply, maintenance, etc., is oftimes overshadowed by the operational training phase. Over emphasis on operational readiness produces retarding of technical training which in turn results in lowered operational readiness. Having a high in commission rate at the expense of training will result in a lowered rate when key personnel are lost.

(b) Many portions of T/O&E authorizations, with reduced peace time figures, does not appear to consider the necessity for extensive training in supply and maintenance functions. Also there appears to be no consideration given to the greater amount of paper work and maintenance incidental to peace time operation which is not required of war time operation. Reports are multiple, and care and preservation of unused T/O&E equipment high. Training of personnel required more than just sufficient personnel required to perform normal supply and maintenance missions.

(c) Reference is made to Major Hamilton's report relative to training. (Re: par 5, Incl #3). The assumptions and conclusions are believed to be basically sound.

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b. Personnel Instability: A high percentage of the maintenance and supply problems has been caused by instability.

(1) Personnel Shortages: Instability has resulted in reinlistment for other bases, where airmen believe that they will be able to remain longer. Airmen have an opinion that other commands are more stable. Noncommissioned officers are retiring with twenty (20) to twenty four (24) years service, thereby reducing the much needed experience level.

(2) Operations Vittles: Personnel shortages created by Operations Vittles and other long time TDY assignments are not reflected in personnel reports. An organisation cannot keep high efficiency with a large percentage of assigned personnel on TDY. Shipments on short notice and extensions of TDY periods have caused lowered morale.

(3) Experience levels: A majority of the losses by transfer and TDY assignments involve the experienced personnel. This conditions affects organizations as outlined in paragraph 3a (4) above. Reference is made to the remarks contained in the report of the 162d Tactical Reconnaissance Squadron (Re; par 1a (2), Incl #1),pertaining to the instability of officers. Rapid transfers of maintenance and supply officers has resulted in poor maintenance and unsatisfactory supply responsibility. Large reports of survey are produced by rapid changes of responsible officers.

(a) It is suggested that it will require a minimum of one year for a staff officer or unit commander to become fully acquainted with a base of this size, so that he might effectively perform his duties. It is felt that transfers of officers of that level should be limited to a minimum of four (4) years to obtain the benefit of his acquired knowledge of the base and it's functional peculiarities. Stability of officers of that class will provide more stable administration and clearer cut policies for the guidance of the inexperienced.

(b) It is believed that the expressed policy of

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assignment of non-rated officers, with extensive military and technical experience, to staff functions is of paramount importance. Such personnel, most of whom are approaching the twilight of their military careers, may be depended upon to perform those duties efficiently and expeditiously for the remainder of their active duty.

c. Lack of Depot Support: Critical and controlled items of supply have been the main cause for AOCP requisitions. To some extent items having little or no past consumption for several years back have become critical because of added emphasis on maintenance. Cylinders for R-2800 engines (Re: par 1a (3), Incl #1), have not been required until recent cylinder compression check program was instituted. Of sixty one (61) AOCP items requisitioned during April 1949, less than seven percent (7%) were non-critical or non-controlled items.

d. Transfer of Aircraft: Not applicable to this base at this time.

e. Special Priority Operations and Maneuvers: The comments contained in the M&S Group report (Re: par 2e, Incl #2) are concurred with. It is the general opinion at base level, that priority operations and maneuvers have been incompletely planned, poorly coordinated at staff level and directed with insufficient time for the units involved to make preparations. In some instances, the directives have been received after the operation has been started. Separate staff sections have given conflicting orders, often without an understanding of personnel shortages, equipment availability, requirements for continued base operation, etc. Directives are sometimes too detailed, allowing the unit little prerogative of planning, and at other times too vague, providing insufficient basis for planning.

f. Movement of Units: Directives ordering unit movements appear to take too much time reaching base and unit level. The time between the receipt of orders and the completion of the movement allows little time for coordination between units concerned.

g. Assignment of New Type Aircraft: Insufficient time is allowed between receipt of a directive indicating assignment of new aircraft for preparation by the receiving units and procurement of supplies. In one instance a training unit from the Training Command arrived on the base two weeks before any written information was

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Air Force Base, Va.

received concerning the assignment of new aircraft. Verbal information was so vague, the training unit returned to its station to be later re-directed to the base." In this instance the unit to be given training was being transferred to a new base and had not arrived when the training unit reported.

h. Lack of Parts: The lack of parts has not affected aircraft out of commission other than what is indicated in paragraph 3c herein, with the exception of parts necessary to provide complete engines with accessories for quick engine changes. The parts for jet engine changes are especially critical. The comments contained in the M&S Group report (Ref: par 2h (2), Incl (2)) are concurred with.

i. Conclusions:

(1) It is felt that the following major problems already discussed have produced the unsatisfactory out of commission percentages and will in some extent continue to do so:

(a) Personnel instability.

(b) Incomplete planning in directives pertaining to; unit movements, priority operations or manuevers and assignment of new type aircraft.

(c) Provisions for training of maintenance and supply personnel.

(2) The present conditions of personnel instability, personnel shortages, insufficient experience in supervisory personnel and the appearance of poor planning has a direct bearing on the morale of the troops. It is felt that too little consideration is given to this phase of the morale problem and that special services activities, exchanges, clubs, etc., are given more consideration as basic causes for low morale. The morale effects the efficiency of the accomplishment of a mission and most certainly effects the maintenance record.

(a) There have been many instances where extensive reports have been required with insufficient suspense time. The reports produced an overload

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on already overburdened functions. This condition adversely affected the morale of airmen in the base supply working along side of civilians drawing premium pay for overtime.

(b) The slowness in establishing policies effecting the careers of airmen, which have been given general publicity in newspapers, along with other seemingly inconsistent information on career planning has detrimentally affected the morale.

(3) It appears evident that the Air Force is experiencing growing pains which is reflected in reports of aircraft out of commission. It is suggested that many of the points brought out in this and inclosed reports should be brought to the attention of higher authority.

3 Incls
1. Rpt of 363d Tac Rcn Gp
2. Rpt of 4th M&S Gp
3. Rpt of 4th Air Base Gp

ROBERT W. C. WIMSATT
Colonel, USAF
Commanding

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BASIC: Ltr Hq Cont'l Air Command, Mitchell AFB, NY, Subj: "Aircraft out of Commission", dtd 25 Feb 49.

LFRA 5th Ind JMS/rgm

Headquarters, 363d Tactical Ren Group, Langley AF Base, Virginia 4 May 49

TO: Commanding Officer, 4th Fighter Wing, Langley AF Base, Virginia

1. I concur with preceeding indersement.

2. The comments of the Commanding Officer, 162nd Tactical Reconnaissance Squadron Night Photo, are considered pertinent and appropriate.

3. The 162nd Tactical Reconnaissance Squadron possesses all RB-26 aircraft assigned to this Group.

J. M. SMELLEY
Colonel, USAF
Commanding

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BASIC: Ltr Hq [illegible]'l Air Command, Mitchell AFB, [illegible], Subj: "Aircraft out of Commission", dtd 25 Feb 49.

LFRAP 4th Ind WWR/meg

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a. Of the eight (8) major factors discussed in Inclosure # 1 only those factors contained in paragraphs 1, 2, 3, 5 and 8 apply to this organization. These are herein commented upon separately.

(1) Personnel Shortage- In addition to the shortages listed under this paragraph, this organization experienced an 84% shortage of Airplane Power Plant mechanics SSN 684 and a 72% shortage of Airplane and Engine Mechanics SSN 747. These shortages plus others that existed within the maintenance section necessitated placing 80% of the aircraft in flyable storage.

(2) Personnel Instability- In addition to the instability of enlisted personnel as mentioned in this paragraph, cognizance should also be taken of the instability of officer personnel. Within the past eighteen months more than 160 officers have been assigned to this organization resulting in a 300% turnover of personnel including key members of the squadron. Although this turnover was not soldy within the maintenance section, it nonetheless affected it; for overall good management and morale were difficult to maintain.

(3) Lack of Depot Suppot- This has been evidenced in this organization by the slow delivery of replacement components notably cylinders for the R-2800 engine and brake seals.

(4) Special Priority Operations and Missions- Conditions described in this paragraph specifically applied to this organization.

(5) Lack of Parts- This is evidenced within this organization in the case of a few specific items. Representative of these items are brake seals, cylinders for the R-2800 engine, and flight instruments. Delays in delivery of these parts have often prevented the expedient return of aircraft to an "in commission" status. In addition, because the manufacture of the RB-26 has been discontinued, many replacement components are no loger available in Air Force Stock. This has neccessitated the local manufacture of some items. As a result some aircraft have remained "AOCP" for a considerable time before AMC authorization for local manufacture has been received.

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b. In addition to the eight factors listed in Inclosure # 2, the "exception" of mass grounding of aircraft for T.O. Compliance as outlined in Inclosure # 1 was applicable during the period concerned to the aircraft of this organization.

c. The efficient utilization of personnel and facilities has constantly been under study in this organization, toward this end at various times changes in maintenance methods have been made. For example- insufficient personnel were available to provide a crew-chief system of maintenance. The organization therefore adopted a specialized maintenance system which afforded a maximum utilization of the limited number of men. The present increase of personnel has made it possible to combine certain features of the crew-chief and specialized maintenance systems with a resulting decrease of "Aircraft out of commission". Under this program a crew chief is assigned to each aircraft, and each flight is responsible for the specialized maintenance to all aircraft assigned to it. In practice this means that all members of the flight are utilized in the performance of maintenance inspections except those whose services are required for preflight and refueling of aircraft in actual use. In addition, when none of the flight's aircraft are being flown, all of the maintenance personnel in the flight are available for these inspections.

2. Recommendations-

a. If the personnel and supply difficulties cannot be remedied in the near future it is recommended;

(1) That aircraft be assigned to organizations in proper proportion to assigned and present for duty personnel; or

(2) That aircraft in flyable storage be considered separate from operational aircraft so as not to reflect adversely on the percentage of aircraft in commission; or

(3) That the USAF standard for aircraft in commission be made flexible so as to be in better proportion to the number of maintenance personnel present for duty.

WALTER E BERG
Lt Col, USAF
Commanding

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Basic: Ltr, Headquarters Continental Air Command, Mitchel AFB, NY, File 452.1
Subj: Aircraft Out of Commission

3rd Ind LFSCO-USN/pps

Headquarters 363d Maint & Supply Gp, Langley AFB, Va 2 [illegible] 49

TO: Commanding Officer, 363d Tactical Reconnaissance Wg, Langley AFB, Va

1. In compliance with 2nd Indorsement by Headquarters Tac Ren Wg, comments on the eight (8) major factors discussed in Inclosure #2 are listed below. Effort has been made to explain fully difficulties encountered by the Maintenance & Supply Group in solving problems conforming to those listed.

2. Also comments relative to the basic correspondence summarize the contributing factors of aircraft out of commission from the standpoint of the Maintenance & Supply Group. Primary function of the group is to support the technical service of those organizations maintaining operational aircraft. Although not concerned with operational aircraft it is realised it's support can effect approximately 20% of the aircraft assigned to the operating organization. This is effected by aircraft undergoing field maintenance in the base shops, minor repair by specialists on aircraft located at the operating organization, furnishing engines and accessories that are processed locally before installation, and supplying the parts, equipment, and needs of the organisation's operating aircraft.

a. Personnel Shortages

(1) Maintenance: The shortage of personnel within this section has not reduced the direct support to the organisations operating aircraft. Local fabrication and repairs are consistent with and conform to AF standards. The Technical order compliance section has not affected the incommission status of operational aircraft assigned to the base, in its performance of supplying and supervising the accomplishment of technical order compliance. Shortage of specialists in the shops has at times caused the backlog of work to increase, but the flexibility of issuing priorities has not affected the already operational aircraft.

(2) Supply: The shortage of personnel in the supply activities has reduced our inventory percentage. Has slowed down the processing of incoming and outgoing equipment in the shortage and surplus inventory in the T/O&E readjustment. Has curtailed the issue hours of ordinary issues, and at one time seriously affected the priority three request which created a higher AOCP rate. Conditions outlined which have been attributed to the shortages of available personnel, has also been affected by the increase in the volume of line items processed to and from the depots and to and from other organizations.

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As an example: line items requested of all supplies during the month of November 1948, was approximately 9400 items, increasing to approximately 19,000 during the month of March 1949. With this increase, the condition of the supply section is indicated by the reduction of due-outs from 16% to 12 1/2% on all classes of supplies.

b. Personnel Instability

The loss and instability of assigned personnel has increased our inventory backlog. The acute personnel presently assigned can train up to the expected standards but the loss or trained personnel has particularly off-set the aggressive training program. The average available individual can in most positions make an acceptable supply specialist within one hundred twenty (120) days.

c. Lack of Depot Support

The pipline time in obtaining supplies from our respective depots is not considered abnormal when items requested are available at that depot. Critical and controled items present the main difficulty.

d. Transfer of Aircraft

Transferring of aircraft is not considered a major problem to this organization.

e. Special Priority Operation and Manuevers

Problems associated with operations of this nature could be reduced by more realistic planing at higher commands. To illustrate; the original support requested in Operation Combine Three, would have greatly curtailed operations at this base. Coordination and planning at the wing level reduced our support for this operation to a point where it did not reduce the effectivness of the whole base except for shortage of equipment that was dispatched for support and never utilized. In future planning it is suggested that when units move into the field, that the supporting organization be integrated under one central agency that may set up priorities. This will reduce the so called, training, of supporting units for any specific organization and is considered good management and will conserve manpower.

f. Movement of Units

Upon movement of a unit to a new station, three (3) officers and ten (10) airmen dispatched to the new station can establish a supply section and ahve available for fast satisfactory operation a supply agency within forty-five (45) days, provided they are excused from all extra ciricular duties. However, if the two stations are not far removed, the pipeline time may be reduced by utilizing the supply channel of the first station. Given a sufficient priority with proper supply action by the requesting unit when supported by the area depot, the pipeline time of critical items can be reduced to fifteen (15) days. This is not considered abnormal in Air Force operation.

g. Assignment of New Type Aircraft

The main difficulty in the assignment of new aircraft is that the receiving station is not given a preparatory time for the procurement of supplies prior to the arrival of the aircraft. A limited supply of spare parts and accessories for the new type of aircraft can be expected within forty-five (45) days. When new type are to be assigned to a station, the station should be given a high priority in obtaining what are considered necessary supplies. This authority should be granted as soon as decision is made to assign aircraft and not after the first aircraft has arrived at the station.

h. Lack of Parts

(1) The AOCP rate of a base is lowest when all maintenance and supply activities are consolidated into one section. Supervision and control by one section allows for the proper coordination of cannibalization and reduces the inherent ~~uses~~ abuses when control of these activities is divided. The Air Force has developed many changes of various accessories and assemblies, but these have not been carried to the point where kits and parts have been authorized and made available. Particular mention is made of the interchanging of power plants complete with all accessories, plumbing and allied equipment. A year's effort on the part of this base has failed to produce action which would authorize and make available, engine build-up kits, or packages for the support of forty (40) F-80 aircraft, even though the using organizations are expected to make package engine changes. Although some of the items short are considered critical, it increases the out-of-commission time of the aircraft by requiring changes from the old to the new unit which results in hours added to the time for the operation.

452.1 (25 Feb 49)   3rd Ind (Cont'd)
Subj: Aircraft Out of Commission

(2) A program should be initiated to authorise the various bases to overhaul engine and aircraft accessories so that 85% of these items could be reconditioned and repaired locally. Repair of these items in this manner could be accomplished at a small percentage of the cost required for crating and shipping charges. Present indications are that allowances for the purchase of packing material and shipping cost are to be reduced to a small percentage of that expected, and therefore only those items requiring extensive overhaul should be shipped to the depot for reconditioning and repair. The shipment of all engines and accessories to the depot and the lowering of allowances for crating and shipping costs will result in the stock piling of repairable items at the base level. There would be a consequent loss to using organizations due to the delay in shipping repairable items to the overhaul depot. Also the accumulation of repairables under this procedure would require the occupation of critical short storage space. Each base should be authorized to perform all of the overhaul of items that can be accomplished by their shops, with a directive to AMC for support in its accomplishment. To assist in the above suggested procedure, a study should be made as to the feasibility of making available to the base, replaceable parts, in kit form, such as are now commercially available for the reconditioning of generators, starters, carburetors, fuel pumps, etc.

(3) Mention is also made regarding compliance with technical orders. Technical order kits should be completed before the issuance of the technical order and each compliance kit be assigned to a particular aircraft by number.

3. It is believed that comments relative to the eight (8) major factors discussed present a comprehensive picture of problems encountered. It is further believed that if suggestions made could be acted upon that it would add greatly to the effectiveness of this organization and make for better support to those organisations operating aircraft under any conditions.

FOR THE COMMANDING OFFICER:

STANLEY P. KRAJEWSKI
Captain, USAF
Adjutant

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Basic: Ltr from ConAC, Mitchel Air Force Base, N. Y., dtd 25 Feb 49,
subj: Aircraft Out of Commission

452.01 3rd Ind

Hq. 363d Air Base Group, Langley Air Force Base, Virginia, 12 April 1949.

TO: Commanding Officer, 363d Tactical Reconnaissance Wing, Langley Air
Force Base, Virginia.

1. Report required in paragraph 2 of 2nd Ind is attached as inclosure 3.

2. Of the eight factors referred to in paragraph 3 of basic letter the following five have not been included in the attached study for reasons stated.

a. Lack of Depot support is only apparent to an organization in the Air Base Group by reason of delay in matters of supply. Cause or specific recommendation for corrective action cannot be properly discussed by the writer.

b. Transfer of aircraft is not considered a serious problem in this organization Existing directives on the subject are considered necessary and adequate.

c. Special priority operations of an emergency nature are considered unavoidable, maneuvers as necessary training. Both should whenever possible be conducted by complete units. Every effort should be made to avoid drawing personnel from a number of units to enlarge another at the cost of lost efficiency to all.

d. Movement of units cannot be properly discussed by the undersigned due to lack of familiarity with the problem involved.

e. Lack of spare parts is a definite and serious problem but beyond the ability of the writer to analyze due to unfamiliarity with policy and methods of procurement at the higher levels.

3. The remaining factors of personnel shortage, personnel instability, assignment of new types of aircraft have been considered as a part of the whole problem as seen from Group level.

4. The items referred to in paragraph 2 of basic letter consisting of structure of maintenance organizations, maintenance inspection methods and duplication of maintenance operations are considered generally satisfactory and not noticeably contributing to any excess of aircraft out of commission.

3 Incls
Added 1 Incl
3. Study by Maj
Hamilton

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VERNON L. STINTZI
Colonel, USAF
Commanding

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STUDY OF AIRCRAFT OUT OF COMMISSION

Prepared by
Major Donald E. Hamilton
3634 Air Base Group
Langley Air Force Base

1. In considering existing condition relative to aircraft out of commission, it is believed relevant to compare the situation today to that of the past. The past, in aircraft maintenance naturally falls into two (2) categories, viz; prewar and wartime. The writer feels qualified to make such a comparison, inasmuch as he has completed twenty five (25) years of active service in the Air Force. Eighteen (18) years of this service was as an NCO. Overall duties have included administration, armament, maintenance and staff at division and command levels.

2. This study is prepared under the following headings and an attempt is made to provide a discussion, conclusion and recommendation to each:

- a. Equipment
    - (1) Aircraft
    - (2) Tools
    - (3) Facilities
- b. Personnel
    - (1) Quantity
    - (2) Quality
    - (3) Capability and adaptability
    - (4) Incentive
    - (5) Control
    - (6) General
- c. Training
    - (1) Physical training
    - (2) Military training
    - (3) Educational
    - (4) Technical
- d. Supply
    - (1) General

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Study of Aircraft Out of Commission - 363d Air Base Group (cont'd)

3. Equipment

a. Aircraft of today and also of war years have not presented any radical change in design sufficient to complicate established maintenance procedure when compared to the changes made in the early thirties. The trend of design seems to simplify accessibility for maintenance.

b. Tools are more plentiful, more efficient and easier to obtain than was thought possible in prewar days.

c. Facilities such as cleaners, heaters, lubricators, hydraulic jacks and engine stands, test units that exist today were almost unheard of although most of the same requirements existed.

d. Conclusions

(1) That neither type, design nor quantity of present day equipment is contributing serious difficulty to present maintenance.

e. Recommendations

(1) That efforts be continued to still further improve and simplify replacement of engines, accessories and aircraft parts.

4. Personnel

a. Quantity. Figures indicating the ratio of total number of personnel to number of aircraft is used at present time as compared to possibly 1937 or 1938 are not available to the undersigned. However, personal observation seems to indicate a much higher ratio now than at that time.

(1) Conclusions

(a) That there are ample "bodies" at present in the Air Force to maintain aircraft in sufficient quantity to meet commitments, provided proper control is exercised over both personnel and operations.

(b) That there appears to be a high ratio of civilians to military personnel in maintenance and supply activities at present. That it should be possible to obtain more productive effort from an equal number of military personnel and at the same time accomplish more training in higher echelons of maintenance. That emergency requirements and peak loads which necessitate overtime or compensatory time off can be more adequately handled by military personnel.

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Study of Aircraft Out of Commission - 363d Air Base Group (cont'd)

(2) Recommendations. That every effort be made to replace all possible civilians engaged in aircraft maintenance and supply by military personnel. Any effort should start at Wing or Base levels and especially at places where the two classes are employed in one activity.

b. Quality

(1) It is believed and personal observation seems to confirm that recruiting standards are higher today than ever before. The educational level of those in the service is certainly higher than in prewar days.

(2) Any failure of the present type of enlisted person to produce intelligent effort is not the result of a lack of character, education or potential ability.

(3) Conclusions

(a) That the present type of enlisted man possesses all the necessary qualities for a good or better crew chief, flight or line chief that his predecessors who demonstrated what could be done.

(b) That any lack of initiative, ability etc. is more the ultimate result of existing labor union policies, lack of discipline and proper control.

(4) Recommendations

(a) That existing policies relative to discipline and control be reconsidered. These subjects will be discussed later under the heading of control.

c. Capability and adaptability

(1) An Air Force in war time is not greatly restricted by congressional economy of appropriations or man power shortage, it can and does successfully practice specialization in maintenance activities. The necessity for capability or adaptability on the part of individuals is offset by the number of bodies available. Under such conditions the Air Force could be compared to a large industrial corporation. Such an organization can fulfill labor requirements in different occupational specialties by hiring or firing on the local labor market or the Air Force by requisition to selective service authority.

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Study of Aircraft Out of Commission - 363d AirBase Group (cont'd)

(2) In peace time congressional economy and the principle of volunteer enlistments makes it essential that an Air Force realize the full potential of every individual. This requirement precludes extensive specialization in individual effort.

(3) It is believed that in peace time the prime function of the USAF is the training of individuals capable of assuming leadership roles in the expanded Air Force made necessary by an emergency. A sound program presupposes that every individual receive the broadest and most comprehensive training consistent with funds and time available. The soundness of such a program was demonstrated by the fact that much of the successful expansion of the USAF in 1939 to 1942 was due to efforts of enlisted men promoted to higher grades when the occasion arose. These enlisted men were their own electrical, hydraulic, propeller and sheet metal specialists. These men did not possess any inherent ability or traits not to be found in the mechanics of today. Their problems, especially in the transition from the crude B-6's to B-10's, B-18's and B-17's were more varied and serious than those of mechanics today. These prewar soldiers did possess a very certain knowledge that they were expected to adapt themselves to and accomplish whatever duty they were assigned to. They know what to expect for failure or inefficiency. Their incentive was the greater privilege and pay that accompanied eventual promotion.

(4) Conclusions.

(a) That the assignment of more than a bare minimum of specialists to a squadron tends to lessen the initiative and consequently the ability of an aircraft crew.

(b) That future planning must contemplate means which will increase the intiative, self reliance and leadership of crew chiefs, flight chiefs and line chiefs.

(5) Recommendations

(a) That a training program be initiated which will include sufficient accelerated training for crew chiefs to insure within a reasonable time that all crew chiefs possess the qualifications of the average electrical, hydraulic and propeller specialists and that they be capable of effecting minor sheet metal repair to aircraft.

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(b) That the forthcoming career program for airmen include examinations which will insure that all aircraft mechanics who may become crew chiefs, flight chiefs, inspectors or line chiefs are thoroughly proficient in all phases or organizational maintenance pertaining to the airplane and engine.

(c) That the specialist courses in electricity, hydraulics, propellers, sheet metal be planned as advanced post graduate courses for those aircraft mechanics who may be assigned to field or depot maintenance and as inspectors.

d. Incentive.

(1). It is generally accepted that incentive is a sound method of increasing the productive effort of a group of individuals. Ordinarily the average person may be expected to respond to the opportunity to earn more money. In the USAF more pay means more rank, in industry such compensation would take the form of overtime or higher earnings and not necessarily promotion. In the prewar service, compensation was given by means of rank or specialist rating. When the pay of a specialist equalled that of an NCO the extra privilege that went with rank made such rank an incentive for an individual with leadership qualities and ambition. Today there are so many NCO's that traditional privileges eliminating menial duties can no longer be allowed. There is no available method of compensating good mechanics who do not possess leadership ability, other than making them NCO's.

(2) In addition to the desire for more pay or privilege, personal ambition or desire for authority is an incentive to greater effort. In prewar days when a tactical organization had assigned only 1 or 2 Master Sergeants, and 2 Technical Sergeants it can easily be seen that these grades seemed very desirable to subordinates and especially so to those who possessed such rank.

(3) The spirit of competition which was frequently indicated by the desire of individuals to be part of the best organization in a larger unit was an incentive to greater effort on the part of most personnel in the average organization. Existing conditions of frequent transfers, the policy of dealing with individuals as bodies rather than persons and the lowering of NCO standards makes a feeling of esprit de corps almost impossible.

Study of Aircraft Out of Commission - 363d Air Base Group (cont'd)

(4) Conclusions

(a) That NCO's are a necessity in any military organization and that in order to be effective they must have and exercise authority.

(b) That the policy of renumerating individuals, who do not possess the qualities of leadership, by appointment to NCO grade is not sound.

(c) That the sooner some method is found of reestablishing the esprit de corps found in prewar organizations the sooner better maintenance will be accomplished.

(5) Recommendations

(a) That the proposed career program contemplate a corps of high grade NCO's and yet provide a scale of remuneration and promotion for specialists not considered NCO material.

(b) That until such time as the present quantity of NCO's can be reduced to a realistic number, that NCO's in positions of responsibility such as line chief, flight chief, shop foreman, supply chief, communications chief etc. be given every extra privilege possible such as excusal from squadron duties of CQ, Messchecker, Etc. In addition, whenever possible at military formations these men should be required to serve as platoon leaders, even if officers must be excused from parade in order to provide suitable opportunity.

(c) That every effort should be made to reduce the number of NCO's performing menial tasks. This with the thought that it may be better to lose the reenlistment of poor material and raise the standard or caliber of the remainder.

(d) Give high priority to a study of the possibility of maintaining more stable organizations. It may be more profitable and efficient to transfer complete organizations rather than continue the present rapid turnover of individuals in every organization.

e. Control

(1) Before the war, control of the various Air Force activities was in the hands of a corps of experienced and efficient commissioned and non-commissioned officers. These

Study of Aircraft Out of Commission - 363d Air Base Group (cont'd)

individuals exercised the authority vested in their office. This authority was based on discipline and customs which the experience of armed forces of the world over a period of several thousand years had found necessary. This discipline, and the exercise of authority which accompanied it, was considered fair by all. Control was maintained according to established principles, regulations and methods, without hardship to anyone susceptible to any form of discipline. Authority could be delegated effectively down to the lowest ranking NCO. Those in authority accepted and exercised their responsibilities according to their rank. Individuals thoroughly understood the penalties for failure to successfully perform their functions in an efficient manner. Those NCO's below the 2nd grade knew that action for inefficiency or delinquency could be fair, swift, summary and sure. The weak fell by the wayside or did not reenlist. Those who attained the 1st and 2nd grade were well tested and seldom required unfavorable action. In 1938 it was estimated than an individual would require 22 years of service to attain the rank of Technical Sergeant. Promotion and reduction of all but the 1st two grades was effected by the most responsible officer in an organization. This system led to efficiency. Such a simple and effective system is not in use today. The reduction of an inefficient non-commissioned officer in any grade is a matter to be approached with considerable trepidation.

(2) The rapid expansion caused by the war resulted in the appointment of many inexperienced and unsuitable individuals to positions of authority. This condition undoubtedly contributed to todays situation wherein supervisory personnel no longer have the authority once considered essential.

(3) Conclusions

(a) That discipline in the Air Force is not up to the standards necessary for most effective utilization of personnel and equipment.

(b) That if a corps of officers and non-commissioned officers comparable to those of prior to 1940 is reestablished with similar authority, it should be possible to attain acceptable standards of discipline.

(c) That the screening of commissioned officers since the war has provided a body of officers capable of properly exercising authority to the same extent as officers were accustomed to before the war.

(d) That non-commissioned officers have not been screened with any view to determining their ability to exercise authority and that such screening should be a high priority project.

(e) That lack of proper control in all phases of maintenance and supply is a very important factor contributing to the high percentage of aircraft out of commission.

(4) Recommendations

(a) That the number and distribution of NCO's authorized for organizations other than Base Shops, Headquarters, Schools and Depots be reduced to a figure comparable to prewar days.

(b) That ratings be provided to compensate for monetary loss.

(c) That promotion and reduction of NCO's be effected by the same authority that controlled the function in 1939.

f. General

(1) Personnel policy commencing with the war and continuing at present seems to emphasize the need for specialization of effort rather than broad training or all around proficiency. Enlisted men, in many cases, either through the precepts of trade unionism or customs started during the war seem to feel that an MOS confers the privilege of expecting to remain indefinitely in a specialty. Such men feel mistreated if ordered to perform out of their specialty. Any industrial or Air Force organization has miscellaneous job requirements needing unskilled basic labor. An Air Force organization with its rigid T/O&E filled by specialists, or individuals who are encouraged to believe they are specialists must, if it is to avoid administrative difficulties accomplish miscellaneous labor on, a duty roster basis, this policy necessitates using skilled men for labor. Before the war most units included a certain number of recruits, every unit then and now has borderline cases of ineptness and possibly a few individuals who are dissatisfied and obviously will not reenlist. In prewar units, men of the type just described fell naturally, until they

Study of Aircraft Out of Commission - 363d Air Base Group (cont'd)

proved otherwise or were discharged, into a group known as the "bull gang", or "bumsard squad". This group usually and generally reduced the necessity for using skilled mechanics for basic labor. It was also an incentive for a recruit to exert his faculties for self improvement. The "bull gang" was not a recognised or authorised body and its successful operation (which was almost universal) was dependent on the integrity of the engineering officer and line chief or first sergeant. It is believed that with the screening of present officers and their frequent efficiency reports that some form of the labor group described above could be tolerated today. Existing regulations, personnel audits and general attitude of enlisted men make even a trial of the above system too hazardous for a maintenance officer to attempt. Present policy permits a non-commissioned officer to reenlist in any organization of his choice provided a vacancy can be made. This policy does not contribute to stability of personnel in an organization and in certain cases may influence the effectiveness of the individual during the last few months of an enlistment.

(2) Conclusions.

(a) That from the standpoint of maintaining the training of NCO's in the performance of their duty as NCO's it might be better to accomplish basic training in the operating organizations.

(b) That basic airmen should perform duty in an operating squadron before being sent to technical school.

(c) That maintenance officers are capable of handling and assigning personnel to the best advantage for successful accomplishment of their mission without prejudice to best interests of the service.

(d) That the aircraft maintenance situation and overall proficiency of maintenance personnel will improve when maintenance officers are able to take full advantage of their close contact with assigned personnel and govern their actions accordingly.

(e) The uncertainty involved in outcome of reclassification boards and inaptitude evaluation boards tends to discourage officers from attempting proceedings and hence to promote inefficiency by toleration of borderline cases.

(f) That in the event full control of personnel assignments is returned to maintenance officers and if any individual feels that his rights have been abridged the right of appeal through normal channels is still available.

(g) That the policy of, in deserving cases permitting mutual transfer as practiced in prewar days will adequately cover the cases of NCO's who are not satisfied in a specific organization or base. The principle of mutual transfer properly applied should meet requirements of morale without affecting control and stability of an organization.

(3) Recommendations.

(a) That the MOS system as now in force be used as an information guide for primary assignment or planning purposes and not as a directive for duty assignment or performance.

(b) That NCO's be required to reenlist in their parent organization within 24 hours if they wish to retain the rank held at discharge.

(c) That NCO's be permitted to effect mutual transfer in grade at discretion of the commanding officers of both commands if no expense to the government is involved. When expense is involved approval should be obtained from higher headquarters.

5. Training.

a. Physical Training.

(1) The interpretation of existing directives on physical training indicates an intention to promote morale as well as an average condition of physical fitness. The required time is 3 hours per week and the type is supervised competitive athletics. The ultimate goal, wish and desire of any good maintenance officer or enlisted man is to maintain the maximum number of aircraft in commission or return one to commission as soon as possible. Activities which detract from time available for such maintenance becomes a burden unless of obvious value. Many mechanics believe that in the performance of normal duty they get more exercise in one days work than a clerk obtains in a week including the 3 hours athletics. The theory of improved morale through additional exercise is questionable. The loss of man hours is a definite handicap.

Study of Aircraft Out of Commission - 363d Air Base Group (cont'd)

(2) Conclusions.

(a) It is believed that any mechanic in a typical organisation gets enough exercise to maintain physical fitness and that morale requirements can best be met by voluntary participation in any sport appealing to the individual.

(3) Recommendations.

(a) That compulsory supervised physical training be abolished as a requirement for maintenance sections.

b. Military Training.

(1) The fact that discipline in the USAF is at a very low level cannot be denied. The need for discipline need not be discussed, it is fundamental.

(2) Conclusions.

(a) That until such time as commissioned officers, warrant officers and non-commissioned officers assume and exercise the prerogatives of their rank as a body, the securing and maintenance discipline will be an almost insurmountable problem.

(b) That drill, interior guard and ceremonies when properly conducted are a proven method of teaching discipline to all concerned.

(c) The extensive use of military police insofar as the average American is concerned does not provide a solution to the problem.

(d) That if a program intended to secure discipline is instituted, it must take precedence over all other activities not necessary for safeguard of a Base.

(e) That once discipline of the desired degree has been obtained it will be possible to reduce the time necessary for disciplinary training. Officers and non-commissioned officers will then maintain their prestige as a matter of custom as well as regulation.

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Study of Aircraft/of Commission - 363d Air Base Group (cont'd)

(3) Recommendations.

(a) That the ceremony of daily retreat be held by all organizations and commanded by NCO's.

(b) That reveille be held for those living in barracks.

(c) That a minimum of 2 hours a week be devoted to infantry drill with NCO's acting as platoon and squad leaders.

(d) That interior guard be performed by all personnel with two formal guard mounts per week.

(e) That those officers who do not require and enforce the customs and regulations of Military Courtesy be summarily dealt with.

c. Educational.

(1) It is believed that excluding the orientation (or propaganda) program the full possibilities of an elementary educational program have never been realized. It is believed that a properly conducted Base School teaching English and mathematics for perhaps an hour a day would add to the efficiency of the Air Force. There are a number of individuals who could use such training. Compulsory attendance might be necessary for certain NCO's in line for promotion.

(2) The value of the orientation program as conducted in the past can be understood when considered in relation to a drafted army of doubtful average educational background. As far as a volunteer regular air force organization with the higher type of individuals is concerned its value is doubtful when balanced against the loss of productive man hours.

(3) Conclusions.

(a) An educational program either voluntary, compulsory or both could be made a great asset to the Air Force.

(b) Orientation with a view to moulding opinion on current events should not be made compulsory for an American with an AGCT score of over 70. He can and does read the newspapers.

Study of Aircraft Out of Commission - 363d Air Base Group (cont'd)

(4) Recommendations.

(a) Use every effort to plan and conduct Base schools for the benefit of average or higher type individuals who desire or require additional education sufficient to enable them to intelligently absorb technical instructions or publications.

(b) When orientation relating to governmental or USAF policy is necessary, require that it be conducted by officers within the organization.

d. Technical.

(1) When a recruit leaves basic training school, is sent to technical school and after graduation to an operating organization he has no great value for a considerable length of time. If he has specialized in electricity, hydraulics, propellers or sheet metal he is practically a liability due to necessity for close supervision on OJT. A graduate who has specialized may not have adequate opportunity to function in his specialty and become discouraged.

(2) When a relatively experienced mechanic who voluntarily or otherwise attends Technical School, he attends classes with basics and progress is slow, previous experience does not add to possibility for advanced training. Older men hesitate to volunteer for training which involves six months absence for perhaps 3 months of actual benefit.

(3) The practice of detailing young basics to school when they have no idea what specialized training may involve on their first enlistment is not considered sound in a volunteer organization.

(4) Conclusions.

(a) If vocational training is considered indispensable after graduation from basic training, it should be considered as indoctrination and limited to the shortest possible time under three main classes, administrative, technical and housekeeping. Technical training should be limited to basic aircraft maintenance principles.

(b) Candidates for formal technical training should come from operating organizations after their capability has been observed.

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Study of Aircraft Out of Commission - 363d Air Base Group (cont'd)

(c) Formal technical training should if possible consist of three distinct divisions basic, (indoctrination), elementary (similar to existing courses) and advanced.

(d) For special requirements of new developments accelerated courses for selected individuals should be planned.

(e) There are a great many senior NCO's who should volunteer for or be sent to Technical school but six months for a formal course seems excessive unless in the case of advanced training of an outstanding individual considered for line chief, inspector, shop foreman or depot maintenance.

(5) Recommendations.

(a) That the whole problem of technical training be studied with a view to providing a body of all around mechanics comparable to crew chiefs in period 1930 - 1939.

(b) That recruits serve a minimum of 6 months in an operating organisation before being sent to school for formal technical training.

(c) That only in exceptional cases, permit recruits to attend specialised courses until they have completed the aircraft mechanics course.

(d) When the proposed career plan is placed in effect, make graduation from an advanced technical school, a requirement for eligibility to the 1st grade. Graduation from an elementary couse should be a requisite for the 2nd and 3rd grade.

6. Supply.

a. General

(1) The writer is not qualified to discuss reasons behind the existing supply situation. He does know that in the early thirties when new and different type of aircraft followed another at frequent intervals in spite of appropriations pared to a minimum it seemed possible to obtain supplies at base level with ease and dispatch.

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Study of Aircraft Out of Commission - 363d Air Base Group (cont'd)

(2) It does seem that except for ACCP and certain priority III items that expeditious procurement of many items of supply is, on the basis of comparison at using level, unnecessarily slow and complicated.

(3) Conclusions.

(a) That simple and adequate supply contributes to good maintenance. This is especially true of many items not ordinarily considered important such as nuts, bolts, hose connections, hose clamps, cotter pins, gaskets, tubing, etc.

(b) That it is doubtful, in border line cases of replacement, when discipline is lax, if a crew member will walk a long distance from the parking area to procure perhaps a new hose connection when the old one may last another few hours.

(c) That a crew chief stand generally similar to those previously issued might not only be economical but add to safety and efficiency.

(d) That due to difficulties in handling overtime or compensatory time off, the practice of conducting supply activity largely with civilian help breaks down when peak load or emergency arises.

(e) The use of military personnel energetically supervised would certainly cut down pipeline time in procurement of ordinary requisitions and more particularly the lost time at inventory.

(4) Recommendations.

(a) That a crew chief stand generally similar to that used up to 1940 be issued to all crew chiefs.

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HEADQUARTERS 20TH FIGHTER GROUP
Eglin Auxiliary #5
Eglin AFB, Fla.

25 October 1949

SUBJECT: Deficiencies of the Gun, Bomb and Rocket Sight Al-B

TO: Commanding General, 20th Fighter Wing, Shaw AFB, S. C.

1. This organization is embarking on an extensive gunnery, rocketry and bombing exercise and it is desired to bring to your attention at this time certain deficiencies in the A-1B GRB sight which render it totally unsatisfactory for tactical use.

2. The principle characteristics which are considered unsatisfactory are the following:

a. The reticle has a different position for aiming each type of ordnance which makes it impossible to fire more than one type of ordnance on a single pass with any degree of accuracy. A requirement exists in air to ground attack to fire more than one type of ordnance in a single pass, i.e., machine guns and bombs and/or machine guns and rockets. With the present sight this is impossible because the reticle drops approximately 3.3 degrees for firing rockets, thereby leaving no reference for firing machine guns accurately, and drops approximately 7 degrees for bombing.

b. The bomb release mechanism releases the bombs from the negative acceleration of a "push over" rather than from the positive acceleration of a "pull through". Release of bombs during negative acceleration presents the following difficulties:

(1) Directional control is difficult when the airplane is undergoing negative "G" forces, thus causing difficulty in directional control and correction for errors in deflection.

(2) Visibility (forward and downward) from the airplane is poor in a "push over", making it difficult to align the aircraft accurately on a target along the proper axis from a high altitude.

(3) Alignment on a target along the proper axis through broken clouds is more difficult from a "push over" than from a diving turn and "pull through" due to the fact that visibility is poor forward and downward from present low wing fighter aircraft in other than a diving turn.

(4) Pilot discomfort is greater and pilot capabilities are lower in a "push over" than they are in a "pull through".

c. The machine gun computing mechanism and bomb aiming and release mechanism are one and the same unit and not separate units which could be turned off or on without affecting each other. This combination of mechanism in a single unit causes the sight to be a complicated and bulky device which is difficult to maintain and operate. Furthermore, failure of any one component of the sight renders the entire sight inoperative.

473.8 - Gun Parts + Accs.

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Subj: Deficiencies of the Gun, Bomb and Rocket Sight A-1B (Cont'd)

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d. The long warm-up period (15 to 30 minutes) before the sight is fully operative renders the sight totally unsatisfactory for use in an interceptor or short range fighter. The maximum time for warm-up should not exceed the time required to start engines and take off.

e. The sight image vibrates excessively during continuous firing, making the sight totally unsuitable for aerial gunnery.

f. Low light intensity of reticle makes the sight image difficult to see on a bright day.

g. Operation of the manual spanning control causes severe oscillation of the sight image in size and lead thus making it impossible to span accurately at other than extremely short or extremely long ranges.

h. Low position of sight image on windshield makes it necessary for the pilot to "duck" to see entire image.

i. Hard landings, excessive "G" forces, or rough treatment will cause the sight to be jarred out of proper boresight alignment.

j. The sight reticle becomes invisible with slight movement of the pilot's head. This is probably caused by the small diameter of the lens in the sight head.

k. The sight image in the computing position and manual caged position does not coincide even in level flight.

l. This sight is so complicated that it requires constant maintenance by highly skilled personnel which are not authorized in current tables of organization.

3. It is believed that the above mentioned deficiencies render the A-1B-G.B.R. sight operationally unsatisfactory, thus reducing appreciably the combat effectiveness of any organization so equipped.

JOHN A. DUNNING
Colonel, USAF
Commanding

SECRET

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H-10F (3-B)

SECRET

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CO (25 Oct 49) 1st Ind.
Subj: Deficiencies of the Gun, Bomb and Rocket Sight A-1B

HEADQUARTERS 20th Fighter Wing, Shaw AF Base, S.C. 17 Nov 1949

TO: Commanding General, Fourteenth Air Force, Robins AF Base, Ga.

1. Information contained in basic letter is a resume of the deficiencies noted in the A-1B gunsight during extensive combat maneuvers. Although an unsatisfactory report was rendered on this gunsight on 17 June 1949, it is believed that the importance of the recommendations warrant positive corrective action. Since Sperry representatives inform us that many of the current deficiencies are being incorporated in a new sight being developed by Sperry Corporation, it is recommended that basic letter be forwarded to Fighter Requirements Section, USAF, in order that corrective specifications may be written.

2. After detailed conversations with representatives of Sperry Corporation now on duty with this organization, it is believed that the current modification program for the A-1B sight will give us an interim sight which may meet minimum requirements. After modification is made at the Sperry Factory, using kits #1 or #2, the following deficiencies will still exist:

a. Over-sensitive ranging.

b. Insufficient reticle brilliancy.

c. Ten (10) mills vibration.

d. Fluxuating electrical power source, which decreases accuracy of sight 10 to 20%.

3. It is requested that the program for factory modification of the A-1B gunsight be expedited. Information from AMC indicated that the program would be effective 1 November 1949, however, to date no instructions have been received.

/s/t/ P. K. MORRILL, JR.
Colonel, USAF
Commanding

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H-104 (3-C)

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MS 452 2d Ind
SUBJECT: Deficiencies of the Gun, Bomb and Rocket Sight A-1B, fr Eglin Aux #3, Eglin AFB, Fla., dtd 25 Oct 49

Hq Fourteenth Air Force, Robins Air Force Base, Ga. 30 Nov 1949

TO: Commanding General, Continental Air Command, Mitchel AF Base, N.Y.

1. A modification program is now being conducted by the Air Materiel Command at Eglin Auxiliary Field #3 to modify the A-1B and A-1C Sights on thirty (30) F84D aircraft assigned to the 20th Fighter Wing and thirty (30) F-84E aircraft assigned to the 31st Fighter Wing.

2. The following improvements are being incorporated in the Sight modification line:

a. A-1B Sight:

(1) Provide heating for the sight head.

(2) Provide additional heating for the computor.

(3) Strengthen mirror assembly to reduce vibration.

(4) Install composition type resistors.

(5) Install condenser lenses.

b. A-1C Sight:

(1) Provide heating in the sight head.

(2) Install condenser lenses.

(3) Install composition type resistors.

3. It is believed that the above modification program will determine whether the A1 Sight will be suitable for jet type aircraft.

/s/t/ RALPH F. STEARLEY
Major General, USAF
Commanding

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General Thatcher 14 November 1949

Colonel Muehleisen

A-1B, A-1C Gun Bomb Rocket Sight Situation

1. Latest information concerning subject sights reveals that operation of these sights in the field is generally unsatisfactory. At the recent Pre-Gunnery Meet Conference held in Washington on the 9th and 10th of November 1949, Group Commanders there present whose organizations were equipped with A-1B sights, unanimously were in favor of returning to the K-14 sights so that they would have a fairly satisfactory instrument to conduct gunnery practice for the gunnery meet to be held in March 1950. Note here that K-14 sight production was curtailed upon the advent of the A-1B sights and that numerous complaints as to operational serviceability of K-14's still in stock have been evidenced.

2. A formal request from the Fourteenth Air Force, specifically, the 20th Fighter Wing, was received in this headquarters for permission to install one (1) K-14B gunsight in an F-84D and that if this worked satisfactorily they further requested permission to equip eleven (11) additional aircraft with the same sights. This request was held in abeyance by this headquarters pending the outcome of service tests presently being conducted by Air Proving Ground on the A-1B. Report is due in this headquarters on or about 15 November 1949. Additionally, Headquarters Air Materiel Command is also conducting tests, results of which will determine whether use of A-1B and A-1C sights will continue. It is understood that preduction has been tentatively discontinued.

3. What type sight will be offered as a replacement or in substitution is not known at the present time.

4. For your information, the A-1C sight contain these major improvements over the A-1B:

a. The sight head includes anti-vibration parts to overcome vibration difficulties when firing guns.

b. Computer includes damper heater change to eliminate the excessive warm-up time under sub-zero operating conditions.

c. Amplifier computing includes complete change of resistors to overcome short operating life and maintenance difficulties.

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14 November 1949

A-1B, A-1C Gun Bomb Rocket Sight Situation (Continued)

5. Three hundred and seventy-five (375) of these modification kits were to be procured from the Sperry Gyroscope Company to be used in a retrofit program on the unsatisfactory A-1B sights shipped earlier. A-1C sights already received in the field were reported as being still unsatisfactory. This too was learned at the Pre-Gunnery Meet Conference.

6. The matter of sights was of great concern to all attending the Pre-Gunnery Meet Conference in Washington and although no specific remedial action was indiacted at that time, an all-out effort to solve the problem is to be made by responsible authorities such as Air Proving Ground, Air Materiel Command and Air Training Command with strong backing from Operations people and the Director of Armament, Headquarters USAF.

DOLF E. MUEHLEISEN
Colonel, USAF
Dir of Oprs & Tng

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File

HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

IN REPLY
REFER TO:

[illegible] 471.6

14 DEC 1949

SUBJECT: A-1B Gun-Bomb Rocket Sight

TO : Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio

1. ConAC experience with the A-1B Gun-Bomb-Rocket Sight as installed in F-84D aircraft has proven unsatisfactory for air to air gunnery.

2. Request that the A-1B sights, installed in F-84D aircraft assigned to the 78th Fighter Group, be replaced immediately with K-14B or K-18 sights.

3. Consideration has been given to the tests being conducted on the A-1B and A-1C at Eglin Air Force Base.

4. The operational commitments of the 20th Fighter Group prevent any change in their gun sights at this time. Upon completion of Operations PORTREX this summer, request K-14, K-18 sights if better sights are not available at that time.

Ennis C Whitehead
ENNIS C. WHITEHEAD
Lieutenant General, United States Air Force
Commanding

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H-104 (F-A)

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V/C

Basic ltr dtd 14 Dec 49, TO: CG, AMC, Wright-Patterson Air Force Base, Dayton, Ohio, Subj: A-1B Gun-Bomb Rocket Sight.

MS&S 471.6 1st Ind. MCPPXE37/JLN/ew

Hq, AMC, Wright-Patterson AF Base, Dayton, Ohio, 5 January 1950

TO: Commanding General, Continental Air Command, Mitchel Air Force Base, New York. Attn: Lt. Gen. Ennis C. Whitehead.

1. It is suggested that request made in paragraph 2 of basic communication be reconsidered in view of the following information:

a. Comparative firing tests at Eglin Field have demonstrated apparent superiority of the improved A-1C and A-1B Sights over the MK-23 in air-to-air gunnery. The MK-23 Sight is the Navy counterpart of the K-14 series sight, and is interchangeable with the K-14 with the addition of a 100 mil reticle in lieu of 70 mil and other minor components peculiar to Air Forces.

b. The K-14 Sight can be installed in F-84D and E aircraft by rather extensive changes in the cockpit panel. It was noted in the current installation of the MK-23 Sight in an F-84E test aircraft that the installation reduces the pilot's vision out of the armor glass panel to a great degree. For a few F-84D airplanes the K-14 Sight installation can be accomplished rather quickly but in a large number of aircraft the installation will be costly and will require considerable time to set up on a production basis. Details of these changes, and costs involved, are now being computed by Republic Aviation.

c. The A-1C Sight can be mated with a radar system for ranging and sighting. The K-14 Sight in its present design can only be used for direct visual sighting.

d. The A-1C design has considerable growth potential. The K-14 Sight is incapable of any appreciable improvement consistent with the needs of jet aircraft fire control requirements and higher relative speeds.

2. There is inclosed herewith a summary of scores made by various pilots in sight tests at Eglin Field and a copy of a progress report on these tests as of 27 December 1949. It might be noted that two pilots from 20th Fighter Group obtained better scores than average.

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H-104 (1-B)

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Basic ltr dtd 14 Dec 49, TO: CG, AMC, Wright-Patterson Air Force Base, Dayton, Ohio, Subj: A-1B Gun-Bomb Rocket Sight.

1st Ind. (cont'd) MCPPXE37/JLN/ew

3. A-1B Sights installed in F-84D aircraft of the 78th Fighter Group can be replaced with improved A-1 Sights at a rate 10 per week within 2 weeks after authorization to do so is received. This rate can be gradually increased by an additional 3 to 5 sights per week each succeeding week until a rate of 20 per week is reached. The peak of 20 modified sights can be reached within 30 days after authorization is received. It is estimated that the critical components of the airplane electrical system needed to improve current F-84D Power Supply installations will be available for field installation by the time modified sights can be supplied.

4. This Command will render every possible assistance in installation, calibration, and adjustment of sights and allied electrical equipment if in view of progress made in improvement of A-1 Sight it is decided to withdraw request made to install K-14 Sights in F-84D aircraft of the 78th Fighter Group. The undersigned fully appreciates the continuing requirement of Continental Air Command to maintain a status of operational readiness.

5. As stated in paragraph 1b, above, Republic Aviation is working out the details of K-14 Sight installation on F-84D and E aircraft; however, no action will be taken by this Command to direct installation of K-14 Sights in F-84 aircraft pending receipt of reply to this indorsement.

FOR THE COMMANDING GENERAL:

Orval R. Cook
ORVAL R. COOK
Major General, USAF
Director, Procurement
and Industrial Planning

2 Incls:
1. Summary of Scores of A-1 Modified Sights tested at Eglin Field
2. Cy ltr to DCS/M, Washington, D.C. fr AMC dated 27 Dec 49

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H-184(1-c)

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Priority
Precedence

CODE ROOM # A-20-22 Page 1 of 1

FROM: CG Shaw AFB, Sumter, S.C. Date Time Group 221310 Z

TO : CG ConAC, Mitchel AFB, N.Y. Reference Number FG 4324
ATTN: Dir of OPS

Acute shortage of JIG-35A-13AAC engines installed in F-84 DCG aircraft this station resulting in material reduction of combat readiness of 20th Fighter Group this station. A total of 29 engine removals have been necessary and 1 pilot bailed out because of engine failure in the air. Malfunctions occured during three thousand hours flying time in F-84D aircraft. 14 aircraft this station presently AOCP for engines

Received in code - deciphered by RG checked by OWN

22/1853 Z

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MESSAGEFORM

RESTRICTED

HQ CONTINENTAL AIR COMMAND MITCHEL AFB N Y

PRIORITY VJC/127

COMMANDING GENERAL
TWELFTH AIR FORCE
BROOKS AFB TEX

MCMMXT22-9-18

AFConAC M&S 25660. Fol msg MCMMXT22-9-18 from Hq Air Materiel Command, 22 Sep 49 quoted for your info and guidance: "Due to failure of the discharge assembly in EC-2 emergency fuel regulator on J-47 series engines all B-45 series aircraft Serial Nos 47-23 and subsequent will be operated with the emergency fuel system switches in the off position at all times unless failure of a mission cannot be averted otherwise. Restricted use of emergency fuel system will be lifted as soon as installation of EC-2 emergency fuel regulator of improved design has been accomplished. Replacement regulator assemblies should be available in approximately thirty days."

CG ConAC

OFFICIAL BUSINESS:

st/ EDMUND LAUDER
Captain, USAF
Asst Adj Gen

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VJC/127 Ext 1124 1 1

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MS&S-M 452.13, Ltr. ConAC, Subj: Analysis of Hrs. Fln Before Overhaul - Jet Engines, dtd 6 Dec 49

DM-4 2nd Ind

HEADQUARTERS, 78th Fighter Wing, Hamilton Air Force Base, Hamilton, California

TO: Commanding General, Fourth Air Force, Hamilton Air Force Base, Hamilton, California

1. Returned with the following comments:

a. J35-A-13A engines at this station have shown a favorable upward trend in "usage," particularly with the new engines that have not been to overhaul.

b. The last fifteen (15) new engines have given an average of two hundred fifteen and nine tenths (215.9) hours prior to removal and return to overhaul.

c. Overhaul engines utilized at this base have given an average of thiryt-seven and one tenth (37.1) hours prior to removal. This average was derived from the last eight (8) engines of this class used at this station. Of those eight (8) engines the high was seventy-eight (78) hours, with a low of zero (0). All of these engines have been removed for vibration or bearing failure.

2. It is believed that the J35 engine service tests being conducted at this statinn will show a definite upward trend in engine life expectancy, although figures from this test at this time are insufficient for further comment.

FOR THE COMMANDING OFFICER:

1 Incl:
n/c/

/s/t/ R. M. KOLBERSCHLAG
Captain, USAF
Adjutant

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101-2 SECRET

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MCMM

12 September 1949

SUBJECT: Increasing Engine Life Between Overhauls

TO: Commanding General
Continental Air Command
Mitchel Air Force Base
New York

1. Logistic requirements and the dictates of sound economy demand that the maximum safe operational life between overhauls of aircraft engines be obtained. Due to the present short periods between overhauls of newly designed jet and reciprocating engines, the requirement for replacement is excessive and every effort must be made to reduce this requirement by improved operational and maintenance techniques in the field. Unless improvements are effected, there will be a shortage of serviceable engines to support the established flying programs for the following jet and reciprocating types:

Jet Engines	Reciprocating Engines
J-35-A9, -A11	R-4360-35, -49
J-47 GE-7, GE-9, GE-13, GE-15	V-1710-143, -145

2. Operational and maintenance activities can lend material assistance in the attainment of increased time of engines between overhauls in rigid conformance to operating and maintenance instructions pertaining to the type engine being operated. The following directives and procedures are particularly pertinent in this connection:

a. T.O. -1 Handbooks, Flight Operating Instructions - with particular emphasis placed on Section II thereof and applying to the following subjects:

(1) Starting Engines.

(a) Jet Engines - In addition to the specific instructions contained therein for jet engines, both leads from the auxiliary power unit must be utilized for starting to avoid false or hot starts resulting from lower than minimum specified rpm.

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Ltr to ConAC from Hq, AMC, Subj: Increasing Engine Life Between Overhauls.

(b) Particular care should be exercised that propellers, where required, are pulled through in the normal direction of engine rotation prior to engine starting. Under no conditions should the propeller be pulled through in reverse of normal direction of rotation. Failure to comply with this requirement results in the failure of many engines due to hydraulic lock caused by oil or corrosion preventive compound in lower cylinders.

(2) Engine Warm-Up and Ground Test.

(a) Reciprocating Engines - Ground run should be held to an absolute minimum to avoid accumulating unwarranted operational hours and excessive cylinder head temperatures. Cylinder head temperature gauges cannot be relied on for ground operation. During ground operation hot spots can occur on the cylinder walls of tightly baffled engines with no indication in the cylinder temperature readings.

(b) Magnetos should never be checked at any power in excess of minimum cruising. Single magnete operation at excessive powers immediately causes detonation.

(3) Stopping Engines.

(a) It is particularly important that all operating personnel be familiar with and follow established procedures.

(4) During Flight.

(a) Restarting engines during flight - Jet Engines Only - Established procedures on this phase of operation are important and all affected flight personnel must follow these procedures.

b. In the operation of reciprocating engines extreme care must be exercised in the use of lean mixtures. Automatic or manual lean should only be used in the authorized cruise ranges. Use of lean mixtues during high power operation causes excessive cylinder head temperatures and detonation, resulting in burning or warping of valves and seats and a general reduction of engine operational life. The practice of operating in lean mixtures at excessive powers to clear presumed spark plug fouling should be avoided.

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Ltr to ConAC from Hq, AMC, Subj: Increasing Engine Life Between Overhauls.

c. To accomplish the desired results particular emphasis must be placed on the inspection, adjustment, and operational condition of all engine types. Instructions governing these phases are adequately covered in the applicable paragraphs of Section IV of the -2 Handbook for the aircraft and engine affected. In this connection, Technical Orders 02A-1-1, 02-1-8, 02-1-38, 02A-1-29, 02A-1-88, and 02A-1-88A will be found useful in increasing operational life of reciprocating engines if complied with.

d. Internal components of jet engines are often damaged by foreign material in the induction system. Clean runways and taxi strips are necessary to reduce this potential source of premature engine failure. Wherever possible aircraft takeoffs should be so scheduled as to allow adequate time between succeeding takeoffs for foreign matter to be dissipated. Where simultaneous takeoffs are necessary aircraft position should be so staggered as to minimize contamination of the induction systems.

e. Particular attention is invited to Technical Order 02-1-8 specifying restrictions on premature removal of engines. Engines should not be replaced without definite determination that replacement is the only means of correcting apparent deficiencies. The -2 Handbook for the aircraft and engine affected and Technical Order 02-1-88 should in all cases be referred to for trouble shooting techniques.

3. It is requested that a constructive program be initiated and implemented on a continuing basis to increase the operational time between overhaul of aircraft engines. It is further requested that orgainiations be encouraged to submit, through the established Unsatisfactory Report channels, pertinent recommendations.

4. Only that part of this letter stating shortage of engines to support the flying hour programs is classified secret. Other portions are unclassified.

FOR THE COMMANDING GENERAL:

THOMAS B. McDONALD
Brigadier General, USAF
Chief, Maintenance Division

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HEADQUARTERS
AIR MATERIEL COMMAND
Wright-Patterson Air Force Base
Dayton, Ohio

MCGO

25 January 1949

SUBJECT: Study of Optimum Method of Take-Off for Military Aircraft

TO : Commanding General
Continental Air Command
Mitchel Air Force Base, New York

1. Attention is invited to inclosed copies of Memorandum Report No. 800-1, subject as above.

2. Early in 1948, Headquarters, USAF recognized the take-off problem incidental to the operation of high speed jet aircraft which arose due to certain inherent characteristics of jet engines. Many diverse solutions were offered at various times ranging from unlimited runway extensions to whirling tower designed to sling an aiplane into take-off speed. It is obvious that some action had to be taken to permit a realization of the potential advantages of the jet engine and yet minimize the penalties to the airplane and to its tactical employment.

3. To determine that most preferable solution to the take-off problem from the standpoint of the USAF, a study was conducted of all feasible methods, such as extension of runways, different types of rockets, catapults, etc., evaluated on a comparative basis against takeoff distance, tactical advantage, air density, performance, cost, etc. The results of the study and the conclusions and recommendations contained in the attached report were accepted by Headquarters, USAF, with the following changes:

a. Permanently installed rocket engines using the airplane fuel will be standardized as soon as development permits.

b. White fuming nitric acid will be the standard oxydizing agent.

c. Solid rockets will be procured in limited quantities pending the availability of liquid rocket engines.

d. Desired runway lengths are as follows:

	OVERSEAS BASES	PERMANENT BASES
Fighters	6,000'	8,000'
Bombers	8,000'	10,000'

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Basic Ltr to CG, ConAC, subj: "Study of Optimum Method of Take-Off for Military Aircraft" 25 Jan 49

4. As a result of the above approval, AMC is now concentrating its efforts on obtaining suitable rocket engines and equipment at the earliest possible date.

5. Comments on the attached report by personnel of your Command are requested.

FOR THE COMMANDING GENERAL:

ORVAL R. COOK
Major General, USAF
Deputy to the Commanding
General for Operations

Incl:
Memo Rpt 800-1 (33 copies)
(101-133)

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BASIC: Ltr Hq ConAC 9 Feb 49 subj: "Study of Optimum Method of Takeoff for Military Aircraft"

AF10MS 452.1 1st Ind 8 April 1949

HEADQUARTERS, TENTH AIR FORCE, Fort Benjamin Harrison, Indiana

TO: Commanding General, Continental Air Command, Mitchel Air Force Base, Mitchel Field, New York

1. Reference is made to your message AFCONACG 7212, 5 April 1949.

2. A study of the facts set forth in memorandum on "Optimum Method of Takeoff for Military Aircraft" definitely indicates that a standardization runways is mandatory. Runway lengths established for momber and fighter aircraft in this tudy are concurred in. This is based on the fact that, regardless of runway length, some present day aircraft and those that will be developed in the future would not become airborned regardless of the runway length. It is further indicated that, should a national emergency arise, present bases throughout the world would have to be utilized in their present lengths. This would require the use of solid and liquid rocket assist for takeoff in order that these bases could be used. A factor to be considered is that jet aircraft with rocket assist for takeoff would be less vulnerable by becoming airborned earlier than by using 10,000 or 15,000 feet of runway.

3. It is further believed that liquid rocket engines when fully developed could be made more standard for all types of aircraft, those which would require rocket assist for takeoff and those that could be used in an emergency. The problem of supply would appear negligible. The problem of maintenance, it is believed, would be negligible and training for maintenance personnel could be incorporated in our present jet schools. Where at present the unit cost of rockets appears to be excessive, it appears to be more feasible when the number of airfields to be built or the runways to be extended are considered. Through research, development and mass production, it is believed that liquid rocket engines could be developed at a reasonably low operating cost per takeoff.

4. In conclusion, it is believed mandatory that every effort be expended to develop and equip military aircraft with liquid rocket engines as integral permanently installed units.

FOR THE COMMANDING GENERAL:

Incls,
w/d

/s/t/ H. O. ALLISON
Colonel, USAF
Adjutant General

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10 Jan 49

AG 471 10 JAN 1949

SUBJECT: Report of Establishments Which Handle and Store Explosives, Ammunition, and Dangerous Materials

TO : Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio
ATTENTION: [illegible]

1. Reference is made to paragraph 2, letter your headquarters AMC 471, 26 October 1948, subject as above.

2. Inclosed herewith is a current list of establishments at which explosives, ammunition or dangerous materials are being stored and handled. This list includes establishments which store and handle munitions for the Regular Air Force, Air Force Reserve and the Air National Guard.

3. Inclosed report is exempt from Reports Control procedure in accordance with paragraph 35, AF Regulation 11-5.

FOR THE COMMANDING GENERAL:

CHARLES N. STEWART
CAPTAIN, U.S.A.F.
ACTG. ASST. ADJ. GEN.

1 Incl.
Rpt, 10 Jan 49
(in dup)

471-Ammunition

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H-97-(1-A)

Register No. 2580
Date Mailed 10 JAN 1949
By AC

NOTE: *The handling of classified correspondence in this headquarters is governed by ADC Staff Memo 80-18 and AR 380-5.*

ADC FORM HQ-AG 9
17 May 1948

Adjutant General's Classified File Copy

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Basic: Ltr Continental Air Command, N.Y. 10 Jan 49, Subj: "Rpt of Establishments which Handle and Store Explosives, Ammo, and Dangerous Materials"

AMC 471 (10 Jan 49) 1st Ind. MCMO/WLS/gh

HEADQUARTERS, AMC, Wright Patterson AFB, Dayton, Ohio 2 February 1949

TO: Commanding General, Continental Air Command, Mitchel Air Force Base, Mitchel Field, N.Y. ATTN: Ordnance Officer

1. With reference to par. 2 of basic letter, further information is requested relative to the stocks of military explosives, ammunition, and dangerous fuels in storage at the installations included in list referred to therein.

2. It is the understanding of this Headquarters that the Armed Services Explosives Safety Board is particularly interested in stocks of H.E. bombs, rockets, solid propellent type JATO units, liquid fuels and propellents for guided missiles and JATO's, and bulk explosives; therefore, in order that they may exclude from their itinerary of inspections those stations that are storing only small quantities of protective ammunition, further information is requested as to the types and approximate quantities of military explosives, ammunition and dangerous fuels, (such as liquid propellents for guided missiles or JATO's) now in storage at installations of your Command.

FOR THE COMMANDING GENERAL:

1 Incl:
w/d

C. S. LURIE
Lt. Colonel, USAF
Ordnance Officer
Supply and Maintenance

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MILITARY EXPLOSIVES, AMMUNITION, AND DANGEROUS PROPELLANTS

Establishment	Small Arms	5"HVAR	M38A1 Practice Bomb	M1A1 Spotting Charges	2.25 Practice Rocket	GP Bombs	Fuses	JATO Units	Demolition Material
Dow AF Base	500,000	3,320	3,200	3,200					Small Quantity
[illegible] AF Base	[illegible]		1,000	1,000	448	94	1,980		Small Quantity
Otis AF Base	Small Quantity								
Fort [illegible]	Small Quantity								
[illegible] AF Base	[illegible]		100	100					Small Quantity
[illegible] Field	Small Quantity								
[illegible] AF Base	600,000								
[illegible] Airport	Small Quantity								
Newark Airport	Small Quantity								
Pittsburg Airport	Small Quantity								
[illegible] Airport	Small Quantity								
Stewart Field	Small Quantity								
Bradley Field	Small Quantity								
New Castle Airport	Small Quantity		1,190	1,190	888				
Camp Simms	Small Quantity		245	245					
[illegible] Field	Small Quantity								
Camp [illegible]	Small Quantity								
Baltimore Airport	Small Quantity								
[illegible]	Small Quantity		880	880					
Floyd Bennett	Small Quantity		1,740	1,740					
NG Sup. Dep.,Sea Girt	Small Quantity								
Hancock Field	Small Quantity		1,740	1,740					
Westchester Airport	Small Quantity		1,740	1,740					
Lockbourne AF Base	Small Quantity								
Fort Ethan Allen	Small Quantity		1,080	1,080	1,848				
Bolling	Small Quantity								
Hamilton AF Base	250,000		2,047	2,047	3,000	500	600	88	Small Quantity
March AF Base	500,000	208	1,906	1,966				4	Small Quantity

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MILITARY EXPLOSIVES, AMMUNITION, AND DANGEROUS PROPELLANTS

Establishment	Small Arms	5"HVAR	M38A1 Practice Bomb	M1A1 Spotting Charges	2.25 Practice Rocket	GP Bombs	Fuses	JATO Units	Demolition Material
Moses Lake AF Base	Small Quantity								
McChord AF Base	500,000		70	70		770	1,000		Small Quantity
Long Beach Airport	Small Quantity								
Portland Airfield	Small Quantity		820	820					
Geiger Field	Small Quantity		1,980	1,980	2,591				
Sa[illegible] Lake City Airport	Small Quantity		672	672	440				
G[illegible] Field	Small Quantity		1,380	1,380	808				
Camp San Luis Obispo	Small Quantity		516	516	286				
Lake Field	Small Quantity		720	720					
Gore Field	Small Quantity								
Berry Field	Small Quantity								
Chatham Field	Small Quantity								
Congaree AF Base	Small Quantity		798	798	72				
Douglas Field	Small Quantity								
Jacksonville Apt	Small Quantity		1,000	1,000	806				
Key Field	Small Quantity		808	808	31				
Greenville AF Base	Small Quantity				78(2.36)				
Lawson AF Base	Small Quantity		500	500	200	200	300		
[illegible] AF Base	Small Quantity								
Orlando AF Base	Small Quantity								
Pope AF Base	Small Quantity								
Shaw AF Base	250,000								
Smyrna AF Base	Small Quantity								
Turner AF Base	250,000								1120 AT Grenade
Hawkins Field	Small Quantity								
Miami Airport	Small Quantity								
Birmingham Airport	Small Quantity								
Marietta AF Base	Small Quantity								

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H97(1-E)

MILITARY EXPLOSIVES, AMMUNITION, AND DANGEROUS PROPELLANTS

Establishment	Small Arms	5"HVAR	M38A1 Practice Bomb	M1A1 Spotting Charges	2.25 Practice Rocket	GP Bombs	Fuses	JATO Units	Demolition Material
Memphis Airport	Small Quantity								
[illegible] AF Base	Small Quantity								
Langley AF Base	250,000		800	800					100 Photoflash Bombs
Selfridge AF Base	200,000		905	905					
[illegible] Air Base	Small Quantity								
[illegible] Garrison	None								
[illegible] AF Base	Small Quantity								
[illegible] AF Base	Small Quantity								
Fairfax Field	Small Quantity								
Wold-Chamberlain Field	Small Quantity								
[illegible] Field	Small Quantity								
Orchard Place Apt	Small Quantity								
[illegible] Field	Small Quantity								
Sioux City Airport	Small Quantity								
N.A.S. Buckley Field	Small Quantity		112	112					
U.S.N.T.S., Great Lakes	Small Quantity		460	460	2,340				
[illegible] Hills	Small Quantity		480	460	2,340				
[illegible] City Air Base	Small Quantity		1,116	1,116	580				
Des Moines Airport	Small Quantity								
Camp Dodge	Small Quantity								
Wichita Airport	Small Quantity								
[illegible] AF Base	Small Quantity		800	800	335				
Camp [illegible]	Small Quantity								
Camp [illegible]	Small Quantity								
[illegible]	Small Quantity				336				
Lincoln Airport	Small Quantity								
Camp Grafton	Small Quantity				636				

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H 97 (1-5)

MILITARY EXPLOSIVES, AMMUNITION, AND DANGEROUS PROPELLANTS

Establishment	Small Arms	5"HVAR	M38A1 Practice Bomb	M1A1 Spotting Charges	2.25 Practice Rocket	GP Bombs	Fuzes	JATO Units	Demolition Material
Hector Airport	Small Quantity								
Sioux Falls	Small Quantity				246				
Camp McCoy	Small Quantity		791	791	812	316	400		
Camp Williams	Small Quantity								
F[illegible], E. Warren	Small Quantity				192				
[illegible]rton AF Base	Small Quantity								
Brooks AF Base	Small Quantity								
Hensley Field	Small Quantity								
Kirtland AF Base	Small Quantity		150	150					
Max Westheimer Fld	Small Quantity								
Tulsa Airport	Small Quantity								
Adams Field	Small Quantity		1,476	1,476	384				
New Orleans Airport	Small Quantity								

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DEPARTMENTS O[illegible] AND THE AIR FORCE
Washington 25, D. C.

AGAO-S 413.44 (1 Nov 48)SIGOP-AFAG-M

AFOAE 413.44 6 December 1948

SUBJECT: Joint Military Characteristics for the IFF Mark X System

TO: Commanding Generals,
U. S. Air Forces in Europe
Far East Air Force
Alaskan Air Command
Caribbean Air Command
Pacific Air Command
Continental Air Command
Air University
Chief Signal Officer
Chief of Ordnance
Chief, Army Field Forces

1. The Joint Chiefs of Staff has approved the Joint IFF Policy contained in Inclosure No. 1.

2. In connection with the Joint IFF Policy, the Joint Communications-Electronics Committee has approved the Military Characteristics for the IFF Mark X System as contained in Inclosure 2.

3. Inclosures No. 1 and No. 2 have been approved as Department of the Army Policy by the Chief Signal Officer.

BY ORDER OF THE SECRETARIES OF THE ARMY AND THE AIR FORCE:

L L Judge
L. L. JUDGE
Colonel, USAF
Air Adjutant General

EDWARD F. WITSELL
Major General
The Adjutant General

2 Incls.
As listed above.

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Director of Research & Development (AFMRD) (10)
Director of Communications (AFOAC) (15)
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413.44- Radar Equip.

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JOINT IFF POLICY

1. The IFF Mark III shall be replaced at the earliest practicable date by a new system known as IFF Mark X, based on the principles of IFF Mark V/UNB and existing L band beacon developments; this system to be operational by 1 July 1952.

2. In accomplishing this replacement, the following shall be the order of priority:

a. The adoption and installation of the basic functions of IFF Mark V/UNB and L beacon techniques to provide beacon assist in the tracking and control of high speed aircraft including the operating modes of IFF, Personal Identification (PI), Flight Leader Identification (FLI), and Emergency of the IFF Mark V/UNB.

b. The development and adoption of, fast coding techniques and such techniques that will provide more satisfactory operational security and will extend the life of the replacement system, IFF Mark, X, until a fully satisfactory system can be developed.

3. The minimum operational requirement of the IFF Mark X will be the identification of air targets to ground and surface positions. The services may adopt such additional functions of the IFF Mark V/UNB as may be required to fill their individual operational requirements. It is desired that the coordinator of this policy be informed regarding additional functions adopted.

4. Increased efforts should be directed immediately to the development of a full satisfactory system that satisfies all military characteristics.

5. The Joint Communications-Electronics Committee shall be the coordinating agency for this policy.

Incl. #1.

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JOINT MILITARY CHARACTERISTICS FOR THE IFF MARK X SYSTEM

I. IFF Mark X

II. Purpose

(A) To Provide:

1. A system capable of furnishing assistance in the radar tracking and control of aircraft.

2. Such improved IFF operations as may be accomplished by the employment of the three interrogation modes and the emergency reply mode of the IFF Mark V/UNB System. The above modes may be redesignated as modes 1-2-3- and Emergency. The minimum operational requirement shall be the identification of friendly air targets to ground and surfact positions.

3. The capability of supplementing the primary modes as listed above with security (cryptography, pulse-time coding, etc.). The military characteristics of this security feature will be covered in a supplementary document.

(B) This system shall replace the IFF Mark III System.

(C) The basic components of the system shall consist of modified AN/APX-6, AN/APX-7, AN/CPX-4, AN/UPA-16, and AN/UPA-15 of the IFF Mark V/UNB System with suitable interconnection equipment. Additional components of the IFF Mark V/UNB may be adopted to satisfy individual service requirements, providing such adoption does not preclude joint service operation.

(D) The airborne transpondor of the system shall be capable of installation in all combatant type aircraft. The airborne interrogator-responsor shall be capable of installation in all combatant type aircraft fitted with pulse type radar. The basic components of the system shall be capable of being installed where deemed necessary by the Services.

(E) The basic components of the system shall be capable of interconnection with such radars as shall be specified by the Services.

(F) The data presentation of the IFF Mark X System shall be capable of correlation with the data presentation of the parent radar.

III. Performance

(A) The range performance of the IFF Mark V/UNB Units, AN/CPX-4, AN/APX-6, AN/APX-7, is considered adequate for the IFF Mark X

Incl. #2.

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H-467(1-C)

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JMC FOR THE IFF MARK X SYSTEM (Cont'd)

(C) Not applicable.

(D) Not applicable.

(E) The system shall be capable of being modified by the addition of fast coding (cryptography, pulse-time coding, etc.) and by other changes directed toward increased flexibility and extended life.

(F) No special requirements.

(G) No special requirements.

(H) All airborne type equipments shall include destructors.

(I) The power supply considerations of the IFF Mark X shall conform to the standard U. S. service power supplies.

(J) Screw driver selection, with appropriate channel marking, shall be provided for the adjustment of the 12 operating frequency channels.

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Reg # CG, 9th AF - 2123
Reg # CG, 10th AF - 2124
Reg # CG, 14th AF 2125
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Manley
by [illegible]

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File: AD Gen
Sus

Hq. U.S.A.F.

Maj Sather/alt/73805 - MEN-2A

AFMEN-2A

8 February 1949

SUBJECT: Development Program for Air Defense Ground Electronic Systems and Equipment.

TO: Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio

COPY FOR: AIR DEFENSE COMMAND

1. This headquarters, in consultation with the Air Defense Command, has recently reviewed the USAF operational requirements for the ground electronics portion of the Air Defense System for the United States. The purpose of this review was to establish a standard against which our current ground electronic research and development program can be evaluated. It is hoped that in this way we will be able to avoid expending effort on projects directed for use in air defense for which there is little or no operational requirement. This standard is in no way intended to apply to pure or applied research, but rather, only to development.

2. In order of relative priority and time at which the end products will be required operationally, the fields of electronic development for air defense to be emphasized are the following:

a. IFF.

b. Modernization and improvement of post war radars now in production (i.e., higher powered "S" and "L" band components, etc.).

c. Anti-jamming techniques.

d. New ground control radar with significantly improved performance (Valdr).

e. Automatic Interceptor Director System.

f. Automatic Controller Computer System.

3. A discussion of each item above follows:

a. The ADC requirement for IFF coincides with the Air Force and joint requirements. With respect to IFF, the Air Defense Command's requirement is for a rapid electronic identification system patterned along the same operating principles as such systems as Mark V and L-band

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Ltr Hq USAF, 8 Feb 49, Subj: Development Program for Air Defense Ground Electronic Systems and Equipment

accuracy to be made secure by the addition of cryptographic techniques. The present Mark X development program plus Watson Laboratories investigations in the field of short interval identification systems, show considerable promise of fulfilling this requirement eventually.

b. With respect to modernization of present day radar procurement, such as the AN/CPS-6 and the AN/FPS-3, present development projects along the lines of high powered [illegible] and [illegible] components and more sensitive receivers are heading in the right direction. Anything else by way of engineering improvement of these basic radars which will produce results in the next 2 or 3 years, before the arrival of such radically new radars as the Volir in operational quantities, is considered as falling into this category of development.

c. The intercept problem using either piloted aircraft or guided missiles can be completely upset by enemy jamming of our radar and communication links, consequently anti-jamming development must proceed along with, or ahead of any new development in GCI radars or computers.

d. With respect to the new GCI radar, the USAF research and development on Volir and Volscan, and the Navy's work with AN/SPS-2(XDG) apply. Every effort should be made to get these equipments into the production stage at the very earliest moment.

e. With respect to the Automatic Interceptor Director System, the air defense system requires that the delays and inaccuracies inherent in the human computation of interception courses and human command of the intercepting system must be eliminated. It is therefore required that an automatic course computer and guidance system for providing direction information to the defending interceptor aircraft or missile be developed. Additionally, for the complete intercept control system some means must be provided for the course computer to receive continuously information on the position and motion vector of the enemy target being intercepted. A command system for guidance of the interceptor aircraft or missile, which not only guides the defending weapon (aircraft or missile) but also verifies by another independent method that it is actually following the ordered course, is required. Any partial solution of providing a simplified course computer, whose output can assist the human controller, may materially improve the overall system's performance during the transition period from manual to semi-automatic to full automatic GCI.

f. The Automatic Controller Computer is, with respect to time, the least urgent of these development projects, although it is an absolute must in guided missile operations when the delays introduced by human controllers can no longer be tolerated. This program should be undertaken on a study basis immediately with development leading to a prototype completed in about 4 years.

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[illegible] - [illegible]

[illegible] Development Program for Air Defense Ground [illegible]

4. [illegible]

BY COMMAND OF THE CHIEF OF STAFF:

E. M. POWERS
Major General, USAF
Asst. Deputy Chief of Staff, Materiel

Copies furnished:
Air Defense Command
Mitchel AFB, NY

Air Proving Ground
[illegible]

Watson Laboratories AMC
Red Bank, NJ

[illegible]
[illegible]
[illegible]

[illegible] AFOAD [illegible]

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H 489 (1-c)

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COPY
413.44

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

DAD 413.44 7 Jun 1949

SUBJECT: Delays in High Power "L" Band Radar Development Program

TO : Director of Research and Development, Headquarters United States Air Force, Washington 25, D. C.

1. As your Headquarters knows, one of the highest priority operational requirements of the Air Defense Command is the early availability of high powered components for modification of present production ground search radars AN/FPS 3. This Headquarters, while attending a conference on 27 May 1949 on the subject of high-powered AN/FPS 3 components at the Airborne Instruments Laboratory, where this development project is being carried out, was made aware of a serious delay in the program caused by non availability of the high-powered magnetron WX-3297. The magnetron is being developed for the Bureau of Ships, Department of the Navy, in conjunction with the AN/SPS-2 radar program. Since this development in the Navy Department is on a lower priority with respect to time, the tube development has not been progressing as rapidly as it could technically, and must in order to meet urgent operational needs of the Air Defense Command.

2. It is understood that this case was considered about a year ago by the Vacuum Tube Development Panel of the Research and Development Board, but that no appreciable acceleration of the program was thereby achieved. It is recommended that immediate action be taken to either transfer cognizance over the magnetron development from the Department of the Navy to the Department of the Air Force or to otherwise insure maximum progress on this critical item.

FOR THE COMMANDING GENERAL:

/s/t/ V. E. MURPHY
Lt Col, USAF
Asst Adj Gen

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SECRET
AUTH: CG, USAF
26 Aug 49

22 August 1949

AFOAE/T

MEMORANDUM FOR RECORD

SUBJECT: IFF Progress Report As of 22 August 1949

1. General Plans and Policies are as follows:

a. CONAC has stated a definite requirement for an APX-7 type equipment for use in their TAC B-45's. The same type equipment would probably be used for MATS Air Rescue planes. Definite Requirements for such equipment are expected from MATS in the near future.

b. CONAC has requested that low priority be placed on the light-weight APX-7 for their interceptor. SAC desires to talk about the possible use of such equipment in bombers. Both topics a and b are to be subjects for an IFF Meeting in September or October 1949.

c. Procurement and Watson Labs may be able to get together to purchase two, more useful types of ground interrogator-responsors than the production AN/UPX-1. These would be the lightweight crystal control interrogator for portable radars and the high powered crystal controlled interrogator suitable for possible SIF work with the high powered radars.

d. Langley Field tests on the old Mark V IFF/UN 13 equipments modified to work as IFF Mark X are expected to start during the last two weeks of August 1949 and continue indefinitely. The APN-19 beacon is being tested at the same time. Many parameters for Air Defense Electronics are expected to be settled in these tests. Suitable test equipment seems to be a great requirement in conjunction with these tests.

e. Retrofit policy for the AN/APX-6's is being processed through Requirements and Operations. In general early retrofit is being planned for jet fighters although some thought is being given to the large bombers. Retrofits should start March 1950.

f. A demonstration of SIF is expected to be given soon. Plans will then be made to incorporate the technique into the IFF Mark X system; this must be coordinated with the Navy.

INFO COPY FOR CONAC - Capt Schultz

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H-86 (s-R)

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2. [illegible]

3. [illegible]

4. [illegible] Air Force [illegible] AN/[illegible] [illegible]

5. The writer is [illegible] IFF Mark X [illegible] high security [illegible] IFF Mark X. This office is interested in all possible guidance on this problem.

6. The program can perhaps best be outlined in a block diagram:

(See Block Diagram attached)

H-86(2-8)

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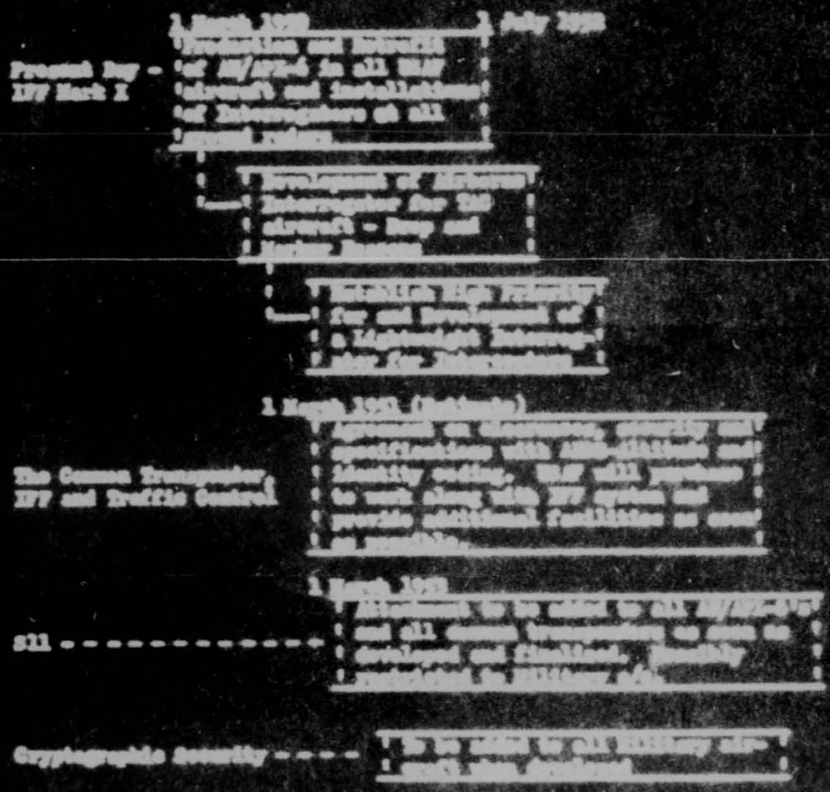
Memo for Record, Subj: IFF Progress Report As o[illegible] Aug 1949 (Cont'd)

4. (Cont'd)

Block Diagram



1 March 1950 — July 1952

Present Day - IFF Mark X

Production and Retrofit of AN/APX-6 in all USAF aircraft and installations of Interrogators at all ground radars.

Development of Airborne Interrogator for TAC aircraft - Beep and Marker Beacons

Establish High Priority for and Development of a Lightweight Interrogator for Interceptors.

1 March 1951 (Estimate)

The Common Transponder, IFF and Traffic Control

Agreement on clearances, security and specifications with ANDB-altitude and identity coding. CAA will purchase to work along with IFF system and provide additional facilities as soon as possible.

1 March 1952

SIF - - - - - - - - - - - -

Attachment to be added to all AN/APX-6's and all common transponders as soon as developed and finalized. Possibly restricted to Military A/C.

Cryptographic Security - - - -

To be added to all Military aircraft when developed.

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Memo for Record, subj: IFF Progress Report As of 22 Aug 1949 (Cont'd)

1. This office has suggested that, at least, Air Training Command Instructors be given the 4 week Factory Course on the AN/APX-6. Suggestions on all phases in training will be appreciated by Headquarters.

Paul H. Baldwin

PAUL H. BALDWIN
Captain, USAF

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HEADQUARTERS
FIRST AIR FORCE
FORT SLOCUM, NEW YORK
XXXXXXXXXXXXXXXXXXXX
XXXXXXXXXXXXXXXXXXXXX
Mitchel Air Force Base
New York

IN REPLY REFER TO:

1949

OC 413.44

SUBJECT: Radar Test Equipment "L" Band.

TO : Commanding General, Continental Air Command,
Mitchel Air Force Base, N. Y.

1. The authorised test equipment for AN/CPS-5 and AN/TPS-1B radars is considred inadequate to properly maintain the radio frequency portion of these sets for consistent realization of optimum system performance. The system performance of any radar set is dependent to a large extent upon the condition of its radio frequency section,- hence it is extremely important that proper test equipment be available to enable the radar technicians to keep this section operating at peak efficiency at all times.

2. Of the test equipment currently available to the field units, the Echo Box, TS-172/UP, is the only one used for conducting checks on the radio frequency section. Although it is realised that many valuable tests can be made by the intelligent use of a well designed "echo box", the results of technical inspections by members of the office of the DCE, this headquarters, during the past twelve months indicate that the accuracy of measurements of radar performance by the TS-172/UP is unreliable and does not give a true indication of equipment performance. This is due to the fact that this particular echo box does not consistently reproduce itself because of the various modes of oscillation possible in this type of cavity. In addition, there is a relatively wide variation in tuning indications of various boxes due to tolerances permitted in its manufacture. Reference is made to [illegible], section XII, paragraph 14a which itemizes additional limitations of echo box performance measurements.

3. It can be seen from the above that it is impossible to set up a standard criteria for system performance that will hold true for all radars of this type. Therefore, this headquarters considers that supplementary test equipment is

413.44 Radar Equip.

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OC 413.44 Subj: Radar Test Equipment "L" Band, (cont'd).

absolutely necessary if these radars are to be maintained operating at or near their maximum capabilities. Reference is made to AFM101-1, Section I, paragraph 1.b which points out "that if adequate test equipment is not used, operating and maintenance personnel may not be aware when the performance of a radar set is extremely low."

4. A detailed analysis and investigation has been conducted into this problem to determine the availability of appropriate test equipment. Mr. Joseph H. Vogelman, Chief Development Branch, Watson Laboratories, was contacted by the DCE, this Headquarters, in order to discuss the technical capabilities of available test equipment. The items listed on inclosure #1, with the exception of Power Meter TS-107/TPM-1 are included in their list of recommended test equipments for both AN/CPS-5 and AN/FPS-3 (future procurement) radars.

5. A list of authorized test equipment and its functions for AN/CPS-5 radars, is included as inclosure #2. The 2nd and 3rd checks under Echo Box TS-172/UP are unreliable.

6. In accordance with AF Manual 67-1, paragraph 35-d, it is requested that authorization, for issue of the additional test equipment listed under inclosure #1 to AN/CPS-5 using agencies of this Command, be approved. Due to the immediate demand for this test equipment, time does not permit the processing of a revision to T.O. No. 16-30CPS5-3.

FOR THE COMMANDING GENERAL:

W. T. COLEMAN
Lt. Col., USAF
Asst Adj Gen

2 Incls:
1. Recommended Test Equipment.
2. Test Equipment presently authorized.

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H-87(2-0)

CONFIDENTIAL

OC 413.44 2 November 1949
Subject: Radar Test Equipment "L" Band

15 NOV 1949

MBAC 413.44 (2 Nov 49) 1st Ind

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, N. Y.

TO: Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio

1. Approved.

2. The AN/CPS-6 and AN/TPS-1B radar sets are not provided with a suitable universal calibrated test set capable of measuring transmitter frequency, peak power, pulse width, spectrum, receiver signal to noise ratio, minimum discernible signal, band width and other necessary radar performance data which would enable establishment of a numerical figure of merit, which could be reliably compared with ideal performance levels and specifications contained in technical orders.

3. Field operating experience and engineering studies have proved that the use of such a universal test set or a complete set of test equipment, capable of accomplishing the performance checks listed in paragraph 2, is the only means whereby an operating ACNW organization can determine that the radar sets involved are providing the coverage and performance capability for which they were designed. AFM 101-1 "Theory and Measurement of Pulse Radar System Performance" section III, paragraph II, states in effect that the (guesswork) maximum range fixed echo methods and the use of uncalibrated test equipment, such as an echo box, is a completely unreliable method of determining radar set performance. An example of a typical unsatisfactory condition is where a 12DB loss in a radar system is barely noticeable by examining PMs or targets on the radar scope or by testing with an uncalibrated echo box ring time measurement, although such a DB loss actually involves a system loss which reduces the range by a factor of 50% and the volumetric coverage by a factor of 75%.

4. The present and proposed radar coverage air defense plans involve the employment, (among other types) of twenty-three (23) AN/CPS-6 and twenty-three (23) AN/TPS-1 radar sets in an overlapping coverage, based upon the premise that the constituent radar sets are operating in accordance with the design capabilities and specifications of the radar sets employed.

5. Inasmuch as the desired test equipment is essential to optimum performance of the radar sets and is required at the radar sites for daily and other periodic inspections, it is recommended that the stock

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Others______

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By______

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14 December 1948

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OC 413.44 2 November 1949
Subject: Radar Test Equipment "L" Band

MEAG 413.44 (2 Nov 49) 1st Ind (Contd) EJR/mom

lists for the AN/CPS-5 and AN/TPS-1 radar sets be amended to include this equipment rather than that the Table of Organization and Equipment be amended.

FOR THE COMMANDING GENERAL:

J. H. BLOSS
Lt. Col., AGD (USAF)
Adj. Gen.

1 Incl
n/c

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Trans_____
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Elect_____
Rad_____
Others_____

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Register No. 13379
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14 December 1948

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H-87(2-D)

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

PO&R 413.44 December 8, 1949

SUBJECT: Redesignation of "TYPE I" Operations Buildings for the Permanent Radar System.

TO : Director of Requirements, Headquarters USAF, Washington 25, D. C.

1. In view of increased priority placed upon air defense as a result of possible enemy A-mobm possession and in view of the increased tempo placed upon completion and efficient operation of Radar Fence, it becmoes mandatory that we install an air defense in-being utilizing the most effective radar equipment available.

2. Sice the AN/CPS-5 radar set, even at its best, is a poor radar for the type coverage required in Radar Fence, it is anticipated that as soon as sufficient AN/FPS-3, or possibly the high-powered Navy XPS-2, radar sets areavailable in quantity beyond that required to complete the prescribed AN/FPS-3 installations called for in the permanent plan, these sets will be used to replace the AN/CPS-5 and AN/CPS-1 radars in order to insure a more effective air defence.

3. Radar Fence, upon completion, will comprise two (2) AN/CPS-1 and twenty-three (23) AN/CPS-5 radar sets for a total of twenty-five (25) sites now programmed for Type I stations. Current plans are to install these sets in a "Type I" Operations Building. This building is so small that it is unsatisfactory for AN/CPS-1 operation, It would not allow replacement in the future of the AN/CPS-5 with more desirable radar sets without replacement of the operational facilitites. It is therefore requested that "Type II" operational facilities be substituted for "Type I" operational facilities at this time. In brief, the facilities to be provided should consist of the technical facilities normally furnished at a "Type I" installation. Air Installations defines this as a "Type II Modified" station. A detailed list of construction required for this type of installation is given in Inclosure 1.

4. It is estimated that his change will entail an additional cost of approximately $1,553,000 for the initial construction. However, this will result in an appreciable net saving of money, valuable time and planning effort which would be necessary if "Type I" operational facilities were built now and replaced later with "Type II" operational facilities when more suitable radar equipment becomes available.

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Redesignation of "TYPE I" Operations Buildings for the Permanent Radar System (continued)

available.

5. The above requested plan has been discussed with local engineers who advise that the change-over can be made at this time with little if any wasted effort, but they request prompt formal notification of the authorized change since construction of a number of these sites is scheduled to commence in the very near future.

FOR THE COMMANDING GENERAL:

1 Incl.
List of Construction Required.

V. E. MURPHY
Lt. Col, USAF
Asst Adj Gen

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

PO&R 413.44 8 December 1949

SUBJECT: Additional AN/CPS-5 MTI Equipment Kits

TO : Director of Requirments, Headquarters United States Air Force, Washington 25, D. C.

1. As incorporated in Bulger Report, Annex C. Appendix 2, "Acceleration of the Completion of Aircraft Control and Warning System for Emergency Use," an immediate requirement exists for a minimum of fifteen (15) additional MTI equipments for AN/CPS-5 radar sets and six (6) MTI Kits for AN/CPS-1 radar sets.

2. Recent tests conducted at Neah Bay, Washington and Ft. Custis, Vierginia (final report currently being prepared by Airborne Instruments Laboratory) have proven that by utilization of MTI techniques, permanent echoes to a distance of seventy (70) miles from the set are eliminated enabling an operator to effectively track more aircraft through this clutter area. The above allows siting in rough terrain without serious limitations imposed by permanent echoes, and also enables the siting of radars at high points thereby providing the maximum attainable line-of-sight or low angle coverage. This is of utmost value to an active air defense. Realizing this increased efficiency of MTI operations, all radars should be sited from an MTI view point.

3. ConAC Plan 1-49 utilized twenty-four (24) AN/CPS-5 radars. These sited are situated in rough terrain which will produce numerous permanent echoes on the radar scope. MTI equipment will greatly improve the operation of these sets by eliminating the close-in permanent echoes.

4. The permanent Radar Fence utilized these same twenty-four (24) AN/CPS-5 radars resited to form an integral system with the other type radars. These permanent sites also require MTI for maximum efficiency.

5. Continental Air Command is in the process of receiving a total of eleven (11) AN/GPA-7 MTI equipments for the AN/CPS-5 radars. Two of these sets are to be utilized by the 502nd Tactical Control Group of Tactical Air Command. This leaves but nine (9) MTI sets to be utilized in the air defense. There remain fifteen (15)

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Subject: Additional AN/CPS-5 MTI Equipment Kits

AN/CPS-5 radars to be deployed for air defense for which no MTI equipment is currently available.

6. Information has been received from Watson Laboratories that sis (6) MTI Kits for AN/CPS-1 radars are in storage at Watson Laboratories, but the equipment is unsatisfactory and plans are being considered to have these kits modified so as to make them usable.

7. Information from Airborne Instruments Laboratory (contracting agent for the present AN/CPS-5 MTI Kits) indicates that they are currently manufacturing equipment on a Marine contract which will be completed approximately 30 May. If they are awarded a contract for additional kits during this month, it will be possible to continue their present assembly line and start delivery of kits upon completion of thdir present contract (approximately 1 July,) with a production rate of two (2) kits per month. The assembly line requires approximately four (4) months to complete a kit. Therefore, if the kits are not ordered in the near future, there will be a gap between completion of the Marine contract and delivery of additional kits.

8. It is requested that additional MTI Kits be procured so that all AN/CPS-1 radars and AN/CPS-5 radars under the control of this command are equipped with MTI equipment.

9. It is requested that adequate spare parts be ordered for this equipment at the same time.

FOR THE COMMANDING GENERAL:

/s/t/ V. E. MURPHY
Lt. Col. USAF
Asst Adj Gen

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HEADQUARTERS
56TH FIGHTER WING
SELFRIDGE AIR FORCE BASE, MICHIGAN

10 January 1949

SUBJECT: Removal and Storage of Mark III IFF Equipment

THRU : Commanding General
Tenth Air Force
Fort Benjamin Harrison, Indiana

TO : Commanding General
Continental Air Command
Mitchel Air Force Base, New York

1. Reference is made to AF Letter 101-3, dated 29 December 1948, subject: "Fitting and Carrying of IFF in Air Force Aircraft," which is interpreted as necessitating concurrence of your headquarters in action already taken by this organization with regard to removing and storing IFF equipment installed in its F-80 aircraft. Paragraph 2.,c. of this letter requires that tactical aircraft be equipped with IFF; paragraph 2.,b., (4) of this same letter, however, delegates discretionary powers to commanding generals of major air commands with regard to carrying of Mark III IFF in tactical aircraft.

2. Group B parts of Radio Set SCR-695 and Antennae An-95-C have been removed from F-80's assigned to this organization, have all been restored to operational status, and are now all stored and tagged for individual aircraft from which removed. This action, commencing in September 1948, was taken by authority of two directives, extracts of which are quoted below:

a. Second Indoresement Hq AMC, dated 23 October 1947, to UR, Station Serial No. 47-135, AMC Serial No. 17-7568, dated 22 August 1947: "Antenna AN-95-C should be removed from all P-80 aircraft and the remaining hole patched. Group B parts of SCR-695 may be removed during local flight and held in Squadron or Group Supply marked for the aircraft from which removed." (In this case "local flights" were construed as continental flights where IFF normally is not required.)

b. Item No. 84, SectionI, P-84, UR Digest, revised to 20 August 1948, applicable both to F-80 and to F-84 aircraft: "Activities experiencing this kind of trouble (Antenna AN-95-C failure)

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Basic: Ltr Hq 56 Ftr Wg, dtd 10 Jan 49, Subj: "Removal and Storage of Mark III IFF Equipment"

are authorized to remove the antenna and store it at the discretion of the Commanding Officer."

3. This equipment was removed and stored because in this way it would actually be more nearly operational than if left installed in aircraft. Radio Sets SCR-695 were corroding seriously from battery acid fumes and were being infiltrated with dust and other debris which normally accumulate in aircraft fuselage bottoms. Antennae AN-95-C were being bent and broken from high-velocity air streams and from 50 caliber shell cases ejected forward of them. This equipment is new stored in operational condition, and can be re-installed within one man hour per aircraft. If this equipment were left installed in aircraft, readying it for operational use would entail its removal, considerable reconditioning and replacement, and its re-installation; this latter entire operation is very conservatively estimated at eight man hours per aircraft.

4. Since AF Letter 101-3 apparently suspersedes those directives by authority of which action was taken as described above, information regarding this action is submitted to your headquarters for review and for possible concurrence therein.

W. T. HUDNELL
Colonel, USAF
Commanding

AF100E - 413.44 1st Ind HCG/mn

HEADQUARTERS TENTH AIR FORCE, Fort Benjamin Harrison, Indiana, 13 January 1949

TO: Commanding General, Continental Air Command, Mitchel Air Force Base, Mitchel Field, New York.

1. Forwarded for review and possible concurrence.

2. In view of the fact that action has already been taken on subject matter this headquarters concurs with your approval.

FOR THE COMMANDING GENERAL:

H. O. ALLISON
Colonel, USAF
Adjutant General

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Removal and Storage of Mark III IFF Equipment OC/JGM/37
OC 413.44 (10 Jan 49) 2nd Ind. 23 February 1949

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Commanding General, Tenth Air Force, Fort Benjamin Harrison, Indiana

1. Pursuant to paragraph 2b (4) of AF Letter 101-3, 29 December 1948, authority is granted for the removal of the Group B parts of radar sets SCR-695 from the F-80 aircraft assigned to the 56th Fighter Wing.

2. It is desired that the Group B parts be stored and maintained in operational condition to permit re-installation on short notice.

BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

V. E. MURPHY
Lt. Col USAF
Asst Adj Gen

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COPY 413.44
FILE:

HEADQUARTERS
CONTINENTAL AIR COMMAND
INTEROFFICE ROUTING SLIP

SUBJECT: Field conditions existing with regard to airborne components of the Mark III IFF systems.

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D	FROM	TO	Number and date each entry - show date of dispatch. Show staff division or office in FROM-TO columns. Sign each entry legibly - show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
1 13 July	COMM	DM O&T DAD DO	

1. Information available within this directorate indicates the following field conditions to exist in regard to airborne components of the Mark III IFF system:

a. All combat aircraft within this command with the exception of the F-80 and F-84 are equipped with Group A & B parts of the SCR 695 Mark III IFF components and may be made operational by organizational and field level maintenance within the respective Wing Base organizations.

b. All of the F-80 Jet type aircraft were originally supplied with Group A & B components of the SCR 695, Mark III IFF and may be made operational by reinstalling the An-95C antenna which has in some cases been removed ue to a limited number of cases of bending and breaking of this antenna due to high speed maneuvering.

c. The first series of F-84 Jet Type Aircraft were originally supplied equipped with Group A & B components of the SCR 695 Mark III IFF and may be made operational by reinstalling the AN-95C antenna which has in some cases been removed ue to a number of cases of bending and breaking of this antenna due to high speed maneuvering. The later series have been supplied with certain Group A & B parts less the following items:

(1) AN-95C antenna.

(2) Doubler Plate.

(3) Antenna coax lead-in and fittings.

(4) Conduit bulkhead fittings.

(5) Miscellaneous installation hardware.

d. It is believed that approximately 50% of the F-84 Jet Type Aircraft SCR695 Mark III IFF equipment may be made operational by reinstalling the AN-95C antenna which has been removed. The remaining 50% of F-84 Jet Type Aircraft SCR 695 Mark III installations would constitute a retrofit program involving AMC

HQ ConAC FORM 1-1
22 April 1950

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FILE:

SUBJECT:

HEADQUARTERS
CONTINENTAL AIR COMMAND
INTEROFFICE ROUTING SLIP

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		FROM	TO	Number and date each entry - show date of dispatch. Show staff division or office in FROM-TO columns. Sign each entry legibly - show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
1	13 July	COMM	DM C&T DAD DO	Cont'd

authorization and supply of antenna kits and would impose a considerable work load on Tactical Field units. It is not believed that his additional retrofit would be justifiable in view of the fact that the Mark III IFF system is due to be replaced by the Mark X IFF and Beacon system. AMC estimates that some Mark X installations will become available in approximately 18 Months although the complete Mark X system will not be operational until after July 1952.

2. Information has been obtained from AMC that the AN-95C antenna may be installed on F-80 and F-84 aircraft at the discretion of this command as no improved replacement for this antenna is contemplated. In view of the above, it is not believed that reinstallation of this antenna would constitute a flying hazard. Hq, USAF has directed AMC to place all Mark III Ground IFF equipment in a servicable condition.

3. This Hq, has already established the policy that Mark III IFF will be made operational in all combat aircraft having that system installed during the period of transition to Mark X IFF. In view of the foregoing, it is recommended that the attached (draft) letter be dispatched to air forces, amplifying and clarifying the interim use of the Mark III IFF system within ConAC.

J.G. MATHIESON
S/L, RCAF
Ext. 6108

/s/t/ HOBART R. YEAGER
Colonel, USAF
Dir. Comm & Elect
Est. 2255

SECRET

HQ ConAC FORM 1-1
22 April 1950

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AUG 16 1949

SUBJECT: Electric Equipment for Single Place Tactical Reconnaissance Aircraft.

TO: Commanding General
Continental Air Command
Mitchel Air Force Base
Mitchel Field, New York

1. Air Materiel Command engineers have submitted a proposal for equipping future production single place tactical reconnaissance aircraft with the following electronic equipment:

a. UHF Command Set AN/ARC-33
b. Radio Compass, AN/ARN-6
c. Omni-directional Range Receiver AN/ARN-14
d. Radar Altimeter AN/APN-22
e. Liaison Radio AN/ARC-25A
f. Marker Beacon Receiver AN/ARN-12
g. IFF Mark Ten AN/APX-6
h. Distance Measuring Equipment AN/APN-34
i. Arbitrary Course Computer AN/ARA-21
j. Wire Recorder AN/ANQ-1A
k. Tail Warning Radar.

2. This headquarters offers these comments with respect to the proposed list:

a. AN/ARC-33 will be the standard Command set for new production aircraft after 1 September, 1951.

b,c. AN/ARN-14 will be installed in tactical reconnaissance aircraft in lieu of AN/ARN-6 when sufficient ground omni-directional equipment is available to assure adequate world wide coverage.

d. AN/APN-22 operates from zero to 9950 ft. Developed under Navy jurisdiction, experimental models, weighing 23 lbs, are now undergoing tests.

e. Liaison Radio AN/ARC-25A is a remotely tunable set consisting of transmitter AN/ART-13 and receiver AN/ARR-15. For optimum range this set requires the use of a trailing wire antenna, which to date has not proved satisfactory in high-speed aircraft.

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[illegible] Electronic Equipment for Single Place Tactical Reconnaissance Aircraft.

[illegible] Marker beacon receiver [illegible] has not previously been specified for tactical aircraft, since its application is restricted to [illegible] in the U.S.

[illegible] will be installed in all USAF aircraft when [illegible] available. Future tactical reconnaissance aircraft will be [illegible] in the production line.

[illegible] Distance Measuring Equipment and the Arbitrary Course Computer, [illegible] with the omni-range receiver, will form the basis for future navigation and traffic control on the airways of the United States. Use of this system in tactical operations would be limited to line-of-sight range from the ground stations.

[illegible] Recorder AN/ANQ-1A will permit the pilot to record visual observations for future reference, thereby reducing the amount of information which must be entrusted to memory.

k. There is no tail warning equipment either available or under development which will meet USAF requirements during the next three years. AN/APS-13, developed during the last war has proved completely unsatisfactory because of its short range and spurious alarms.

2. Your comments and recommendations are requested with respect to the above list of equipment, these comments to be used as a basis for finalizing the electronic equipment requirements for subject aircraft. Comments are also requested regarding electronic equipment desired in two-place tactical reconnaissance aircraft.

BY COMMAND OF THE CHIEF OF STAFF:

WINSLOW C. MORSE
Colonel, USAF

CARL A. BRANDT
Major General, USAF
Director of Requirements

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Electronic Equipment for Single Place Tactical Reconnaissance Aircraft
[illegible] 452.1 ADC [illegible]

13 NOV 19[illegible]

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Chief of Staff, Headquarters United States Air Force, Washington 25, D.C.
ATTENTION: Director of Requirements

1. The following comments and recommendations are made regarding the proposed electronic equipment for the next single place tactical reconnaissance aircraft.

2. Reference list of equipment proposed in paragraph 1, basic letter:

a. UHF Command Set AN/ARC-33 is a definite requirement.

b. Radio Compass AN/ARN-6 will be required as a navigational aid when aircraft is operated in combat outside of omni-range capabilities.

c. AN/ARN-14 will be required for navigational homing and IFR operation in the continental United States. It is proposed that the indications from this equipment be presented to the pilot through the Zero Reader. This arrangement will satisfy all CAA regulations for IFR flight.

d. AN/APN-22 radar altimeter not satisfactory as there are requirements for radar altimetry for photographic operations up to 35,000 feet.

e. AN/ARC-[illegible]. The weight and complexity of such equipment in a single place tactical aircraft outweighs the requirement for continuous air to ground communications beyond [illegible] or VHF range. A low priority requirement exists for [illegible] [illegible], if such equipment can be [illegible] satisfactorily to the weight and space limitations of the single place tactical [illegible].

f. AN/ARN-12 is a firm requirement for navigation, instrument approach and IFR flight.

g. IFF Mark [illegible] AN/APX-6 is required for IFF operation. An appropriate radar [illegible] beacon will be required for [illegible] of this aircraft by GCI in tactical operations and by [illegible] [illegible] weather operations. Satisfactory equipment of this type [illegible] should be developed on a high priority basis for all [illegible] jet aircraft.

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17 May 1949

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Electric Equipment for Single Place Tactical Reconnaissance Aircraft

h. Distance Measuring Equipment AN/APN-3A. No requirement exists for this equipment. This conclusion is based on the following line of reasoning:

(1) During combat omni-range stations will not be installed in enemy territory.

(2) It is questionable that omni-range stations will be installed in the forward areas of combat theaters.

(3) Training operations in the ZI in tactical aircraft should not be conducted with equipment other than that which will be used in combat if the combat equipment provides necessary safety and meets VFR flight regulations.

(4) The addition of this equipment to [illegible] aircraft further complicates a serious space and weight problem and will provide an unrealistic operating condition in terms of tactical training.

i. Arbitrary Course Computer AN/ARA-21. No requirement for this equipment for the reasons given in h. above.

j. Wire Recorder AN/ANQ-1A. There is a firm requirement for voice recording equipment in tactical reconnaissance aircraft. If the proposed equipment is as small and light as possible consistent with good operation, it is satisfactory.

k. Tail Warning Radar. This equipment would be valuable in this type aircraft and should increase its security. The tail warning equipment used must be as small and light as possible.

3. a. Reference is made to paragraph 3, basic [illegible] letter, requesting recommendations regarding electronic equipment desired in two place tactical reconnaissance aircraft. This aircraft is interpreted to be a two or more place version of the tactical bomber. In this respect, reference is made to second indorsement, this headquarters, to letter from Hq, USAF, subject, "Proposed Military Characteristics for Tactical Reconnaissance Aircraft," dated 19 July 194[illegible].

b. The two or more place tactical reconnaissance aircraft electronic equipment requirements include all the requirements outlined for the single place tactical reconnaissance aircraft in paragraph two, above. The additional electronic equipment requirements are as follows:

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Electronic Equipment for [illegible] Aircraft

(1) AN/APQ-[illegible] or similar equipment will be required. This equipment satisfies three primary requirements for the tactical reconnaissance mission and is the result of the factors necessitating the development of the two or more place tactical reconnaissance type aircraft. These primary tactical requirements are:

(a) Radar scope photography.

(b) A system must be provided for precision navigation over the entire tactical operation radius of the aircraft during night, day, and all weather operations.

(c) A system must be provided for accurate delivery of photo flash bombs or other type of illumination.

(2) Electronic Countermeasure equipment. Weight and space provisions should be provided for the installation of defensive ECM equipment. It is not felt that "Standard Countermeasures" (Ferreting) can be included in the tactical reconnaissance missions assigned to this aircraft. There is, however, a definite requirement for passive countermeasures during tactical air operations and especially equipped multiplace reconnaissance aircraft must be provided to fulfill this requirement.

FOR THE COMMANDING GENERAL:

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17 May 1948

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COPY (452.1)   SUBJECT: Electric Equip for Single Place Tact Recon Acft

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1. The following comments and recommendations regarding the proposal for equipping future production single place tactical reconnaissance aircraft are submitted:

a. UHF Command Set AN/ARC-33 or similar command type radio is a definite requirement.

b. Radio compass AN/ARN-6 will not be required when the AN/ARN-14 is installed.

c. Omni-directional Range Receiver AN/ARN-14 will be required in lieu of AN/ARN-6 when sufficient ground facilities are available, as indicated in paragraph 2b, attached letter.

d. Radar Altimeter AN/APN-22 or similar equipment is required for accurate photographic reconnaissance.

e. Liaison Radio AN/ARC-25A. Recommend the requirement for liaison radio equipment be deleted. Equipment presently available or under development is excessively heavy and bulky, and is believed impractical for single place high speed aircraft operation.

f. Marker Beacon Received AN/ARN-12. Recommend requirement for marker beacon equipment be deleted for all high speed aircraft or aircraft equipped with omni-directional and distance measuring equipment.

g. IFF Mark Ten AN/APX-6 is required.

h,i. Distance Measuring Equipment and Arbitrary Course Computer. A definite requirement exists for equipment to solve the navigation problem for this type aircraft. While the AN/APN-34 and AN/APA-21 is limited to line of sight operation, it is believed that this equipment will partially fulfill this requirement until an unlimited range system is perfected.

j. Recorder AN/ANQ-1A or similar equipment is required.

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SUBJECT: Electrical Equip for Single Tact Recon Acft

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k. There is a definite requirement for tail warning equipment. However, inasmuch as the requirements cited above approximate a total of 300 pounds and 9 cubic feet of electronic equipment, any tail warning equipment developed must be as small and light weight as possible.

2. a. Reference is made to paragraph 3, attached letter, requesting recommendations regarding electronic equipment desired in two place tactical reconnaissance aircraft. This aircraft is bomber; in this respect, reference is made to second indorsement, this headquarters, to letter from Hq, USAF, subject, "Proposed Military Characteristics for Tactical Reconnaissance Aircraft," dated 19 July 1949.

b. The two or more place tactical reconnaissance aircraft electronic equipment requirements include all the requirements outlined for the single place tactical reconnaissance aircraft in paragraph one, above. The additional electronic equipment requirements are as follows:

(1) AN/APQ-24 or similar equipment will be required. This equipment satisfies three primary requirements for the tactical reconnaissance mission and is in itself one of the factors necessitating the development of the two or more place tactical reconnaissance type aircraft. These primary tactical requirements are:

(a) Radar scope photography.

(b) A system must be provided for precision navigation over the entire tactical operation radius of the aircraft during day, night, and all weather operations.

(c) A system must be provided for accurate delivery of photo flash bombs or other type of illuminant.

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SUBJECT: Electric Equip for Single Tact Recon Acft

(2) Electronic Countermeasure equipment: Weight and space provisions should be provided for the installation of defensive ECM equipment. It is not felt that "Passive Countermeasures" (Ferretting) can be included in the tactical reconnaissance missions assigned to this aircraft. There is, however, a definite requirement for passive countermeasures during tactical air operations, and especially equipped multiplace reconnaissance aircraft must be provided to fulfill this requirement.

3. It is not recommended that a specific list of electronic equipment by nomenclature be established for any one type aircraft for future planning purposes. It is strongly recommended that for long range planning, the untimate tactical requirements must be the basic consideration, with specific equipments developed to meet such requirements. However, for immediate future planning, the specific equipments outlined above are required to satisfy presently established requirements.

FOR THE DEPUTY, TACTICAL AIR OPERATIONS:

/s/ W.C.Bleack. Capt, USAF
for R.H. THOM
Lt. Col. USAF
Chief Administrative Group

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HEADQUA
AIR MATERIEL COMMAND
Wright-Patterson Air Force Base
Dayton, Ohio

E.O. 101-92

MCREEC52/LJP/JLD/ag

9 March

SUBJECT: Ground Position Fixing Equipment of the Dual Ranging Type

TO: Chief of Staff
United States Air Force
Washington 25, D.C.
ATTN: Deputy Chief of Staff, Materiel

413.44 Radar Equip.

1. The Troop Carrier problem of navigation to and determination of the dropping zone has been discussed several times with representatives of Tactical Air Command. The nearest approach to a satisfactory operations appears to be a combination of the Automatic Navigator AN/APN-66 (the EAGPI) with a special Dual Ranging Position Fixing Equipment. The purpose of the Dual Ranging Position Fixing Equipment would be to fix precisely the position of the aircraft somewhere in the immediate area of the dropping zone and, of course, would thereby serve to remove accumulative error in the AN/APN-66. Thus the final phases of the run to the DZ would be accomplished with a minimal error. The Dual Ranging Equipment is a means of giving the position of the aircraft using two known reference points on a search radar presentation.

2. One example of the operation and accuracies referred to above might be as follows: A troop carrier aircraft flying 4000 miles is approaching within 50 miles of the DZ. The interim EAGPI having a maximum error of 1% might be displaying position in error by as much as 40 miles. At this point the Dual Ranging Position Fixing Equipment could be used to relocate within a few hundred feet the true position of the aircraft. Tracking by radar could continue until

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suitable reference points were lost, due either to passing out of range (lack of power) or to the descending altitude of the aircraft prior to making the drop. During the last few miles of the run the AN/APN -66 would again take over and would introduce relatively small error since the distance run would be short. For example, a 10 mile run would introduce not more than 600 feet error in the position indication.

3. In order that the above mentioned navigational method be given a thorough study, a contract has been placed with the Missouri Research Laboratories, Inc. A copy of Exhibit No. MCREE-439 dated 24 May 1948 with Amendment No. 1 dated 27 September 1948 is inclosed. As stated in this exhibit, the emphasis in the contract is placed on the study rather than the development of equipment. The conduct of this study by the Missouri Research Laboratories, Inc., will be guided by the Electronic Subdivision, Communication and Navigation Laboratory of this Command.

4. It is believed that the usefulness of this study would be enhanced by direct contact with the operational problems involved. It is therefore proposed that arrangements be made whereby engineers of this Command, and of the contractor may work jointly with personnel directly concerned with the dropping of troops and supplies. In particular, the assignment of a liaison officer having an engineering background would be of assistance in directing this development along linesmost applicable to the operational problems involved.

5. It is requested, therefore, that an officer be assigned on a part time basis to the Communication and Navigation Laboratory of this Command to assist in the guidance of the study by Missouri Research Laboratories, Inc. This officer should have adequate engineering background to enable him to work with the engineers concerned with the technical problems involved, and his primary assignment should be to some phase of troop carrier operations. It is hoped that this officer will be able to bring current thinking about troop carrier

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E.O. 101-92, MCREEC52 9 Mar 49
SUBJECT: Ground Position Fixing Equipment of the Dual Ranging Type

problems to the attention of the various engineers concerned with the study, and conversely will be able to bring the current status of this study to the attention of those concerned with troop carrier operations.

6. It is suggested that this letter be brought to the attention of Captain M.E. Marler, AFORQ/A, for his comments and coordinating action.

FOR THE COMMANDING GENERAL:

2 Incls:
1. Exhibit No. MCREE-439 dtd 24 May 1948
2. Amendment No. 1 of Exhibit No. MCREE-439 dtd 27 September 1948

s/t TOM C. RIVES
Brigadier General, USAF
Chief, Electronic Subdivision
Engineering Division

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H-470 (3-c)

CO 1-7

HEADQUARTERS TACTICAL AIR COMMAND
Langley Air Force Base
Langley Field, Virginia

In Reply
Refer To

EL 413.44 (25 Mar 49)

25 MAR 1949

SUBJECT: Accuracy and Bomb Dropping Computer Requirements for Close-Cooperation Radar, AN/MPQ-1

TO: Commanding General
Continental Air Command
Mitchel Air Force Base
Mitchel Field, New York

1. a. At a recent meeting on the requirements for bomb-scoring computers for the future AN/MPQ-1 radar held at Watson Laboratories, representatives of this headquarters ascertained that the overall system accuracy of this radar does not satisfy tactical air operational requirements for close-cooperation bombing. In addition, the present AN/MPQ-1 does not provide an automatic bombing computer, which is required as part of a close-cooperation radar when controlling present and future type fighter-bomber aircraft.

b. Inasmuch as the present close-cooperation radar, AN/MPQ-2, now being utilized by Tactical Air Command, is equipped with such a bomb dropping computer, it had been assumed that any future equipment designed to replace and to improve the accuracy and effectiveness of the AN/MPQ-2 radar would also contain such a computer.

c. The increased range and high speed tracking capabilities of the AN/MPQ-1 over the AN/MPQ-2 equipment are highly desirable characteristics; however, the resulting decrease in system accuracy cannot be tolerated. The AN/MPQ-1 equipments should be capable of solving the problem with at least the same degree of accuracy as the present AN/MPQ-2 equipment.

2. a. In order for a Tactical Air Force to effectively perform blind bombing operations against pin-point targets utilizing close cooperation ground radar of this type, the following performance characteristics and accuracies are required:

(1) Automatic search in space about a focal point, which point will be located by manual positioning of

413.44 - Radar Eqp

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H-470 (1-A)

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To, Tactical Air Comd, Langley AF Base, Va.
[illegible]
Subject: Accuracy and Bomb Dropping Computer Requirements for Close-Cooperation Radar, AN/MSQ-1

the azimuth, elevation and range controls. Desirable values of automatic search increments to be variable about the focal point to maximum values of: azimuth 30°, elevation 6°, and range 25 miles. Actual values of all three to be manually controllable.

(2) Automatic tracking in range, azimuth and elevation with capability of 200 miles with beacon in range, 360° in azimuth and from -5° to 80° in elevation.

(3) Capable of azimuth and elevation tracking rates of 60° per second, respectively; and range tracking rate of 750 knots.

(4) Height indication and recording up to an altitude of 50,000 feet corrected for sea level, target height and earth curvature.

(5) Indication of ground course and speed up to 750 knots of aircraft being tracked, and a recording of ground speed.

(6) Electrical guidance signals to be used by the controller for guidance of the aircraft.

(7) Indication of the bearing of the aircraft from the radar, and of the bearing and distance of the aircraft from the target.

(8) Indication of the steering angle error; namely, the angular difference between ground course and the bearing of the target from aircraft.

(9) Indication and recording of range in a suitable manner depending upon the type of map projection used on the plotting board.

(10) A flight simulator similar to BC-1400 but incorporated in the central console and including the following additional features:

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H-470 (1-B)

(a) Controlled rate of change of course.

(b) Speed up to 750 knots.

(c) Wind speed up to 200 knots.

(11) Provisions to be made whereby the calculated position of the target in range may be set into the plotting equipment within an accuracy of plus or minus 10 feet and the elevation and azimuth to be set in to an accuracy of plus or minus 0.1 mils.

(12) Provide signals to be automatically transmitted to aircraft to furnish pilot with following information or automatic service:

(a) Indication of course correction required.

(b) Indication of altitude corrections required.

(c) Indication of time to go in seconds prior to bomb release.

(d) Coded automatic bomb release.

(13) A bombing computer designed to automatically solve the bombing problem and provide a signal for automatic bomb release. This computer to compute ballistic data over a wide range for the release of bombs from high speed aircraft.

(14) Overall system accuracy at maximum range of radar to produce a circular probable error (CEP) not greater than 100 feet.

(15) Operate primarily with beacon equipped aircraft, but still capable of tracking non-beacon equipped aircraft with the least possible adjustment.

b. Such a close-cooperation radar should be designed with the following in mind:

(1) Equipment should be designed as a mobile radar and rugged enough to withstand continued movement during fluid tactical operations.

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Hq, Tactical Air Comd, Langley AF Base, Va.
EL
Subject: Accuracy and Bomb Dropping Computer Requirements for Close-Cooperation Radar, AN/MSQ-1

(2) Equipment should be designed as small in size as is practical, in order to present the smallest target possible to the enemy and definitely to be capable of being air transported in a condition in which operations can be conducted in a minimum time after being landed.

(3) Air-conditioning is highly desirable but not mandatory, unless required for equipment stability.

4. It should be realised the present close-cooperation type AN/MSQ-1 radar is acceptable only for an interim replacement of the present AN/MPQ-2 radar and to alleviate the present critical shortage of this equipment in the Tactical Air Control Groups.

5. In order to approximate the above requirements while utilising the AN/MSQ-1 as an interim radar, the following modifications must be performed on each of the five (5) AN/MSQ-1 radars earmarked for Tactical Air Command as soon after delivery as possible:

a. Provide a bomb dropping computer that will continuously and automatically solve the complete bombing problem.

b. Modify the CA-132/MSQ-1 console (if necessary to approach the accuracy requirements in paragraph 3a above) to display range to a maximum of 80 miles and ground speed to a maximum of 750 knots. Such a modification would be the same as, or similar to, that required for the bomb-scoring AN/MSQ-1 radars earmarked for Strategic Air Command.

6. In addition, it is requested that immediate action be taken to initiate development and procurement of a highly mobile close-cooperation type radar designed primarily for tactical operations and meeting the military characteristics prescribed in Paragraph 3. The requirement for such a specialized radar is apparent if the Tactical Air Command is expected to keep pace in the radar field with the present development of high performance aircraft. Continued use of World War II type radar equipment not designed primarily for tactical operations will not suffice.

FOR THE COMMANDING GENERAL:

R. H. THOM
Lt. Colonel, USAF
Adjutant General

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H-470(1-D)

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL FIELD
NEW YORK

OE 413.44

OE/DCM/DT
[illegible] JAN 1949

SUBJECT: Request for Radar Aids to Air Navigation

TO : Chief of Staff, United States Air Force, Washington 25, D. C.

1. Under the provisions of AF Letter 100-50, 19 July 1948, request a program be established for installation within the continental United States of radar beacons AN/CPN-8 as radar aids to air navigation for use by fighter aircraft equipped with AI radar sets of S-band type, such as AN/APG-1 ( ), AN/APG-33 ( ), and SCR-720 ( ).

2. Tactical fighter aircraft used by the All Weather units of this Command are equipped with AN/APG-33 ( ) radar sets whose beacon facilities cannot be used in conjunction with radar beacons AN/CPN-6, which comprise at present a majority of the radar aids to air navigation facilities installed in the United States and elsewhere. Tactical operation and training requirements of these All Weather units in the establishment of an adequate Air Defense System for the United States warrants the installation of S-band type radar beacons AN/CPN-8 at locations which will provide complete radar beacon coverage for areas within which these fighter units will be operating.

3. The following information is furnished:

a. Type facility: Radar beacon AN/CPN-8

b. Approximate locations:

(1) First priority:
Mitchel AF Base, L.I., New York
Westover AF Base, Massachusetts
Grenier AF Base, New Hampshire
Dow AF Base, Maine
Rome AF Base, New York
Selfridge AF Base, Michigan
Spokane AF Base, Washington
Moses Lake AF Base, Washington
McChord AF Base, Washington

(2) Second priority:
Oscoda AF Base, Michigan
Hamilton AF Base, California
Mather AF Base, California
Castle AF Base, California
Kirtland AF Base, New Mexico
Roswell AF Base, New Mexico
Biggs AF Base, Texas
Williams AF Base, Arizona

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Others____

413.44 Radar Equip
360.3 Aerial Navigation

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NOTE: *The handling of classified correspondence in this headquarters is governed by ADC Staff Memo 80-18 and AR 380-5.*

ADC FORM HQ-AG 9
17 May 1948

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Register No. 7506
Date Mailed 5 JAN 1949
By

PREPARED
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Adjutant General's Classified File Copy

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Request for Radar Aids to Air Navigation (Cont'd)

c. Facility to be utilized in conjunction with S-band AI radar equipment installed in fighter type aircraft used by this Command for discharge of its Air Defense mission. Facilities required for use as a radar aid to navigation for tactical operations and training of these units.

d. Recommended operating agency, Airways and Air Communication Service.

e. Immediate use of subject equipments would be made by two (2) squadrons of the 52nd Fighter Group, All Weather, stationed at Mitchel AF Base, New York with radius of action extending south to Norfolk, Virginia, west to Pittsburg, Pennsylvania, northwest to Rome, New York, northeast to Portland, Maine and with extensive over water activities concentrated over the Atlantic Ocean area between Boston, Massachusetts, Chincoteague, Virginia, and a line two hundred (200) miles at sea; one (1) squadron of the [illegible] Fighter Group, All Weather, Stationed at Moses Lake, AF Base, Washington with radius of action extending to Spokane, Washington, along the Canadian Border to Seattle, Washington, southwest to Portland, Oregon, and southeast to Walla Walla, Washington; and one (1) squadron of the 325th Fighter Group, All Weather, stationed at McChord AF Base, Washington with radius of action extending northeast to Oroville, Washington, along the Canadian Border and out over the Pacific Ocean to a point one hundred and fifty (150) miles west of Vancouver Island, southeast to a point one hundred (100) miles west of Portland, Oregon and southeast to Pasco, Washington. Each of the above squadrons are authorized twelve (12) fighter aircraft, F-82 type, and normally engage in daily training flights utilizing a maximum of available aircraft. Extension of the above areas of operation to areas noted as second priority locations by these or similar type units as development of Air Defense Plans near completion is anticipated by 1 July 1950.

f. Utilization of facilities noted as Priority 1 will be of a continuing nature. Facilities noted as Priority 2 will be utilized intermittently for short periods of time in connection with training operations in these areas.

g. No known additional real estate requirements.

h. No known new construction or modification requirements.

FOR THE COMMANDING GENERAL:

CHARLES N. STEWART
CAPTAIN, U.S.A.F.
ACTG. ASST. ADJ. GEN.

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NOTE: *The handling of classified correspondence in this headquarters is governed by ADC Staff Memo 80-18 and AR 380-5.*

PREPARED BY JGM
NOTED

Register No.____
Date Mailed____
By____

ADC FORM 80-AG 9
27 May 1948

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Adjutant General Classified File Copy

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H-469 (2-B)

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File 413.44

Ltr fr CG, Mitchel AFB, N.Y., dtd [illegible] Jan 48, subj: Request for Radar Aids to Air Navigation.

AFOAC/P - [illegible] 1st Ind [illegible] February 1948

Department of the Air Force, Headquarters, United States Air Force, Washington 25, D. C.

TO: Commanding General, Continental Air Command, Mitchel Air Force Base, Mitchel Field, New York

1. Headquarters, Airways and Air Communications Service has been directed to install the following AN/CPN-[illegible] radar beacons, coded as indicated:

a.	[illegible] ([illegible])	[illegible]
b.	[illegible] (New York)	[illegible]
c.	[illegible] ([illegible])	[illegible]
d.	[illegible] (Washington)	[illegible]
e.	Westover (Massachusetts)	[illegible]

2. In view of the fact that CPN-[illegible] equipment is being included in the T/O&E of All Weather fighter groups and separate squadrons, it is suggested that the All Weather fighter groups based at McChord AFB, Mitchel AFB, and Moses Lake AFB install, operate, and maintain CPN-[illegible] facilities utilizing T/O&E equipment at their respective bases. It is expected that this T/O&E modification will become effective approximately 1 August 1948. In the meantime, action has been taken to ship two (2) CPN-[illegible] equipments to each of these three bases, on a special issue basis, so that the installations can be started. It is believed that the installation and operation of these facilities by the All Weather fighter groups will provide desirable experience for these units.

3. These beacons should be coded as follows:

a.	McChord (Washington)	II-XI(M)
b.	Mitchel (New York)	II-II(M)
c.	Moses Lake (Washington)	I-I(I)

4. Because of the indefinite status of Grenier AFB, no provisions have been made for the installation of an AN/CPN-[illegible] facility at that base.

5. It is requested that the same conditions established for the installation of AN/CPN-6 X-band radar beacons, with reference to the procedures to be followed in making these installations and to the availability of funds, be followed in the installation of the above mentioned equipments.

6. No action is being taken at this time on the installations requested under priority two. It is suggested that the requirement for

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Ltr fr Hq ConAC, Mitchel AFB, N.Y., dtd 5 Jan 49, sub: Request for Radar Aids to Air Navigation

these installations be resubmitted approximately six (6) months prior to anticipated operation in the areas specified.

BY COMMAND OF THE CHIEF OF STAFF:

LEONARD E PALMER
Lt Colonel, USAF
Dep Chief, Electronic Systems Div
Directorate of Communications

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H-469(2-D)

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(413.44)

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

1 Mar 1949

MS 413.44

SUBJECT: Air/Ground Communications Requirements for the Aircraft Control and Warning System of the United States

TO : Chief of Staff, United States Air Force Washington 25, D. C.

1. Reference is made to letter, your headquarters, file AFMSP-5 322 (File ADC), subject, "VHF Equipment Requirements for Air Defense Command Maneuvers, 12 January 1949, wherein forty (40) SCR-573s, forty (40) SCR-574s and fifty (50) SCR-624s were allocated to this command. It is to be noted that this allocation is over and above the requirements listed in this letter.

2. Paragraph 2 of referenced letter specified that equipment was to be in hands of operating units no later than 15 April 1949. However, this headquarters has received no information from Headquarters Air Materiel Command regarding the aforementioned allocation.

3. For planning purposes, this headquarters is assuming that no substantial amount of air/ground communications equipment in the new UHF frequency range will be available before 1953. If this assumption is correct, the entire fixed Aircraft Control and Warning System of the Continental United States as presently described by the "Interim" and "First Augmentation" plans will initially make use of VHF air/ground communications equipment.

4. From information previously furnished this headquarters, it appears that the basic radars which have been allocated for the continental air defense will begin to be shipped to us in substantial quantities during the Fall of 1949 and shipment will be completed towards the end of calendar year 1950. The arrival of communications equipment should parallel the arrival of basic radar equipment.

5. Review of correspondence extending back over the past three years indicates that this requirement for VHF equipment has arisen because of delays in the UHF Program. When the radar equipment was

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Ltr to C/S USAF WASH DC, File MS 413.44, Subj: Air/Grd Comms Reqmts for the AC&W System of the US (Cont'd)

originally scheduled for production, this headquarters established collateral requirements for UHF communications equipment. At that time Air Force planning date for conversion from VHF to UHF had been set at 1950. This headquarters now desires to rescind its previously established requirements for UHF equipment and substitute therefor the requirement for VHF equipment as listed in attached tables. At such time as the Air Force as a whole converts from VHF to UHF, it will of course be necessary to replace these VHF ground equipments with their appropriate UHF counterparts.

6. The installation schedule of the heavy ground radar equipment and the tactical location of each installation are the basis upon which VHF ground equipment requirements have been calculated. Hence, the quantities of communications equipment vary from place to place even though the basic radar equipment is the same.

7. It is requested that the total quantity and type of VHF ground communication equipment as listed in the attached tables be made available at the indicated times. It is further requested that this headquarters be advised in sufficient time to modify plans, if significant deviations from this requested allocation have to be made due to non-availability of the equipment requested. In some instances, it may be possible to substitute types of equipment different from those requested herein. In other cases, equipment may exist (possible equipment of commercial design) of which this headquarters is not aware and which could be used in place of the equipment originally requested.

FOR THE COMMANDING GENERAL:

/t/ V. E. MURPHY
Lt Col, USAF
Asst Adj Gen

1 Incl -
VHF Air/Ground
Comm Reqmt

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

OC 413.44 31 January 1949
OC/EWF/37

SUBJECT: Project to Determine Suitability of Existing Ground Radar For Jet Aircraft Detection

TO: Chief of Staff, United States Air Force, Washington 25, D. C.

1. In reviewing projects conducted by units recently assigned to this Command, it has been noted that Headquarters, Ninth Air Force has undertaken tests at the 502d Tactical Control Group to determine the suitability of existing ground radar equipment for jet aircraft detection and to obtain comparative data on radar detection ranges for jet and propellor driven aircraft.

2. This Headquarters is of the opinion that although constructive work has been accomplished by the 502d Tactical Control Group, the results of the work to date are not conclusive.

3. Since Air Proving Ground are carrying out test on similar projects it is requested that the 502d Tactical Control Group discontinue the suitability test for existing ground radar equipment for jet aircraft detection.

FOR THE COMMAND GENERAL:

JAMES H. HACKETT
1st Lt. USAF
Asst Adj Gen

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M-26

HEADQUARTERS
[illegible] AIRCRAFT CONTROL AND WARNING GROUP [illegible]/[illegible]
McChord Air Force Base
Washington

[illegible] 11 August 1949

SUBJECT: Supply Difficulties

TO: Commanding General
25th Air Division
P.O. Box [illegible]
Everett, Washington

1. This organization continues to experience extreme difficulty in obtaining the necessary spare and replacement parts for the many radar sets in operation.

2. The AN/CPS-4 Serial No. 1, which was inoperational, was required for an exercise the first part of November 1948. Many of the missing cables were fabricated by the personnel of the Group but several could not be completed due to lack of special plugs. These cables and later the plugs were placed on an emergency requisition in October 1948 but to date none have been received. This set is now in the process of being shipped from Moses Lake Air Force Base to Ogden Air Materiel Depot for complete overhaul. AN/TPS-10A, Serial no. 10, now at the same station is also being shipped to the Ogden Depot. Due to the supply situation, the officials at the Depot can make no estimate as to the probable date of completion.

3. The AN/CPS-5, Serial No. 28, was partially destroyed by fire on 9 January 1949. The destroyed parts were immediately placed on emergency requisitions but approximately not more than 60%/o have been received.

4. The AN/TPS-1B, Serial No. 23, has been inoperational for approximately 2 months. Requisitions covering the required parts have been submitted on two different occasions with no results.

5. The AN/CPS-4, Serial No. 4, at the Paine Field ADDC, is presently in a non-operative condition as a result of a part failure. This part is on an emergency requisition.

6. The AN/TPS-1B, Serial No. 579, Which was shipped to Victorville AF Base for the Air National Guard exercises, will in all probability have to be completely overhauled at a depot. The AN/TPS-1B, Serial No. 564 is being processed for shipment to the Ogden Air Materiel Dept for repair.

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Ltr, Hq 505AC&W Gp, CMUF 319
"Supply Difficulties "

7. The Ogden Air Materiel Depot has endeavored, ever since early January 1949, to obtain the parts required for complete overhaul of the organization's diesel power units, which have from 5000 to 11,000 continuous hours recorded. The majority of the units are PE-198which it has just been learned are being replaced by PE-185 units. Although the parts for the PE-198 units were apparently available from a local source, the Ogden Air Materiel Depot was not authorized to make local purchase which would have enabled the maintenance personnel to complete the overhaul project. A verbal request has just been made by the Ogden Air Materiel Depot that this Group submit requisitions to replace all PE-198 power units with PE-185units.

8. Because of the lack of spares authorized to be carried, delays in repairs and delays in obtaining parts, it is requested that action be taken by the appropriate headquarters to alleviate the conditions as exemplified by the cases cited. Much of the radar equipment now on hand has been in use for many years as it was received from the training- Command in 1947 and if the present trend should continue without being able to obtain the necessary spares and repairs in a relatively short period of time, the air defense of the critical Northwest area will become almost totally lacking in air warning and control facilities.

s/t JOHN F. DUDNEY
Lt Col, USAF
Deputy Commander

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11 Aug 49

CWGF 319
Subject: Supply Difficulties

A 319

1st Ind

HEADQUARTERS 25TH AIR DIVISION (Defense), Everett, Washington, 15 Aug 49

TO: Commanding General, Fourth Air Force, Hamilton Air Force,Base, Hamilton, California

THRU: Commanding General, 62d Troop Carrier Wing, McChord Air Force Base, Washington

1. The Supply difficulties outlined in basic communication have brought about a condition that seriously handicaps the performance of the mission of this command. The most serious results are:

a. There is no Height-Finder operational in this network. comment: The absence of Height-Finders makes interception a highly dubious undertaking , and no realassurance can be offered of success.

b. The Moses Lake Direction Center has been reduced to one radar - a CPS-6. Comment: With commencement of 24 hour operations on 15 August at Moses Lake Direction Center, the absence of any back-up radar becomes even more serious. During periods of preventive maintenance or breakdown, the station cannot operate.

2. Action to correct this situation is requested.

s/t CLINTON D. VINCENT
Colonel, USAF
Commanding

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Ltr Hq 505th AC&W Gp "Supply Difficulties" CWGF 319, 11 Aug 49

DM 400 2nd Ind RRP/md

HEADQUARTERS 62D TROOP CARRIER WING (M), McChord AF Base, Washington

TO: Commanding General, Fourth Air Force, Hamilton AF Base, California

1. This headquarters is fully aware of the supply difficulties being encountered by the 505th Aircraft control and Warning Group. ~~It must be borne in mind, though, that all elements of the 505th~~ Aircraft Control and Warning Group are not dependent solely upon this base for lo for logistical support.

2. The responsibilitis as outlined in paragraph 3c, Fourth Air Force Regulation 20-8, 14 July 1949, are being fully adhered to, as concerns logistical support for the 505th Aircraft Control and Warning Group. Investigation of the supply difficulties listed in basic communication revealed the following:

a. AN/CPS-4, Serial No. 1, is the property of the 637th Aircraft Control and Warning Squadron and is presently carried on the records of the accountable officer at Moses Lake AF Base, Washington.

b. AN/CPS-5 Serial No. 28

Supply Action:

16NL Gear Pinion - req: 16NL-49-42, 27 May 1949, Depot; OOAMA
Cancelled by Depot "Notation Can't Identify" Reordered
on Reqn 50-7, 27 July 49 from Hq AMC

16 NL Shaft Pinion - req: 16NL- 49-42, 27 May 49, Depot: OOAMA
cancelled by Depot "Notation Can't Identify" Reordered
on Reqn 50-8, 27 July 1949 from Hq AMC

1800-212605230 (2C1567-137) Indicator Cabinet Plan 12-
req: 16c-49-23, 8 Mar 49, Depot: Hq AMC
Extracted to AF 907 and Coded back-ordered. Tracer
sent 6 June 1949

1800-212605280 (2C1567-175) Indicator Console - Req:
16C-49-25, 10 Mar 49, Depot: OOAMA
Extracted to 822, 25 Mar 49, Tracer sent 23 Jun 49.

c. AN/TPS-1B - Serial No. 23 and Serial No 379

Supply Action:

1800-202549675 (2Z281-19) Antenna Section - Req: 16C-50-3,
26 Jul 49, Depot: OOAMA
No further action

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Ltr Hq [illegible] ACAW Sq, "Supply Difficulties" [illegible] 319, 11 Aug 49

5800-29860354 (2210006-78) Line RF Transmission
Req: [illegible]-008, 10 Feb 49, Depot: OOAMA
Extracted to 88E - Ltr fr AMC dtd 15 Mar 49 "Item transferred to Class 27A but is being reinstated as active. Procurement is estimated approx 180 days."

4800-298500850 (2Z327-30) Coupling rigid drive, Req: 16E-49-207, 29 Nov 48, Depot: OOAMA
Extracted to 88E, Cancelled Ltr dtd 18 Feb 49, "Not available; procurement contemplated, re-requisitioned in 180 days"

5800-29660354 (2210006-78) Line RF Transmission.
Req: 16E-49-465, 1 June 49, Depot: OOAMA
Cancelled by OOAMA - AMC MCMSXS62 dtd 12 Apr 49
"Critical Status re-requisition in 180 days"

1600-215187981 (2C4180-87) Receiver R-87/TPS-1B
Reqv 16C-49-9, 14 Oct 48, Depot OOAMA
Extracted to 82E then to 88E. Cancelled by AMC Ltr 17 June 49, "Item not avail. Requirements for R-87 have been submitted in FY 1950 Budget. Re-requisition in 365 days".

1600-292087484 (2Z6751-26) Maint Equip Kit, Req: 16C-49-54
26 Mar 49, Depot: OOAMA
Extracted to AMC. Cancelled Ltr 19 Apr 49 . "Not avail. If sufficient funds are made avial in FY 1950 Budget , procurement action will be initiated."

d. AN/CPS-4 Serial No. 4 - The parts required to make this unit operational were locally manufactured and requisition was cancelled. Unit is now operational.

e. Requisitions have been submitted for PE-185 power Units to replace all other types of diesel power units which have been impossible to maintain due to lack of replacement parts.

3. Inasmuch as it appears that Ogden Air Materiel Area has been unable to supply equipment requisioned by this station, this matter is being forwarded to your headquarters for any action deemed necessary.

FOR THE COMMANDING OFFICER:

s/t E. M. SMITH
WOJG, USAF
Asst Adj

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Supply Difficulties
[illegible] 413.44 (11 Aug 49) 3d Ind

Headquarters Fourth Air Force, Hamilton Air Force Base, Hamilton, Calif

TO: Commanding General, Continental Air Command, Mitchel Air Force Base, New York

1. This Headquarters concurs in all instances relating to supply and maintenance difficulties encountered by the Aircraft Control and Warning Units in the Northwest Area, specifically in regard to the heightfinder equipment. Three heightfinders are assigned to this Area, two of which have been shipped to Ogden Air Materiel Area for depot repair. The third is inoperational at present, due to the unavailability of replacement parts. This situation renders the defense of the Northwest Area virtually ineffective. It is requested that your Headquarters assign the highest priority possible to the repair of the aforementioned heightfinder equipment.

2. Every effort has been expended to obtain logistical support for these units. In message, this Headquarters, [illegible] dated [illegible] August 1949, it was requested that an effective date be implemented to establish the Bi-Zonal Plan for depot maintenance of all Class 16-B and C equipment. It is requested that every effort be expended in implementing the Bi-Zonal Plan for all Class 16-B-C-D equipment to expedite the supply of spare parts and depot maintenance of all equipment peculiar to the Aircraft Control and Warning Units.

FOR THE COMMANDING GENERAL:

R. S. BARNARD
CAPT. USAF
Asst Adj Gen

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Supply Difficulties
MRS 400 (11 Aug 49) 4th Ind HGS/247
[illegible] SEP 1949

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, N. Y.

TO: Commanding General, Fourth Air Force, Hamilton Air Force Base, Hamilton, California.

1. This headquarters has requested the establishment of a top repair priority for the AN/CPS-4 #1 and the AN/TPS-10 #10 radars. In reply to this request Headquarters, Air Materiel Command is investigating the possibilities of accomplishing the necessary priority repairs at Oklahoma City Air Materiel Area providing personnel and facilities are available.

2. In order that a maximum number of height finders may be available for West Coast radars, an AN/CPS-4 presently available at Orlando has been allocated to the Moses Lake site and at present is awaiting a means of transportation. Latest information available is that AN/CPS-4 #4 parts have been obtained and the set is operational.

3. The difficulties encountered in obtaining spare and maintenance parts and components for radar equipments are known and an attempt is being made to establish a priority supply procedure for the support of radars out of commission for parts.

4. An AN/TPS-1B has been reported excess to the requirements of the possessing organization, and shipment to Moses Lake for a standby radar is contemplated.

BY COMMAND OF MAJOR GENERAL WEBSTER:

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NOTE: *The handling of classified correspondence in this headquarters is governed by ConAC Staff Memo 205-4 and AF Regulation 205-1.*

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ConAC Form HQ-AG 9
14 December 1948

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STATE OF CALIFORNIA
THE ADJUTANT GENERAL
SACRAMENTO

30 August 1949

Lieut. General Ennis C. Whitehead
Commanding General
Continental Air Command
Mitchel Air Force Base
Long Island, New York

Dear General Whitehead:

I appreciate your letter of 23 August 1949, giving me your impressions of the 62nd Fighter Wing. When the officer charge with the air defense of the continental United States expresses his approval of an organization it is gratifying, to say the least.

We are fortunate in having been able to attract a very high type of personnel to our air units, however, their enthusiasm and willingness to improvise cannot continue indefinitely as a substitute for the equipment that is essential for completion of their training and combat readiness.

Lack of facilities and shortages of critical items of equipment have continued to plague our units from the very beginning. For instance, our squadrons at Van Nuys and Burbank have operated for three years in old, war-time T.O. type buildings that are literally falling down. These 20' x 80' buildings with wooden floors are next to useless as substitutes for the warehouse buildings required to store and protect the vast amount of materiel that is included in the T/O&E of a tactical squadron.

Our Aircraft Control and Warning Squadrons are in particularly bad shape. They have been issued SCR-527 radar sets in lieu of the CPS-1 or CPS-5 required by the T/O&E. Equipment received in many instances has been in poor condition and due to the fact that the frequency of the 527 is in the middle of the television band, they cannot be used without radical modifications, which reduces their efficiency by 50 percent or more. Radar sets with only 50 or 60 mile range are of little value in training with modern aircraft such as the F-80, and, of course, they would be completely useles in performing the M-Day mission.

These deficiencies which are beyond the control of our Air National Guard units have resulted in relatively low ORT scores, a matter that is of conern to both of us, as I know that you are

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as anxious as we are that our units reach a state of training that will fit them to take their place on the first team.

Sincerely yours,

/s/t/ C. D. O'SULLIVAN
Major General
The Adjutant General

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M&S 413.44 - 12 Sep 49
Subject: Radar Out-of-Commission for Parts (ROCP)

2nd Ind

HQ, CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York,
19 Oct 49.

TO: Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio

1. This headquarters does not concur that an S-3 Priority is adequate for the reasons as set forth below:

a. In the present situation, an extensive deployment of World War II radar, that is slowly wearing out, has developed. Maintenance is becoming more difficult and time-consuming due to age and wear on the equipment. There has been no major restocking of either Organizational or Depot level spare parts and components for these equipments since the initial procurement contract. This now results in "zero" stock levels on many spare parts items, and replacement components are no longer available. These maintenance difficulties and supply shortages are particularly acute in relation to the height-finders AN/CPS-4 and AN/TPS-10, which, coupled with the fact that there have never been enough height-finders procured to satisfy the needs of even the Interim (Lashup) Air Defense System, places this command in an almost untenable position, considering actual air defense.

b. There is now an immediate requirement for further radar deployment - limited only by available stock of equipment. There will be no possibility of holding a reserve of equipment for standby or replacement fill-in. This extended air defense system cannot be kept operational without top supply priority and one hundred percent (100%) maintenance support of your headquarters. Highest maintenance and supply priorities will be required until new radar equipment, plus parts and components for existing sets, are delivered and in the hands of the organizations in quantities of such adequacy as to allow the placement of standby sets in critical locations, and a stock level of spares that will insure replacement or repair in minimum time when breakdown occurs. The time element here involved is estimated to be a minimum of two (2) years.

2. The critical supply and maintenance situation now facing this command is known to exist also in FEAF, USAFE and Alaska. For this reason, it is suggested that in the event your headquarters is unable to grant the highter priority that this entire matter be referred to Headquarters USAF, with strong recommendation that a sufficiently high "Command Priority" be assigned to insure top supply priority for AC&W on a world-wide basis.

FOR THE COMMANDING GENERAL:

1 Incl: n/c

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CHARLES T. MYERS,
Major General, USAF,
Vice Commander

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Field, N. Y.

CC 413.44 4 Feb 1949

SUBJECT: AN/APG-28 Airborne Radar Set

TO : Commanding General, First Air Force, Fort Slocum, N. Y.

1. It is requested that this headquarters be advised details of all difficulties encountered by units of your Command in the operation and maintenance of airborne radar set type AN/APG-28, including a brief summary of each UNSATISFACTORY REPORT submitted to date.

2. This headquarters is aware that the lack of a covering Technical Order for subject radar set has complicated maintenance and the procurement and replacement of parts. The additional detailed information is required to assist in accomplishing complete corrective action.

BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

L. J. WINDSOR
Captain, USAF
Asst Adjutant General

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OC 413.44 (4 Feb 49) 1st Ind. 17 Feb 1949
SUBJECT: AN/APG-28 Airborne Radar Set

HEADQUARTERS, FIRST AIR FORCE, Fort Slocum, New York

TO: Commanding Officer, 52d Fighter Wing, Mitchel Air Force Base, N. Y.

1. Attention is invited to basic communication.

2. Request this headquarters be furnished detailed information concerning the major factors contributing to the unsatisfactory performance of the AN/APG-28 radar equipment installed in F-82 aircraft of the 52d Fighter Group (AW) at both organizational and field maintenance levels, along the following lines:

a. Status of supply of applicable technical orders, mock-up equipment, spare equipment, minimum levels of replacement parts, and associated organizational and field maintenance test equipment.

b. A brief summary of all, "Unsatisfactory Reports" submitted to date at organizational and field maintenance levels.

c. Comments as to the tactical operation and performance of the AN/APG-28 radar on scheduled training programs of the 52d Group (AW), utilizing such equipment as an airborne intercept radar, under present conditions.

d. Status (availability and qualifications) of training radar operators and maintenance personnel at both organizational and field maintenance levels, as well as training conducted thereon by assigned or other personnel.

3. It is desired that the information requested above be submitted so as to reach this headquarters prior to 4 March 1949.

BY COMMAND OF MAJOR GENERAL WEBSTER:

R. J. ERICKSON
Colonel, USAF
Adjutant General

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DM 413.44 - 2nd Ind 9 Mar 1949
SUBJECT: AN/APG-28 Airborne Radar Set

HEADQUARTERS, 52D FIGHTER WING, ALL WEATHER, Mitchel AF Base, N. Y.

TO: Commanding General, First Air Force, Fort Slocum, N. Y.

1. In compliance with instructions contained in 1st indorsement to basic letter, the following information is submitted. This report is paragraphed as outlined in par. 2, 1st indorsement, and applies to organizational maintenance units except where specified otherwise.

a. Status of technical orders, supplies, etc.

(1) On 3 September 1948, Air Materiel Command was requested to furnish four (4) copies of all Technical Orders and stock lists pertaining to radar set AN/APG-28. Answer received stated, "Instruction books are not available for radar set AN/APG-28, and it is not known when instruction books will be available for this equipment. Due to the fact that radar set AN/APG-28 is nearly identical to radar set AN/APG-1, four (4) copies each of Technical Order 16-30 APG1-3 and 16-30 APG1-2 are being forwarded under separate cover". Another answer received, 25 November 1948, stated: "The maintenance handbook for the AN/APG-28 will be available in approximately 90 days. Until this handbook is published it is recommended that the AN/APG-1 handbook be used." No Technical Order on the AN/APG-28 has been received to date.

(2) The following is quoted from T/O&E 1-1243. "Technical Orders of the 00-30A series prescribe bench sets and test equipment associated with communications equipment and the items prescribed therein are hereby authorized." No 00-30A series T.O. for the AN/APG-28 have been published. Information received from Air Materiel Command, 25 November 1948, stated that spare parts for the AN/APG-1 are equally applicable to AN/APG-28. In view of the above, authorized quantities in requisitioning were based on the applicable 00-30A Technical Order for the AN/APG-1. This Technical Order authorises six (6) complete sets as an operating level for thirty (30) days. Fifty-four (54) percent of the authorized test equipment and six (6) percent of the authorised spare parts are now on hand. These are a carry over from

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Subject: AN/APG-28 Airborne Radar Set

(2) the SCR-720 radar set installed in F-61 aircraft formerly assigned to this Wing. Requisitions were submitted by both fighter squadrons 21 and 27 September 1948, respectively. New Requisitions are being prepared.

(3) Fuses, particularly the 1/8 amp. 4AG type, are critically needed. The 6AK5 vacuum tube is an important item in the maintenance of the set. Supply has not been able to furnish these items in the needed quantities.

(4) Air Materiel Command was requested to inform this organization as to approximate date mock-up equipment and spare parts for AN/APG-28 would be available to using organizations. Answer received, 25 November 1948, stated, "The relatively few new parts, will be available as spares in the near future." Answer received 13 December 1948 stated, "All available AN/APG-1 components have been shipped to Sacramento Air Materiel Area against the maintenance project modifying the AN/APG-1 into the AN/APG-28. At this time the quantity of components required to complete the modification and which will be returned to stock as spares is not known. Test equipment for the radar set AN/APG-28 has not been determined. Information has been requested concerning mock-up spares and spare parts required for the AN/APG-28."

b. The following unsatisfactory reports have been submitted by the Fighter Group. None have been submitted by Field Maintenance:

(1) Internal arcing between pins of the radome quick-disconnect plug, DPF 62-34-2, causing breakdown of insulating material. Station serial numbers: 48-272, 49-20, 49-21, 49-41 and 49-64.

(2) Failure of radar nacelle to release when release lever was pulled. Station serial number 48-269.

(3) Non-availability of pertinent technical orders on the operation and maintenance of radar set AN/APG-28. Station serial number 48-223.

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IM 413.44 2nd Ind
Subject: AN/APG-28 Airborne Radar Set

(4) Water accumulating in radar nacelle, due to precipitation, condensation, temperature changes, etc. Station serial number 48-198, and 48-225.

c. (1) <u>Radar Observer's Comments</u>:

(a) This equipment has been used by the 52d Fighter Group AW since September 1948 and the total time of satisfactory operation in airborne aircraft does not exceed forty (40) hours. Consequently, it is quite difficult to determine if AN/APG-28 will serve as a practical Airborne Interceptor.

(2) <u>Radar Maintenance Comments</u>:

(a) The overall performance of the set during pre-flight checks at times is excellent. Highly satisfactory results have been obtained after required maintenance was performed. "Radar contact" and "Lock on" has been accomplished at ranges from 12,000 to 18,000 yards respictively.

(b) During recent exercises at Eglin Air Force Base, in which the radar set AN/APG-28 was used for interceptions, breakdown of the set occurred from 20,000 feet to 32,000 feet altitude. (Note: Excellent Radar Technicians were available during this exercise). It is believed that the breakdown was due to pressurization (leaks in pressurized components) and arcing in and vibrations of the quick-disconnect plugs. One set was rendered inoperative, in flight, due to a break-down of the high voltage cable, (not a part of the quick-disconnect plug), as a result of moisture collecting on the cable at the connectors.

(3) The M&S Group has been unable to render field maintenance support on radar equipment because of lack of sufficient qualified personnel, lack of equipment to perform operational checks on AN/APG-28 sets, and lack of parts required to perform 3d and 4th echelon maintenance. In an attempt to overcome this condition, a conference was held at the M&S Group headquarters on 10 Feb 49, and was attended by all personnel concerned.

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Subject: AN/APG-28 Airborne Radar Set

As a result of this conference, the following action has been taken:

(a) Two (2) civilians and two (2) enlisted personnel have been assigned to the 62d Fighter Group Electronics Section to assist in this maintenance and to receive additional training. This will be continued until the field maintenance shop is equipped to use them.

(b) A 60-day stock level of all parts required for 3rd and 4th echelons of maintenance has been set up and Base Supply is now in the process of requisitioning it.

(c) Second Lieutenant Frank W. Reed, MOS 0141, has been assigned as Officer in Charge of the Radar Communications Shop.

(d) In order to perform operational checks, the AN/APG-28 equipment was removed from [illegible] F-82, S/N 440, which was involved in wheels-up landing at this base. It is intended to use this equipment until a radome is acquired. In the meantime, this headquarters in endeavoring to obtain AMC approval for the removal of this set from AF Form 263C. This set is approximately 80% complete, inasmuch as the main junction box and cabling were damaged in landing. A junction box and cabling will be placed on order this date. In the meantime, temporary repairs are being accomplished in order that this set might be used for mock-up purposes.

(e) Approximately 80% of the test equipment that is necessary for the proper alignment and 80% of the AN/APG-28 mock-up set for which approv- for use is still pending AMC authorization, is available. It is estimated that the Field Maintenance Shops can absorb 10% of the work that is presently being accomplished by the 52d Fighter Group is approximately three weeks from this date. Provided the required stock levels of supplies are maintained, the Field Maintenance Shops will be capable of absorbing an additional 10% each week until full responsibility is assumed.

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(f) Upon the recommendation of the Wing Materiel Section the Field Maintenance Shop has been experimenting with Compound, protective, plastic stripping, Class 07, S/N 7300-229750, Spec. AN-C-145, to seal the radome conduits and quick-disconnect plugs. Lt. Baum, Radar Officer of the 52d Fighter Group cooperated in treating F-82F, S/N 46-479, which was flown to Tundall Field, Florida. This airplane remained at Tyndall for two nights and one day. Although it was in a heavy rain during one night, no trouble was experienced with the disconnect plug. Further experiments are being made with this procedure in the hope it will correct shorting out. If it does not it is planned to wire around the plug as a temporary measure. This had been approved by AMC.

d. (1) <u>Radar Observers</u>

(a) The 52d Fighter Group has at present three-fourth's (3/4) of the authorized Radar Observe strength. Anticipating the arrival of Keesler Air Force Base (Ground Observer Phase) graduates, the authorized total of Radar Observer will be attained in the very near future.

(b) The Fighter Group's proper aerial training program for Radar Observer (0520) has been submitted to higher headquarters for approval. The course duration will extend ofer approximately thirty (30) working days and will incorporate not less than six (6) hours of formal ground instructions and not less than thirty (30) hours of flying training. At present there are twenty (20) assigned Radar Observers, sixteen (16) of whom are rated as 0520's. The remaining four (recent Keesler Air Force Base graduates) are undergoing aerial training, being conducted by adequately trained personnel assigned to this organization.

(2) <u>Radar Mechanics</u>

(a) There are thirteen (13) authorized eighteen mechanics assigned to the Fighter Group. Only two (2) of these can be classed as

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Subject: AN/APG-28 Airborne Radar Set

thoroughly trained in organizational maintenance.

(b) A training program, consisting of a two hour class lecture per week and daily informal training, is being conducted by two Philco Technical Representatives attached to this organization.

(c) TO&E 1-7213 authorized the Field Maintenance Squadron three (3) Radar Repairman, MOS 955 of which two (2) are presently assigned. Upon the completion of an O.J.T. program that is being conducted with the assistance of a Philco Technical Representative, the remaining vacancy will be filled. Since it has been impossible for this organization to perform Field Maintenance on this equipment no report can be made on the adequacy of TO&E personnel and equipment.

2. Suspense date of this correspondence was extended to 9 March 1949 per telephone conversation between Colonel MacKenzie A-4 Section, your headquarters and Lt. Colonel Wilson, this headquarters.

FOR THE COMMANDING OFFICER:

J. E. WARREN
Captain, USAF
Asst Adjutant

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

28 Jul 1949

DAD 413.44

SUBJECT: Reporting Radar Operational Status

TO : Commanding General, Twelfth Air Force, Brooks Air Force Base, Texas

1. It is desired to establish a reporting system which will keep this headquarters constantly informed of the operational status of each radar station operating in the Air Defense System.

2. Upon receipt of this letter, when any radar, communications IFF or component part thereof becomes inoperative so that the radar station is unable to accomplish its primary mission, notification by operational priority teletype message will be dispatched to this headquarters. Information will be identified by the paragraph letter to which it applies.

a. Station number.

b. Brief statement as to what equipment is inoperative.

c. Reason for being inoperative.

d. Estimated time of return to normal operation. (All reporting times in Greenwich Time.)

e. Is station operational in an emergency.

3. A follow-up report will be made whenever there is any change in status and will include the following information:

a. Station.

b. The date and time that equipment returns to normal operation. (All reporting times in Greenwich Time.)

c. Any change in estimated time of return to operation.

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4. In order to eliminate any delay in transmission, it is desired that the headquarters of the AC&W units concerned transmit the information in the most expeditious method available directly to the Commanding General, Air Defense Command.

5. For the purpose of this report, radar installations of the Air Defense System are numbered as follows:

a. 636th Aircraft Control and Warning Squadron (numbers 26 - 30 inclusive)

Station	Number
Kirtland	26
Roswell	27

6. Report Control Symbol CNC-DAD-E1 will be used when rendering subject report.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

/t/ W. R. PURFUS
Major, USAF
Asst Adj Gen

M-30-2

HEADQUARTERS
MIDDLETOWN AIR MATERIEL AREA

MAMM 31 October 1949

SUBJECT: Logistic Support for the Aircraft Control and Warning Defense Plan

TO: Commanding General
Continental Air Command
Mitchel Air Force Base
New York

1. Reference is made to letter, dated 13 October 1949, from Headquarters, AMC to this Area, subject as above, a copy of which was forwarded to your Headquarters. Further reference is made to a recent visit of representatives of the Maintenance Division, this Headquarters, to your Headquarters regarding support of the AC&W Program.

2. In view of the present non-availability to this Depot of accurate information regarding the condition of the radar sets involved, it seems advisable to initiate the logistical support program with a complete and thorough inspection of the following conditions:

a. Performance check

b. Condition of equipment

c. Spare parts availability

d. Technical Order Compliance

e. Siting

f. IFF

g. Adequacy of authorized test equipment (particularly with regard to AN/CPS-5)

h. Quality and experience of assigned personnel.

i. Communications

3. An inspection, such as that outlined above, will enable this Area to recommend, if necessary, either repair and overhaul at the site or a t a

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MAME 31 Oct 49
Subj: Logistic Support for the Aircraft Control and Warning Defense Plan

depot. However, the non-availability of serviceable replacement equipments and the manifest expense of transporting subject equipment to a depot indicates that the latter course may not be possible.

4. Therefore, this Area will recommend to the Air Materiel Command that a radar repair team be established to operate on a schedule which will be determined by the results of the above-outlined inspections and in accordance with priorities established by your Headquarters. In this respect, it was learned at your Headquarters that the AN/TPS-10 and 10B equipment are of most concern at the moment insofar as Area support is involved and, further, that the priority in which TPS-10 sites should be serviced is as follows:

a. Grenier Air Force Base, Manchester, N. H.

b. Montauk Point, L. I., N. Y.

c. Palermo, N. J.

d. Schenectady, N. Y.

e. Dow Air Force Base, Bangor, Me.

f. Otis Air Force Base, Falmouth, Mass.

g. Santini, L. I., N.Y.

5. Your comments and recommendations regarding the above are requested.

6. For your information, this Area was recently directed to conduct a survey of five (5) AN/TPS-10B Sites with the view toward recommending either repair at the site or at a depot (A copy of the report of this inspection is inclosed). However, these inspections were more or less cursory and did not encompass the detailed inspection contemplated by the recent directive from Headquarters, Air Materiel Command regarding logistical support for the AC&W Defense Plan. It is therefore planned to re-inspect all AN/TPS-10B Sites at an early date.

7. A minor problem incident to this program is the difficulty Area personnel will experience in attempting to locate the radar equipments and responsible personnel in charge. It is therefore requested that this

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

COMM 413.44 2 November 1949

SUBJECT: Mark X IFF System

TO : Director of Requirements, Headquarters USAF, Washington 25, D. C.

1. Representatives of this command attended a conference at the Watson Laboratories, Eatontown, New Jersey, on 17-19 October 1949, inclusive, in connection wit the Mark X IFF System and the SII (Short Interval Identification) System. The proposed Short Interval Identification System consists of attachments for the Mark X IFF System which would provide secure identification, individual identity and command functions.

2. Since the Mark X IFF System does not provide a secure IFF function, there is an urgent requirement for the identification function of the SII System. This function would be incorporated in an attachment to the AN/APX-6 transpondor, weighing approximately five pounds.

3. It is strongly recommended that a high priority be assigned to the development and production of the identification function of the SII System. The development and production of the individual identity function should be placed in second priority. This command does not have an operational requirement for the command function of the SII System as applied to the Mark X IFF. It will have an operational requirement for a presentation of command information to the pilot through the automatic pilot control system visualized for the 1954 Interceptor.

ENNIS C. WHITEHEAD
Lieutenant General, USAF
Commanding.

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

3 Mar 1949

DA

SUBJECT: Requirements for Trainers

TO : Chief of Staff, United States Air Force, Washington 25, D. C.
ATTENTION: Deputy Chief of Staff Operations, Director of Training and Requirements

1. It is requested that action be taken to provide the following electronic training aids for the Air Defense Command, to satisfy the current requirements to December 1952.

a. To train controllers in making ground controlled interceptions, the following U. S. Navy device or equivalent is required: "Moving Radar Targets Generator," Device 15-J-1-C, developed at Special Devices Center, Office of Naval Research, Sands Point, Port Washington, N. Y. Three units each capable of handling five interceptions (10 targets) simultaneously, and seven units each capable of three interceptions (6 targets) are required. Each unit must have its own display scopes.

b. Development is proceeding on an airborne interception radar which will have a single presentation to permit a pilot to run his own interception, thereby eliminating the need for a radar operator. Since development has not been completed on the single presentation equipment, it is suggested that the producer of the equipment be directed to develop a companion training device which will simulate the single presentation, and will permit ground training of pilots to secure and maintain proficiency in making interceptions. Thirteen training units are required.

c. To train radar operators and technicians to recognize jamming and to counter it, a device is required that will simulate window and electronic jamming by noise, CW, MCW, or pulse signals. For "L" band radars (1220-1350 mc.) of the AN/CPS-5, AN/FPS-3, AN/TPS-1 types, twenty-one trainers are required. For "S" band radars (2700-3020 mc.) of the AN/CPS-1, AN/CPS-6, AN/CPS-4 types, eleven trainers are required.

FOR THE COMMANDING GENERAL:

/t/ JAMES H. HACKETT
1st Lt, USAF
Asst Adj Gen

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HEADQUARTERS TACTICAL AIR COMMAND
Langley Air Force Base
Langley Field, Virginia

DC 413.44 (29 Apr 49) 29 Apr 1949

SUBJECT: Requirements for ECM Trainers

TO: Commanding General
Continental Air Command
Mitchel Air Force Base
New York

1. Reference letter, Headquarters, Continental Air Command, 10 March 1949, file OC 337, subject "Requirements for ECM Trainers," and first indorsement by this command, 18 April 1949, wherein the Tactical Air Command would submit its requirements for training aids in radar anti-jamming operations for tactical units upon completion of a study in radar anti-jamming operation.

2. Based on the results of above mentioned study, Tactical Air Command units require a training device, or devices, with the following characteristics:

a. Capable of jamming all frequencies now utilized by radar sets authorized a tactical control group, such as the MEW, AN/CPS-4, AN/CPS-5, AN/MPS-5, AN/TPS-1B, AN/MPQ-2 and AN/TPS-10, and all frequencies of radar equipment being developed or procured, which might be authorized a tactical control group.

b. Capable of jamming the radar equipment mentioned in paragraph 2b at a distance of up to fifteen (15) miles on the ground and up to fifty (50) miles in the air, with a variable attenuated output.

c. Small in size, portable, and capable of being operated in a 1/4 ton vehicle or in an airplane.

d. Sturdy in construction and simple in design, which would require no special training to maintain or operate.

e. Capable of being self contained, or if impracticable, capable of being operated from a 6 or 12 DC Volt source of a vehicle or a 28 DC Volt source of an airplane.

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Hq Tactical Air Comd, Langley AF Base, Va.
DC
Subject: Requirements for ECM Trainers

3. The quantity of the proposed training aids for operating ground radar equipment under jamming conditions would be five (5) each trainers per Tactical Control Group and two (2) each trainers per Radar Calibration Unit.

FOR THE COMMANDING GENERAL:

/t/ J. K. BROCK
Captain, USAF
Asst Adjutant General

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COMM 413.44 25 November 1949

SUBJECT: Ground Based Jammers

TO : Director of Communications, Headquarters USAF, Washington 25, D. C.

1. Reference: Top Secret letter, this headquarters, subject and file as above, 4 November 1949.

2. The structure of the Aircraft Control and Warning System lends itself naturally to the effective and economical operation of ground based jammers. Chain of command will flow from Aircraft Control and Warning Group to Squadron to Radar Detachment to ECM jamming unit; control of jamming, from Air Defense Control Center to Radar Detachment to ECM jamming unit - as centrally controlled by this headquarters. Authorization of personnel and equipment by the addition of another column to TO&E 1-600 will insure flexibility. As unusual circumstances dictate, other cellular teams of TO&E 1-600 can be added to support the ECM Team. The integration of jamming operations in the Aircraft Control and Warning structure avoids the costly superstructure for administration, logistics, communications, command, and liaison for control that would be present in any other type of organization.

a. Request for amendment to TO&E 1-600 to include the ECM team will be submitted at a future date, together with amendments for other purpose.

3. The jammers will be effective to line-of-sight range, and will find their greatest usefulness in the areas where GCI capabilities exist and are planned. Jammer units, therefore, are correlated to GCI radar sets, and initially are to be assigned on the basis of one jammer unit per GCI radar.

a. The present nebulous state of development of the jammer makes the establishment of exact requirements for materiel and personnel impossible. However, the urgency of the situation demands an estimate of requirements which will of course be subject to modifcation.

b. It is estimated that the following personnel will be required for each jammer unit:

(1) Eight (8) Equipment Operators (SSN 514 or equivalent .)

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COMM 413.44, Ground Based Jammers

(2) Five (5) Radar Mechanics (SSN 955, 953, 852 or equivalent)

(3) One (1) ECM Officer (SSN 7888)

c. The procurement of equipment and personnel should be phased as realistically as possible with the establishment of GCI stations. An estimate of that phasing is as follows:

Requirements (Accumulated)	Jan '50	Jul '50	Jan '51
Jammer Units	26	35	52
Equipment Operators	208	280	416
Radar Mechanics	130	175	260
ECM Officers	26	35	52

4. Request for authority for necessary troop spaces will be submitted soon.

5. It is requested that development and procurement of the jammers be accelerated to meet the requirements stated in paragraph 3c, above.

FOR THE COMMANDING GENERAL:

V. E. MURPHY
Lt. Col. USAF
Asst Air Adj Gen

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AFMIE 3C/2 28 February 1949

SUBJECT: Installation of Ground Radar Storm Detection Equipment

TO: CG, ConAC

1. The Air Weather Service has proposed a program for installation of Ground Radar Storm Detection equipment at selected Air Force Base. Electronic equipment for these installations is available and, in most cases, has been shipped to the location selected for installation. Although efforts have been made to secure funds for suballotment for the construction required to install this equipment, these efforts have not been successful.

2. In order that the installation of the subject equipment may be completed in so far as possible with presently available funds, authority is granted to approve on an indiviudal project basis expenditures, at bases under the jurisdiction of your command, of locally available funds required for construction incident to the installation of the subject equipment. Such approvals will not exceed the limit of command authority as currently established. Projects whose estimated cost exceed the current limitations for command approval may be forwarded to this headquarters for consideration for inclusion in future budget requests.

3. Projects involving expenditure of ESA Project 310 Series Funds for installation for Ground Radar Storm Detection equipment will be initiated by the base AIO, at the request af the Air Weather Service, and processed through command channels for approval of expenditures of such funds, in accordance with the provision of AFR 85-5.

4. The Air Weather Service, in coordination with the proper technical service of the Air Materiel Command, will survey the proposed site and assist in the preparation of plans for the construction. Supply and installation of the technical equipment, the fabrication of cables, console, and shelter units, as well as the costs connected therewith, are the rexponsibility of the Air Materiel Command. In developing plans for the subject projects, Air Weather Service will be guided by the provisions of AFR 20-58 and the Air Materiel Command by provisions of AFR 100-15.

5. Construction will be limited to bare essentials which are necessary to meet minimum operating requirements. Projects requiring major alterations to buildings or the erection of large independent towers should not be undertaken.

BY COMMAND OF THE CHIEF OF STAFF:

/s/t/Colby M. Myers
/t/COLBY M MYERS
Colonel, USAF
Deputy Director of Installation
Officer, Deppty Chief of Staff, Materiel

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1st Ind

TO: CG Con ACC AF

It is desired that this information be disseminated to all bases concerned, for compliance. Speed is essential if projects are to be accomplished from fiscal year 1949 funds.

BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

s/t/ JAMES H. HACKETT
1st Lt., USAF
Asst Adj Gen

2nd Ind S-1 Apr 49

AF10MI 676.3

Hq 10th AF

TO: CO, 2467th AF Reserve Tng Ctr

1. For your information and immediate compliance if applicable.

2. If this directive is not applicable to your installation, notivication will be made by indorsement heron.

BY COMMAND OF MAJOR GENERAL WILLIAMS:

s/t/ V. R. RUSSELAVAGE
WCO USAF
Asst. Adj. Gen

3rd Ind 30 March 49

Hq 2467th AF RTC

TO: CG, 10th AF

1. The provisions of basic communication are applicable to this installation; however, reference is made to conversation between the Air Engineer, your headquarters, and the Air Installation Officer, this station, at which time it was agreed that no further projects would be forwarded and only necessary routine maintenance work would be accomplished at this installation in view of the proposed relocation of certain AF Reserve Training Centers.

2. In view of the foregoing, request information as to whether or not Ground Radar Storm Detection Project submission is desired.

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s/t/ HARRY S. DENNIS, JR.
Major, USAF
Commanding

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Dec. 1948 –
Dec. 1949
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HISTORICAL DATA

CONTINENTAL AIR COMMAND

1 DECEMBER 1948 – 30 DECEMBER 1949

[illegible]

VOLUME VI

[redacted]

DOWNGRADED AT YEAR INTERVALS
DECLASS 12 YEARS
DOD DIR 5200.10

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HISTORY

of the

CONTINENTAL AIR COMMAND

1 December 1948 - 31 December 1949

SECTION SIX: FISCAL ASPECTS OF COMMAND OPERATIONS

Prepared by: Mr. J. J. Lichman
Directorate of Historical
Services

4637-4

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Supporting Documents

APPENDIX

<u>Continental Air Command Cost Analysis Reviews</u>

for November 1949, December 1949, and January 1950

<u>Summary of Continental Air Command Operating Costs</u>

for November 1949

FISCAL ASPECTS OF COMMAND OPERATIONS

1 December 1948 - 31 December 1949

With the formation of the Continental Air Command on 1 December 1948, comprising within its newly established domain the holdings, personnel, and activities of the pre-existing Air Defense Command and Tactical Air Command and three Fighter Wings inherited from the Strategic Air Command, a sizeable proportion of the resources of the entire United States Air Force came to be concentrated in that one organization.[1] Requiring, as its operations and activities did, an estimated annual outlay of $275,000,000,[2] it is understandable that, in the face of contracting military budgets, the cost of the Command's activities and operations should be subjected to increasingly critical scrutiny from both within and without.[3] Spartan economy of operations

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[1] 1. RESTRICTED Comptroller Chart 5, "Continental Air Command General Functions, Organizations and Data", prepared by the Directorate of Programs and Costs, Hq ConAC, 31 March 1949
2. RESTRICTED Comptroller Chart 5, "Continental Air Command General Functions, Organizations and Data", prepared by the Directorate of Programs and Costs, Hq ConAC, 31 December 1949
3. Comptroller Chart 34, "Bases and Units of Interest to Continental Air Command", prepared by the Directorate of Programs and Costs, Hq ConAC, 8 July 1949

[2] RESTRICTED Comptroller Chart 5, "Continental Air Command General Functions, Organizations and Data", prepared by the Directorate of Programs and Costs, Hq ConAC, 31 December 1949 (Vid. sup. doc. #1^2)

[3] 1. Ltr, Hq USAF, File Compr 121.2, Subj: Utilization of Quarterly Programmed Allocations, To: CG, ConAC, 4 August 1949, contained as inclosure to IRS, Note 1, Compr to VC, 17 August 1949
2. Ltr, Hq USAF, Subj: Aircraft Requirements and Inventories, To: CG, ConAC, 19 September 1949
3. Ltr, Hq ConAC, File Prog 121.6, Subj: Analysis of Costs for Better Management, To: CG, 1AF, 4 October 1949
4. Ltr, General Vandenberg to General Whitehead, 5 October 1949
5. Ltr, General Whitehead to General Vandenberg, 3 November 1949

became the word of the day. "Dollars saved by elimination of waste and non-essentials", observed General Vandenberg, "puts us in a better position to maintain those resources which are necessary to our combat potential"[4].

To those concerned with the control of the purse strings, the Continental Air Command, merely by virtue of its "bigness" and the massive concentration of activity which it represented, might have seemed to offer a promising area for effecting economies in expenditures. Yet, the very multiplicity and heterogeneity of the missions and tasks with the execution of which the Command was charged tended to give pause to those desiring to effect any drastic reduction in the Command's operating expenditures.[5] As one member of the United States Air Force Budget Advisory Committee phrased it, "It is rather difficult to look at one piece, at one organization, that consists of 21 more or less unrelated things /i. e., missions and tasks/"[6].

Briefly, for purposes of this paper, the missions and responsibilities of the Continental Air Command might be broken down as

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4/ Ltr, General Vandenberg to General Whitehead, 5 October 1949 (Vid. sup. doc. #34)

5/ SECRET Minutes of USAF Budget Advisory Committee Hearing on Review of the FY 1951 Budget Estimates for the Continental Air Command, Washington, D. C., 10 June 1949

6/ Ibid.

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follows:[7]

"Combat" Missions	(Air Defense of the United States (Tactical Aviation
Training Mission	(Operational Training of Groups, crews, (and units for employment overseas
The Reserve Forces	(The Air Force Reserve (The Air National Guard (The Reserve Officers Training Corps (The Air Scouts
"Personnel" Tasks	(Apprehension of United States Air Force (Absentees (Personnel Procurement (Recruiting, (Selective Service, Aviation Cadets, (etc.) (Administration of Overseas Replacement (Depots (Return of World War II dead ((and other missions)
"Miscellaneous" Tasks	(Planning & Direction of Air Force (Operations in domestic emergencies (Administration of Extension Courses (Preparation of units and crews for (overseas movement (Support of the United Nations ((and other missions)

Implicit in the above, though not expressly stated, was the maintenance of required installations and bases, a function which, according to Brigadier General Robert Candee, Command Comptroller, required the "lion's share" of the Command's appropriations.[8]

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[7] For a more detailed account of the evolution of the missions and responsibilities of the Continental Air Command, see Volume I of this history.

[8] SECRET Minutes of USAF Budget Advisory Committee Hearing on Review of the FY 1951 Budget Estimates for the Continental Air Command, Washington, D. C., 10 June 1949, (Vid. sup. doc. #5)

Understandably, the task of translating so extensive and so heterogeneous a group of functions and missions into terms of dollars and cents was in itself a task of first magnitude. The task was not made easier by the fact that in 1949 the Command was without extensive experience in budgeting for certain aspects of its activities (Air Combat Maneuvers, for example). Nor was there a point of departure on a comparison of the Command's Fiscal Year 1951 budget with that for previous years, the Continental Air Command of 1949 being a completely new organizational entity.[9] A further complicating factor arose from the fact that the Air Force Reserve Training Program had, since December 1948, been in the throes of a reorganization, and the new program promulgated in May 1950 -- particularly the Corollary Unit phase of the program -- gave promise of imposing a drain upon the Command's Regular as well as Reserve funds,[10] thereby making the task of fiscal planning all the more difficult. Finally, the enormous impetus given Air Defense,[11] with its attendant requirements for construction and

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[9] Ibid.

[10] 1. Ibid.
2. Par. 5, ConAC Bulletin 170-13, 28 October 1949

[11] See Chapter I, Volume I, entitled "The Continental Air Command: The Background".

operational facilities,[12] required budgeting for an essentially dynamic and expanding, rather than a static, activity.

Before we turn to a consideration of some of the major fiscal aspects of the Command's operations during the period 1 December 1948 - 31 December 1949 and of the stress laid by the Command upon the relationship between costs of operations and good management, a brief account of the machinery for the execution of budget and fiscal (and other Comptroller) functions which was established upon the Command's activation on 1 December 1948 may be in order.

I

With the integration of the Tactical Air Command's Ninth and Twelfth Air Forces into the organizational structure of the Continental Air Command, those two Air Forces were compelled to assume a more active

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[12] 1. Providing of the essential operational facilities for initial implementation of the basic Air Defense Plan for the continental United States in fiscal year 1950 would, it was anticipated, require almost eleven million dollars. See SECRET estimate, "Justification of Estimates for Military Establishment, Fiscal Year 1950", contained in AAG Binder 121.2
2. SECRET 1st Ind., Hq ADC, 1 June 1948 to ltr, File ME 121.2, Subj: Preparation of Budget for Air Force Construction Requirements for Fiscal Year 1950, 22 April 1948, To: C/S, USAF, with two inclosures
3. SECRET TWX, AFConACC 3, Hq ConAC, To: CG, 1AF, 14 January 1949
4. RESTRICTED ltr, File MI 121.2, Hq ConAC, Subj: Repairs and Utilities Budget Estimate, Fiscal Year 1950, for Interim Aircraft Control and Warning Installations, To: Deputy C/S, Materiel, USAF, 6 April 1949
5. SECRET ltr, Hq ConAC, File Instl 121.2, Subj: Budget for Air Force Construction Requirements for Fiscal Year 1951, To: Director of Installations, Hq USAF, 6 June 1949

role in connection with budgetary and fiscal matters than they had filled before. In the Tactical Air Command, control over budget and fiscal matters had, since the fall of 1946, been tightly lodged in its own command headquarters,[13] and the Command's two subordinate Air Forces, having protested to no avail the elimination of their Budget and Fiscal Sections and the resultant loss of control over the fiscal affairs of their subordinate units,[14] had been compelled to content themselves with the scanning of "information" copies of allocations, budgetary advices, etc., which passed directly between Headquarters, Tactical Air Command, and the units in the field. In the Continental Air Command, on the other hand, the numbered Air Forces were expected to assume a more prominent role in connection with budget and fiscal and other Comptroller activities, and the existing requirement for the establishment of an active Comptroller organization in each of the four numbered Air Force headquarters formerly subordinate to the Air Defense Command was[15] extended to apply to the two Air Forces acquired from the Tactical Air

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[13] 1. See remarks of Major General Robert M. Lee, CG, TAC, at the Commanders' Conference, Mitchel AFB, 30 November 1948, contained in informal notes of the conference, prepared by Major Harry Beamer, Assistant Air Adjutant General, 30 November 1948
2. Pp 26-28, History of the Tactical Air Command for 1946

[14] Pp 26-28, History of the Tactical Air Command for 1946

[15] Annual Report of Activities for the Fiscal Year 1949, prepared by the Office of the Comptroller, Hq ConAC, 1 July 1949

Command.[16] However, until such time as Comptroller organizations were prepared effectively to function in those Air Forces, Headquarters, Continental A ir Command, would, it was announced in December 1948, act as their "Budget Agents".[17]

In July, the responsibilities of the numbered Air Forces in connection with fiscal matters was broadened to include the performance of periodic audits of non-appropriated funds of their subordinate units.[18] Later, the way was laid open for a further extension of their responsibilities through notification that the numbered Air Forces would be required to undertake the supervision of cost accounting for Air Installations activities, a function which, in the fall of 1949, was in process of transfer from Air Installations offices throughout the Command to staff Comptroller organizations.[19]

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[16] Ibid.

[17]
1. Ltr, Hq ConAC, File FB121.2, Subj: Instructions Pertaining to Funding and Accounting for Appropriated Funds of the Continental Air Command, To: CGs, 1, 4, 9, 10, 12 and 14AFs, 10 December 1948
2. Ltr, Hq 14AF, File FB 120/358, Subj: Funding of Installations of Headquarters Ninth and Twelfth Air Forces, 3d Qtr FY 49, To: CG, ConAC, 24 December 1948

[18]
1. ConAC Ltr 175-1, "Auditing of Nonappropriated Funds", 14 July 1949
2. It is interesting to note that shortly before the delegation of this responsibility to the numbered Air Forces, the Twelfth Air Force had expressed the opinion that there was "no need" for a Director of Audits in its headquarters. Rather, it felt that the audit function could be "absorbed" within the Directorate of Budget. See 1st Ind., Hq 12AF, 4 May 1949, To: CG, ConAC, to ltr, Hq ConAC, File F 337, Subj: USAF Conference of Field Comptrollers, To: CG, 12AF, 25 April 1949

[19] Ltr, Hq ConAC, File Prog 121.6, Subj: Transfer of Air Installation Cost Accounting Functions, Responsibilities, and Personnel, To: CG, 12AF, 4 November 1949

As a result of the fact that the activation of the Continental Air Command on 1 December 1948 had followed so closely on the heels of the United States Air Force directive ordering the activation of the Command[20] (there was an interval of only eleven days between the two) and also of the fact that the end of the second fiscal quarter was rapidly approaching, no attempt was made to establish a Command funding program for the first month of the Command's existence. Rather, funds available to the Tactical Air Command and to the Air Defense Command remained available for obligation through the last day of the fiscal quarter (31 December 1948).[21] Thereafter, all Bases of the Command were "funded" from Continental Air Command funds by the regional Air Force in whose area they lay.[22] The change in funding on 1 January 1949 was, it seems, not to be without its minor complications on the lower echelons of command.[23]

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[20] Ltr, Hq USAF, File 121.2, Subj: Establishment of the Continental Air Command and Designation of Air Defense Command and Tactical Air Command as Operational Air Commands, To: CG, ConAC, *et al*, 19 November 1948. (*Vid.* sup. doc. #37^2, History of Continental Air Command for 1 December 1948 - 31 December 1949, Volume I, Organization and Mission)

[21] Ltr, Hq USAF, File 322, (AFOOR 959e), Subj: Establishment of the Continental Air Command and Designation of Air Defense Command and Tactical Air Command as Operational Air Commands, To: CGs, ConAC, ADC and TAC, 14 December 1948

[22] Ltr, Hq ConAC, File FB 121.2, Subj: Instructions Pertaining to Funding and Accounting for Appropriated Funds for the Continental Air Command, To: CGs, 1, 4, 9, 10, 12 and 14AFs, 10 December 1948, (*Vid.* sup. doc. #17^1)

[23]
1. Ltr, Hq ConAC, File MI 121.2, Subj: ESA Funds, Second Half Fiscal Year 1949, To: CG, 1AF, 25 April 1949
2. Ltr, Hq 4AF, File FB 121.2, Subj: Third Quarters Supplemental Budget Estimates, To: CG, ConAC, 29 January 1949

Indicative perhaps of the increasing emphasis given Comptroller functions and Comptroller activities in 1949 was the establishment in October of that year of an integrated Comptroller organization in each Wing of the Command.[24/] Subsequently, at the direction of Major General Charles T. Myers, Vice Commander of the Continental Air Command, this move was followed by the establishment of a similar integrated Comptroller organization in each non-Wing Base and Air Force Reserve Training Center in the Command.[25/] Thus uniformity of organization and of Comptroller functions was achieved and paved the way for a fuller attainment of the objectives set for Comptroller organizations.[26/] The fullest measure of attainment of those objectives would unquestionably have to await the procurement of trained personnel required to fill the vacancies in Comptroller organizations created by the rapid

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24/ 1. Annual Report of Activities for the Fiscal Year 1949, prepared by the Office of the Comptroller, Hq ConAC, 1 July 1949, (Vid. sup. doc. #15)
2. Par. I, Part I, ConAC Bulletin No. 170-13, 28 October 1949
3. AFR 20-15A, "Organization of the Air Force Combat Wings", 9 June 1949

25/ 1. IRS, Note 1, File Compr 322, Subj: Organization of Wing Comptroller, Compr to DP, DO, DM, 7 October 1949
2. ConAC Ltr 170-5, "Organization of Comptroller Divisions", 19 October 1949

26/ In this connection, See par. 3, AFR 170-10, "Wing Comptroller", 12 July 1949 expansion of those organizations[27] and the "education" of commanders and their staffs in the manner in which Comptroller management "services", cost analyses, etc., could be utilized to improve their managerial efficiency and to assist them towards a more effective and economical achievement of their missions.[28]

II

The preparation of accurate budget estimates for combat maneuvers and exercises, the actual funding for such exercises and maneuvers, and the formulation, in one instance at least, of special procedures

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[27] 1. Annual Report of Activities for the Fiscal Year 1949, prepared by the Office of the Comptroller, Hq ConAC, 1 July 1949, (Vid. sup. doc. #15)
2. Ltr, General Stratemeyer to General Rawlings, 24 February 1949
3. Staffing of Comptroller organizations on the Air Force level occasionally required some "prodding" from Headquarters, Continental Air Command. In this connection, see "comments" contained on p. 8, ConAC Cost Analysis Reviews for August, September and October 1949

[28] 1. Ltr, Hq ConAC, File: Prog 121.6, Subj: Analysis of Costs for Better Management, To: CG, 1st AF, 4 October 1949, (Vid. sup. doc. #33)
2. "Questions and Discussions", contained as inclosures to ltr, Hq 14th AF, File F 337/65, Subj: USAF Conference of Field Comptrollers, 4 May 1949
3. Comptroller News, Volume I, No. VI, published by Hq USAF, 1 November 1949
4. Undoubtedly, one reason for the prevailing lack of a clearcut concept concerning Comptroller functions was that the Comptroller organization was in itself something of an innovation in military staffs, having first been established in Headquarters, United States Air Force, in 1946. See extracts from Address of Major General Charles B. Stone III, "Management Through Cost Control" contained in Supplement No. 35 to Air Force Public Relations Letter, 28 February 1950.

for "costing" an exercise conducted under the auspices of the Continental Air Command posed fiscal problems of varying degrees of difficulty during the period under consideration.[29/] Of the three problems the last was more susceptible to a speedy solution than the first.[30/]

The computation of budget estimates for maneuvers and exercises rested upon no simple mathematical formula. Into full account had to be taken the costs for such a conglomeration of ponderables and imponderables as real estate and related facilities, utility contracts, labor and per diem for officers and airmen, the size of the forces involved, the sortie rates and the duration of the exercise, the amount of rehabilitation and construction in the exercise area, and the requirements

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[29/] 1. TWX, CG 65, CG, TAC, To: CG, ConAC, 15 August 1949
2. Ltr, Hq ConAC, File Prog 121.6, Subj: Recommended Procedures to Cover Cost Reporting for "Air Indoctrination Course II", To: Comptroller, USAF, 19 August 1949

[30/] The organizational structure of the Continental Air Command whereby operational control of units participating in a maneuver was vested in one of the Command's operational commands (i. e., the Tactical Air Command or the Air Defense Command), with administrative and logistical support furnished by designated Air Forces undoubtedly did little to facilitate the task of preparing realistic budget estimates. As late as 2 November 1949 the Tactical Air Command was proposing that a "definite" procedure be established to provide accurate maneuver budget estimates. (See ltr, Hq TAC, File EQ 121.2, Subj: Budget Estimates for Air Combat Maneuver Funds, To: CG, ConAC, 2 November 1949). In Headquarters, ConAC, itself, it was noted in June 1950, in the Historical Report prepared for that month by the Director of the Budget, that a "large forward stride" had been taken through the effectuation of an agreement between the Directorate of Budget and the Directorate of Operations and Training establishing an SOP to govern the budgeting and funding of Air Combat Maneuvers.

for communications, laundry, and other "welfare" services, [31] etc. Not infrequently the best laid plans of maneuvers and men went awry. Some of the "basic" assumptions upon which the estimates had been postulated -- the payment of per diem, for example [32] -- failed to work out as anticipated. And as operational and logistical plans for the maneuvers were modified, or as more extensive information concerning the size and scope of the maneuver came to be available, the budgeteers correspondingly had to scale their estimates and allocations upwards and downwards. [33] In at least one instance, the relatively short interval occurring between the Command's decision to participate in a maneuver and the actual commencement of the maneuver itself made budgeting for that particular exercise unduly difficult. [34] Had it been possible to issue

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[31] Ltr, Hq TAC, File EQ 121.2, Subj: Budget Estimates for Air Combat Maneuver Funds, To: CG, ConAC, 2 November 1949, (Vid. sup. doc. #30)

[32] Memorandum for Deputy for Operations, Subj: Budget Estimates for Fiscal Year 1951, From: Director of Operations and Training, Hq ConAC, undated

[33]
1. RESTRICTED ltr, Hq TAC, File DP, Subj: Budget Estimates for Air Combat Maneuver for Fiscal Year 1951, To: CG, ConAC, 6 June 1949
2. IRS, Deputy for Air Defense to Director of Budget, Hq ConAC, Subj: EFE Funds, 8 February 1949
3. Ltr, Hq ConAC, File: Bud 121.2, Subj: Revised Air Indoctrination Course II Requirement FY 1950, To: Director of Budget, USAF, 12 August 1949, with one indorsement thereto.
4. Ltr, Hq ConAC, File FB 121.2, Subj: Special Field Exercise, Army Fund Requirements for Maneuver "Blackjack", To: C/S, USAF, 16 February 1949

[34] Ltr, Colonel Smart to General Stearley, 16 May 1949

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Special Field Exercises, or Air Combat Maneuver[35] funds in lump sums, in advance, the task of budgeting and funding for the Command's maneuvers and exercises might have been considerably "eased". However, the critical shortage of Air Combat Maneuver funds normally precluded the employment of any such procedure.[36] Funding for the Command's Air Combat Maneuver Program for the Fiscal Year 1950, designed to cover fifteen planned exercises, was established as $716,315.[37] Later, this was increased to $840,000 in order to enable the Command to "build up" Exercise SWARMER.[38]

Apart from the difficulties inherent in the computation of realistic and accurate budget estimates for maneuvers and exercises, it is possible that the entire situation may have been complicated by the inexperience of subordinate Command organizations in dealing with the budgetary aspects of maneuvers. In the pre-Continental Air Command era, none of

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[35] See Appropriation and Project Comparability Chart, Fiscal Years 1949 and 1950, contained as inclosure to Ltr, Hq ConAC, File Bud 121.7, Subj: Appropriation and Project Comparability Chart, To: CGs, ConAC Air Forces, 10 August 1949

[36] Ltr, Colonel Smart to General Stearley, 16 May 1949 (Vid. sup. doc. #34).

[37] 1. Ltr, Hq USAF, Subj: Air Force Air Combat Maneuvers FY 1950, To: CG, ConAC, 12 August 1949
2. RESTRICTED IRS, Hq USAF, Subj: Estimated Budget Requirements Exercise Portrex (Vieques), To: Operations Division, DCS/Operations, From: Director of Budget, DCS/Comptroller, 5 January 1950

[38] Statement of Captain Samuel A. White, Jr., Non-Combat Operations Branch, Operations Division, Directorate of Operations and Training, Hq ConAC, 10 June 1950

the six numbered Air Forces had occasion to concern themselves extensively with budgeting and funding aspects of maneuvers, the headquarters of the two numbered Air Forces of the Tactical Air Command being, as we have already noted,[39] without staff Budget and Fiscal Sections, and the four numbered Air Forces of the Air Defense Command being primarily occupied with Air Reserve and other non-tactical missions. The Tactical Air Command, the one single organization in the Continental Air Command which possessed a solid background of experience in the planning for, and conducting of, air combat maneuvers and exercises, was, in its new reduced rôle as an operational and planning headquarters, deprived of its Budget and Fiscal Section, and thus no longer equipped to render accurate budget estimates.[40] Undoubtedly, the wide variation in estimates for maneuvers submitted in accordance with requests from Headquarters, Continental Air Command, could be charged off in part to inexperience. According to one source, funding estimates for the Tactical Air Command's Air Indoctrination Course II ranged from over $2,000,000 down to $200,000.[41] Less startling but still striking enough to catch one's eye was the reduction to $10,000 of the Fourteenth Air Force's estimate of

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[39] Vid. supra p. 6

[40] Ltr, Hq TAC, File EQ 121.2, Subj: Budget Estimates for Air Combat Maneuver Funds, To: CG, ConAC, 2 November 1949, (Vid. sup. doc. #30)

[41] Ibid.

$52,000 for temporary duty travel in connection with Air Indoctrination Course II.[42]

Because of the "critical" shortage of Air Combat Maneuver funds, the Continental Air Command adopted the policy late in September of including the phrase "No per diem available" in orders involving travel by military aircraft when the travel could be performed in one day or less, or when it was obvious that personnel concerned would not be required to incur additional expenses as a result of the travel.[43] Personnel being transferred to the maneuver area by motor convoy were considered as actively participating in the maneuver from the time they left their permanent station until their return thereto and no per diem was authorized.[44] The operation of these restrictions, insofar as they applied to the Air Indoctrination Course II, was described by one observer as a "thorn" in the side of each individual who participated in that exercise.[45]

The staging of Operation LOOKOUT in September, designed to test the newly formed Ground Observer Corps -- Aircraft Warning Service,

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[42] 1. 1st Ind., Hq ConAC, File Bud 121.2, To: CG, 4th AF, 11 August 1949, to ltr, Hq 4th AF, File FB 120/663, Subj: Budget Estimate for Air Indoctrination Course II, To: CG, ConAC, 27 July 1949
2. TWX, AFABF-B-1 380998, Hq USAF, To: CG, ConAC, 5 August 1949

[43] Ltr, Hq ConAC, File Bud 121.2, Subj: Air Combat Maneuver Funds, To: CG, 4th AF, *et. al.*, 29 September 1949

[44] *Ibid.*

[45] P. 11, *History of Headquarters, Fourteenth Air Force (Advance) for Air Indoctrination Course II*, August - November 1949

raised an interesting legal-fiscal issue, with ramifications affecting plans for, and the conduct of, future training exercises for the air defense of the United States.[46] Briefly, the relevant considerations were these: A 1941 ruling of the Comptroller General of the United States held that officers were entitled to per diem reimbursement while traveling between their duty stations and a maneuver area, but not while performing duty within the maneuver area itself. Presumably, this ruling had been postulated on the assumption that field type accomodations for shelter and subsistence were available in the maneuver area, and that, by utilizing such accomodations, officers serving as observers, advisors, technicians, etc., were put to no undue expense. Such an assumption was not valid in Operation LOOKOUT, in which it was impracticable and uneconomical to establish shelter and messing facilities for the one officer and two airmen manning scattered filter centers. A decision was therefore sought as to the legality of obligating, or expending, Air Combat Maneuver funds for the reimbursement on a per diem basis of officers detailed to serve as observers, advisors, technicians, etc., in that exercise.[47] Subsequently, in view of the reported disinclination of the Office of the Comptroller General to reconsider its decision

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[46] Ltr, Hq ConAC, File: FIN 121.2, Subj: Use of Funds under Appropriation 5704400, Project 488, (Air Combat Maneuvers), To: C/S, USAF, 2 September 1949

[47] Ibid.

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concerning payment of per diem allowances for the duration of combat maneuvers,[48] Headquarters, Continental Air Command, proposed that applicable Regulations be amended to determine that an officer participating in aerial or other maneuvers would, in the event that Government messing and shelter facilities were not available, be considered in a "travel status".[49] This proposal ultimately gained the approval of the Comptroller General of the United States.[50]

III

From the Air Defense Command, its principal precursor, the newly created Continental Air Command inherited the mission of discharging the field responsibilities of the Chief of Staff, United States Air Force, in connection with the Civilian Components, therewith inheriting the correlative responsibility for (1) the preparation of budget estimate for, and the funding of, the maintenance and operation of the Air Force's twenty-three Air Force Reserve Training Centers as well

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[48] Ltr, Hq USAF, File AFAFN-1 245 General, Subj: Use of Funds under Appropriation 5704400, Project 488, (Air Combat Maneuvers) To: CG, ConAC, 29 September 1949

[49] 1st Ind., Hq ConAC, File: FIN 121.2, To: Director of Finance, USAF, 25 November 1949 to ltr, Hq USAF, File AFAFN-1 245 General, Subj: Use of Funds Under Appropriation 5704400, Project 488, (Air Combat Maneuvers) To: CG, ConAC, 29 September 1949

[50] Pp 15-19, incl., ConAC Bulletin 170-6, 30 June 1950

as for other major phases of the Air Reserve Program,[51/] (2) the computation of fund requirements for the supervision and conduct of the training of 514 Federally recognized Air National Guard units and for travel expenses incurred therewith,[52/] and (3) the preparation of funding estimates for the Reserve Officer Training Corps Program and for the Reserve Officer Training Corps summer encampments.[53/]

In 1949 a perceptible shift in the manner of funding for Air Force Reserve activities in the Command took place: Regular funds came to be used to a greater extent in support of Reserve activities than had hitherto been the case. Corollary Reserve units, organized along the

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[51/] 1. For the "areas" in which the Continental Air Command computed fiscal year requirements for the Air Force Reserve, see extract from Special Instructions for Development of Fiscal Year 1951 Budget Estimates included among the supporting data.
2. 1st Ind., Hq ConAC, 4 June 1949, to ltr, Hq USAF, File AFABF-B-1, Subj: Air Force Reserve Tentative Funding Program For FY 1950, To: CG, ConAC, 10 May 1949

[52/] 1. Ltr, Hq ConAC, File FB 121.2, Subj: Estimated Fund Requirements - Appropriation NG, To: Comptroller, Hq USAF, 18 April 1949, with one indorsement thereto
2. Ltr, Hq ConAC, File Bud 121.2, Subj: Fund Requirements, Appropriation Air National Guard, Project 563, To: Comptroller, Hq USAF, 11 October 1949, with one attachment thereto
3. SECRET ltr, Hq ConAC, File O&T 121.2, Subj: Air National Guard Field Training Sites and Cost Estimates Calendar Year 1950 To: Special Assistant for Reserve Forces, 17 October 1949
4. Data on the extent of Air National Guard activity in the Continental Air Command is contained in Comptroller Chart 31, "Expenditures and Accomplishments By Functional Grouping, 1 January - 30 June 1949", prepared by the Director of Programs and Costs, Hq ConAC, 31 August 1949

[53/] 1. Item #12, ConAC Diary, 6 December 1948
2. Ltr, Hq USAF, File: AFABF-B-1, Subj: Tentative Annual Funding Program FY 1950 for Air Force, To: CG, ConAC, 10 May 1949

lines of the Wing-Base Plan and activated on a one to one basis in juxtaposition with corresponding Regular units, utilized the funds, equipment, and personnel belonging to the Regular units, with Reserve funds being employed only to provide active duty pay for Reservists, incidental travel expenses, hospitalization, etc.[54] The cost of all travel performed by Regular Air Force personnel on matters relating to the administration and training of Corollary units was similarly charged to Regular Air Force funds.[55] Personnel employed in the six numbered Air Forces in maintaining and perfecting Reserve records, a staggering assignment bequeathed to the Continental Air Command in 1949, had to be paid from Regular funds.[56] Undoubtedly this was all in keeping with the October pronunciament of President Truman on the Civilian components, which was interpreted by one of the Command's foremost fiscal

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[54] From remarks contained in An Address by General Hoyt S. Vandenberg, Chief of Staff, USAF, at the ROA Club, Dallas, Texas, 21 February 1949

[55] 1. TWX, AFABF-B-1 40670, Hq USAF to CG, ConAC, 17 August 1949
2. Part II, ConAC Bulletin 170-12, 29 September 1949

[56] 1. SECRET Minutes of USAF Budget Advisory Committee Hearing on Review of the FY 1951 Budget Estimates for the Continental Air Command, Washington, D. C., 10 June 1949 (Vid. sup. doc. #5)
2. Ltr, Hq ConAC, File Bud 121.2, Subj: FY 1950 Personnel Funding Program, To: Comptroller, Hq USAF, 16 June 1949
3. ". . .It is /desired to/ point out that the extent of Reserve appropriations will only indicate the direct and clear support necessary to operate the Reserve program, and the support given by the Regular Air Force will not be identified even though it amounts to a large amount of Regular Air Force dollars". Contained in Remarks of Major General Earl S. Hoag, Special Assistant to the Chief of Staff for Reserve Forces at the Air Reserve Association Convention, Long Beach, California, 14 October 1949

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experts to mean that "practically all" of the resources of the Regular establishment were available for the support and assistance of the Reserves.[57] Indeed, it was intimated at a hearing of the United States Air Force Budget Advisory Committee in June 1949 that ultimately the Continental Air Command might receive but one fiscal allotment which would not distinguish between Regular and Reserve activities.[58]

Indicative perhaps of the relative degree and scope of command effort invested in the Air Force Reserve Porgram are fiscal statistics compiled by the Directorate of Programs and Costs for the first six months of 1949, which disclose that 16.04% of the Command's total operating expenses for those months were incurred in connection with Air Force Reserve activities as opposed to 12.47% which were expended in the maintenance and operation of the so-called "Operations Group" (consisting of combat and combat support units).[59] Cost statistics compiled by the same headquarters staff agency reveal that the aggregate monthly

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[57] Statement of Brigadier General Robert Candee, Comptroller, Continental Air Command, at the hearing of the United States Air Force Budget Advisory Committee in June 1949 (Vid. sup. doc. #5)

[58] SECRET Minutes of USAF Budget Advisory Committee Hearing on Review of the FY 1951 Budget Estimates for the Continental Air Command, Washington, D. C., 10 June 1949 (Vid. sup. doc. #5)

[59] 1. RESTRICTED Comptroller Chart 30, "Summary of Continental Air Command Expenditures By Functional Grouping, 1 January - 30 June 1949" prepared by the Director of Programs and Costs, Hq ConAC, 12 August 1949
2. The disproportion was not as striking in the last six months of the year. During that period 14.38% of the Command's total operating expenses were incurred in connection with Air Force Reserve activities as compared to 13.06% for the "Operations" Group. See draft of Chart 30 for the period 1 July - 31 December 1949, furnished the Historical Section through the courtesy of Master Sergeant S. C. Slivinski, Directorate of Programs and Costs, June 1950

cost of operating the Command's twenty-three Air Force Reserve Training Centers ranged from $3,421,047 in August 1949 to $3,903,036 in December 1949.[60/] Approximately $2,500,000 was distributed throughout the Command for use in active duty training during the first six months of 1949.[61/] In their underlying significance, these statistics reflect perhaps a perpetuation of the age-old concept of American military security for the attainment of which an extraordinary amount of reliance was placed upon an active, alert and well-trained Reserve establishment.

IV

As the result of a shortage of travel funds, Continental Air Command activities requiring temporary duty travel were markedly affected during 1949. The shortage of this particular category of funds was by no means unique to the Continental Air Command, but rather was service-wide, having its origin in successive Military Appropriations Acts[62/] whose framers were apparently of the opinion that

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[60/] 1. In August the Command had only twenty-two (instead of twenty-three) Air Force Reserve Training Centers in operation.
2. These costs include miscellaneous costs, contractual services and supplies as well as personnel costs.
3. P. 1, RESTRICTED Summary of Continental Air Command Operating Costs for August 1949 and for December 1949, prepared by the Directorate of Programs and Costs, Hq ConAC.

[61/] Ltr, Hq ConAC, File PP 121.2, Subj: Revised Funding Program for Air Force Reserve Active Duty Training 3rd and 4th Quarters FY 1949, To: CG, ConAC, et al, 11 April 1949

[62/] Ltr, General Myers to General Stearley, 30 September 1949 sharp economies could be effected in the travel of armed forces personnel without impairing the fulfillment of the armed forces' missions.

In May, a Continental Air Command Letter was published enjoining upon all subordinate echelons the utmost care in the expenditure of temporary duty travel funds and instituting the following conservation measures:[63]

1. Travel was to be directed by military aircraft whenever available. Extensive temporary duty travel by means other than military aircraft or Government motor vehicles was to be authorized only in an emergency.

2. Maximum coordination of travel requirements with training flights was to be effected.

3. Travel in groups of fifteen or more was to be arranged whenever possible so that the travel might be charged to an open allotment.

4. Completion of temporary duty travel in one day was urged in order to make the payment of per diem unnecessary.

Simultaneously, in order to assure strictest control over obligations incurred against travel fund authorizations, monthly reports detailing the amount of such obligations were required for submittal to Headquarters, Continental Air Command.[64]

Despite the efforts of the Command to assure that travel of personnel was held to a limit consistent with available funds, certain factors operative during 1949 combined to make it necessary to exceed

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63/ ConAC Ltr 172-12, "Use of Temporary Duty Travel Funds (RCS CNC-FO-F5)", 20 May 1949

64/ *Ibid.*

that limit: (1) Headquarters, Fourth Air Force, reported in January that the concentration of its carrier aircraft in Operation HAYRIDE would result in greater travel costs for "assignees" to military schools, since those personnel would be required to travel in commercial surface carriers instead of military aircraft;[65] (2) restrictions in the fall of 1949 which limited pilot and co-pilot flying hours to four each month created in turn a need in the Fourteenth Air Force for additional air crews to ferry Reserve aircraft, which in turn increased the requirements for funds to cover per diem and travel costs;[66] (3) the obligation on the part of the Command to fill mandatory school quotas emanating from Headquarters, United States Air Force, (quotas over which it had no control) made it necessary to seek additional allocations of travel funds;[67] (4) delay in the receipt of Fiscal Year 1950 allocations and sub-allocations until late in the fiscal year quarters permitted subordinate echelons to obligate funds, in the interim, on the basis of "minimum essential requirements", which, according to one authority,

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65/ Ltr, Hq 4th AF, File FB 121.2, Subj: Third Quarter Supplemental Budget Estimates, To: CG, ConAC, 29 January 1949 (Vid. sup. doc. #23²)

66/ Ltr, Hq 14th AF, File FB 120, Subj: Requirement for Additional Funds for Ferrying of Reserve Aircraft, to: CG, ConAC, 23 November 1949

67/ 1. Ltr, General Myers to General Stearley, 30 September 1949 (Vid. sup. doc. #62)
2. ~~TWX,~~ AFConAC Bud 40298, Hq ConAC, To: Director of Budget, Hq USAF, undated
3. Ltr, General Stearley to General Myers, 20 September 1949

was interpreted by some of the Air Forces to mean that "the era of free spending" had arrived.[68]

One interesting development occurring as the result of the shortage of travel funds was the attempt on the part of the Strategic Air Command in June to have the temporary duty travel of tenant units upon its installations funded by the parent Command in instances in which the combined military and civilian personnel strength of the units concerned was in excess of ten.[69] So open a violation of the intent of Air Force Letter 172-15, 29 July 1947, could not be condoned, and Headquarters, Strategic Air Command, was directed to rescind its conflicting directive.[70] The matter was then approached from a more oblique angle: Strategic Air Command installations having special activities of other Commands based upon them for supplies, support, etc., and

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[68] The remarks of Colonel E. B. Cook, Assistant Comptroller, Continental Air Command, are so pertinent in this connection that they are quoted herein: "A review by the Director of Budget reveals that during the period in which 1st Quarter funds were lacking and the air forces were operating under authority of this headquarters to incur obligations to cover 'minimum essential requirements', the air forces in some instances apparently interpreted this to mean that the era of free spending had arrived, particularly in connection with temporary duty travel. In those cases where exceptionally high obligations have been reported, action has already been taken to call this situation to the attention of the air force . . ." See IRS, Comptroller to Vice Commander, Subj: Ltr to Gen. Myers from CG, Fourteenth AF, 20 September 1949, 28 September 1949

[69] TWX, SAC COF-21657, 22 June 1949, quoted in TWX, 12th AF, FB 322, To: CG, ConAC, 6 July 1949

[70] TWX, Hq USAF, AFABF-B-1 35741, To: CG, ConAC, 26 July 1949

which imposed a "disproportionate" temporary duty funding burden upon them were directed to submit requests, "complete with supporting justification", recommending that the parent Command having jurisdiction over the special activity fund the latter's temporary duty costs.[71]

V

Aggregate operating expenditures of the Continental Air Command for 1949 totalled $259,435,673.[72] Of this sum, approximately sixty-five per cent was expended in salaries and wages.[73]

By "functional" grouping, the expenditures for the entire year could be broken down percentage-wise as follows:[74]

Command Group	9.84%
Operations Group	12.77%
Other Missions Group	22.26%
Services Group	37.14%
Charges Non-Controllable by ConAC . .	17.99%

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[71] TWX, SAC COF-2, To: CO, 7th Bomb. Wng., et al, 26 July 1949

[72] 1. RESTRICTED Comptroller Chart 30, "Summary of Continental Air Command Expenditures By Functional Grouping, 1 Jan - 30 Jun 1949" prepared by the Director of Programs and Costs, Hq ConAC, 12 August 1949 (Vid. sup. doc. #59^1)
2. Draft of Chart 30 for the period 1 July - 31 December 1949, (Vid. sup. doc. #59^2)

[73] 2nd Ind., Hq ConAC, To: CG, 14th AF, 8 September 1949, to ltr, File: Prog 121.6, Subj: 14th AF Regulation 170-2, Reporting of Civilian Personnel Costs, 18 July 1949, 8 August 1949

[74] For a description of the activities included in each functional grouping, see page 4 of the Continental Air Command Cost Analysis Review for December 1949, included in the Appendix to this section.

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While it is impossible within the purview of this paper to treat, in any extensive detail, significant trends occurring in Command expenditures during the period under consideration, two such trends are, it is believed, deserving of brief mention herein: (1) a perceptible increase in the percentage of expenditures in the so-called Command Group during the first six months of the year at a time when the total operating expenditures of the Command were showing a decrease, indicating thereby that the Command Group was expanding in size and cost in greater proportion than the activities being supervised;[75] (2) a checkered increase in the percentage of total expenditures of the Operations "Group".[76] The latter was considered to be a "healthy" trend in view of the fact that the Operations "Group" included the combat Groups, towards the training of which many command activities were directed.

That the operating costs of the Command were a matter of continuing scrutiny from on high and that the reduction of such costs was a Command *desideratum* are abundantly demonstrated in the correspondence of this period. In November 1949, General Whitehead wrote thus to General Vandenberg: "The cost of operation of all facilities under my Command has been the object of my constant review and appraisal."[77] Scarcely

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[75] *Continental Air Command Cost Analysis Review* for August 1949

[76] *Ibid.*

[77] Ltr, General Whitehead to General Vandenberg, 3 November 1949 (*Vid.* sup. doc. #35)

a month before, General Myers, Continental Air Command Vice Commander, had addressed the numbered Air Force commanders as follows:[78]

> "The operating costs for FY 1950 must show a considerable reduction over the FY 1949 figures. Greater efficiencies must be shown by obtaining better results from each dollar of costs in comparison to the FY 1949 operations. In other words there must be improved management in this command".

In seeking to promote good management practices throughout the Command, the relationship between the management aspect of command and the fiscal aspect was underscored. Commanders in all echelons were enjoined to utilize comparative analyses of costs in order to achieve greater economy and efficiency in their own operations. United States Air Force Staff Work Performance Ratings were applied to operational activities on the unit level, and explanations for deviations above and below the "norm" were sought.[79] Work Performance Studies were utilized in some instances,[80] although with misgivings entertained concerning their validity in the light of the many differences in organization, mission, and work-load of the multitude

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78/ Ltr, Hq ConAC, File Prog 121.6, Subj: Analysis of Costs for Better Management, To: CG, 1st AF, 4 October 1949 (Vid. sup. doc. #3^{3})

79/ 1. Ltr, Hq 56th Ftr Wg, File WSG 121.6, Subj: Cost Analysis Study, To: CG, 10th AF, 9 August 1949
2. Ltr, Hq 4408th Air Base Squadron, File: LBFO, Subj: Work Performance Report, AF Form 323 (Test), To: CG, 14th AF, 15 July 1949

80/ 1. Ltr, General Rawlings to General Stratemeyer, 17 February 1949
2. Ltr, General Stratemeyer to General Rawlings, 24 February 1949 (Vid. sup. doc. #27^{2})

of organizations in the United States Air Force. As General Whitehead observed to General Eubank, Chief of the USAF Manpower Group:[81]

> "If studies of this nature are to be used as a concrete basis for comparison or action, the standards must be very accurately formulated and comparisons made between precisely defined operations, activities, processes, units of production or workloads. This is not a practicable possibility under the conditions that exist at various stations because of local interpretations of, and deviations from, prescribed Tables of Organization, Tables of Distribution, staff duties and service functions."

In the opinion of General Whitehead, "larger" economies could be achieved through "sounder" organization, through proper manning of units and installations, and through the relocation of certain activities.[82]

In view of the fact that personnel salaries and wages constituted approximately 65 per cent of the Command's total operating expenses, the "economical" use of personnel was placed by the Commanding General as a "primary objective" in the Command's operations.[83] The fixing of a standard personnel manning authorization for Base Supply and Base Commissary activities resulted in substantial savings in personnel and, concomitantly, in funds in those activities.[84]

81/ 1st Ind., Hq ConAC, To: Chief, USAF Manpower Group, undated, to ltr, Hq USAF, File: Compr 121.6, Subj: Work Performance Studies, 21 April 1949

82/ Ibid.

83/ Ltr, General Whitehead to General Vandenberg, 3 November 1949 (Vid. sup. doc. #35)

84/ Ibid.

Striking savings in cost of activities throughout the Command were achieved as a result of excellent work in cost analysis. In April 1949, airmen messing facilities (in lieu of payment of separate rations) were established at the 2471st Air Force Reserve Training Center, O'Hare International Airport, Park Ridge, Illinois. Over a three month period alone, a gross saving of $25,806 was realized, resulting in an estimated yearly gross saving of a $103,224.[85/] An analogous project was instituted at the 2465th Air Force Reserve Training Center, Wold-Chamberlain Field, Minneapolis, Minnesota, w[illegible]h was expected to result in a net annual saving to the Command of $90,000.[86/] Estimated annual savings of approximately $35,000 were achieved in the operating costs of the Administration and Payroll functions in Base Civilian Personnel offices through comparative analyses of costs.[87/] Economies in salvage operations were effected at a gain to the Command of $75,000 for the first six months of 1949.[88/]

In spite of the foregoing and other instances of the effectuation of marked reductions and savings in the cost of operation of Command activities, it would be unrealistic to claim that the efforts

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85/ Ibid.

86/ Ibid.

87/ P. 24, Continental Air Command Cost Analysis Review for December 1949

88/ Ltr, General Whitehead to General Vandenberg, 3 November 1949 (Vid. sup. doc. #35) on the part of top-side to instill a strong sense of cost consciousness in unit commanders and their staffs and to make them avid users of cost analysis data and other tools of good management were a complete success during 1949. In the first place, Comptroller offices were not established in lower echelon units late in 1949. Secondly, personnel trained in specialized cost analysis work were not always authorized or immediately available for assignment in lower echelon organizations.[89] Thirdly, the Comptroller concept was in itself something of an innovation in military staffs and the "education" of commanders and their staff members in the manner in which fiscal management procedures, programming, cost estimates, etc., could be effectively utilized had, as a result, to be a continuous process. Fourthly, the memories of World War II days, when the amount of funds expended (with the notable exception of funds expended in "new" construction or in Repairs and Utilities work) was not a primary or even a secondary consideration, were still fresh in the minds of many commanders. Finally, there were certain limitations in the use of comparative cost analysis data and Work Performance Ratings in a Command composed of so many diverse elements, in which the location of installations, special factors unique to some Bases, seasonal factors, etc., combined to affect the work-load of certain units, the amount of services rendered, and the

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89/ Ltr, Hq 9th AF, File: 9AF 121.6, Subj: Analysis of Cost Control Reports, To: CG, ConAC, 15 March 1949 extent of monthly operations (and hence their costs and cost reporting)[90].

It is perhaps not unlikely that the great stress laid upon a reduction in operating costs in the Continental Air Command during 1949 may have indirectly contributed to the reorganization of the Command structure in 1950, in which the headquarters of the Twelfth Air Force were eliminated altogether and the headquarters of the Ninth Air Force drastically reduced in mission and in scope of operation. Both of these headquarters had in 1949 reported high costs of personnel administration owing to the relatively small number of personnel assigned to their

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[90] In substantiation of this point, see the following:
1. Ltr, Hq 1st AF, File: Prog 121.6, Subj: Cost Analysis Review, July 1949, To: CG, ConAC, 13 October 1949 with one indorsement thereto
2. Ltr, Hq 603D AC&W Warning Group, File: 121.6, Subj: Delinquent Cost Control Report, To: CG, 1st AF, 28 October 1949 with five indorsements thereto
3. RESTRICTED ltr, Hq 9th AF, File: 9AF 121.6, Subj: Continental Air Command Cost Analysis Review, To: CG, 4th Ftr Wg, 26 November 1949 with four indorsements thereto
4. RESTRICTED 1st Ind., Hq USAF, File: AFAPA, To: Hq ConAC, 6 April 1949 to ltr, File: FP 121.6, Subj: Quarterly Aircraft Flying Time Factors, Air Force Letter 150-10, 4 March 1949 with one attachment thereto
5. Ltr, Hq 56th Ftr Wg, File: WSC 121.6, Subj: Continental Air Command Cost Analysis Review, September 1949, To: CG, 10th AF, 16 December 1949
6. Ltr, 2472d AF Res Tng Center, File: FP 121.6, Subj: Explanation of Continental Air Command Cost Analysis Review, July 1949, To: CG, 10th AF, 17 October 1949
7. Ltr, Hq Marshall AFB, File: MAFBBF, Subj: Continental Air Command Cost Analysis Review, July 1949, To: CG, 10th AF, 17 October 1949

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commands.[91] Indirectly, too, the emphasis upon costs of operations may have stimulated an unconscious move twoards standardization among the Command's lower elements and activities.[92] If cost analyses were to be meaningful, it was obvious that all like activities would have to be organized similarly.

VI

No account of the fiscal aspects of Continental Air Command operations for the period 1 December 1948 - 31 December 1949 would be complete without some mention being made of the problems occasioned through **failure** to receive the original issue of the annual budget authorization for Fiscal Year 1950 funds until 27 December 1949.[93] Since the annual budget authorization probably constitutes the most important single tool towards achieving effective management of Command funds, its absence for the first half of the Fiscal Year 1950 served to impair the Command's effective control over the expenditure of those funds. The management of funds during that period could, as one observer put it, "only be likened to a rudderless ship".[94]

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[91] See Continental Air Command Cost Analysis Review for August and September 1949

[92] 2nd Ind., Hq ConAC, To: CG, 1st AF, 23 November 1949 to ltr, File: Prog 121.6, 2 November 1949

[93] IRS, Budget to Historical, Hq ConAC, File: 319.1, Subj: Supplemental Historical Report as of 31 December 1949, 23 June 1950

[94] Ibid.

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The absence of the annual budget authorization during the first six months of the Fiscal Year 1950 made it incumbent upon the Command to authorize its subordinate echelons to continue "normal" operations, limiting their obligation of funds to "minimum essential requirements".[95] Since the definition of what constituted "minimum essential requirements" was entirely a matter of personal interpretation, the results in the ensuing obligation of funds were perhaps not entirely what the framers of the phrase intended. Of this situation one perceptive observer remarked: "The lack of a firm annual financial plan in advance of the start of the fiscal year actually [resulted] in penalizing the thrifty and rewarding the spendthrift".[96]

An excellent mid-year evaluation of the status of Fiscal Year 1950 appropriated funds is attached among the supporting documents.[97]

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[95] 1. Ibid.
2. TWX, AFCONACCOMPR 16112, Hq ConAC, To: CG, 1st AF, et al., 30 June 1949
3. TWX, AFABF 40688, Hq USAF, To: CG, ConAC, 17 August 1949

[96] IRS, Budget to Historical, Hq ConAC, File: 319.1, Subj: Supplemental Historical Report as of 31 December 1949, 23 June 1950 (Vid. sup. doc. #93)

[97] IRS, Budget to Comptroller, Hq ConAC, File: Bud 121.2, Subj: Mid-Year Evaluation of FY 1950 Appropriated Funds, 26 January 1950, with one attachment thereto

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1^{2}	Compt. Chart 5, "ConAC General Functions, Organizations and Data", 31 December 1949 (R)
1^{3}	Compt. Chart 34, "Bases and Units of Interest to ConAC", 8 July 1949 (R)
3^{1}	Ltr, Hq USAF, Subj: Utilization of Quarterly Programmed Allocations, 4 August 1949
3^{2}	Ltr, Hq USAF, Subj: Aircraft Requirements and Inventories, 19 September 1949
3^{3}	Ltr, Hq ConAC, Subj: Analysis of Costs for Better Management, 4 October 1949
3^{4}	Ltr, Gen. Vandenberg to Gen. Whitehead, 5 October 1949 (Subj: Cost Control)
3^{5}	Ltr, Gen. Whitehead to Gen. Vandenberg, 3 November 1949 (Subj: Cost Control and Savings in Command Funds)
5	Minutes of USAF Budget Advisory Committee Hearing on Review of the FY 1951 Budget Estimates for the Continental Air Command, Washington, D. C., 10 June 1949 (S)
12^{1}	"Justification of Estimates for Military Establishment, Fiscal Year 1950" (S)
12^{2}	Ltr, Hq ADC, Subj: Preparation of Budget for Air Force Construction Requirements for Fiscal Year 1950, 22 April 1948 (S)
12^{3}	TWX, Hq ConAC, 14 January 1949 (S) (Subj: Air Defense Construction)

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12^4	Ltr, Hq ConAC, Subj: R&U Budget Estimate, Fiscal Year 1950, for Interim AC&W Installations, 6 April 1949 (R)
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23^2	Ltr, Hq 4th AF, Subj: Third Quarter Supplemental Budget Estimates", 29 January 1949
24^3	AF Reg 20-15A, "Organization of the Air Force Combat Wings", 9 June 1949
25^1	IRS, 7 October 1949 (Subj: Comptroller Organization)
25^2	ConAC Ltr 170-5, "Organization of Comptroller Divisions", 19 October 1949
27^2	Ltr, General Stratemeyer to General Rawlings, 24 February 1949 (Subj: Work Performance Studies)
28^2	Ltr, Hq USAF, Subj: USAF Conference of Field Comptrollers, 4 May 1949
28^3	<u>Comptrollers News</u>, Hq USAF, 1 November 1949
29^2	Ltr, Hq ConAC, Subj: Cost Reporting for Air Indoctrination Course II, 19 August 1949
30	Ltr, Hq TAC, Subj: Budget Estimates for Air Combat Maneuvers, 2 November 1949

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Doc. No.	Type and Subject of Document
32	Memorandum, Subj: Fiscal Year 1951 Budget Estimates, undated
33^{1}	Ltr, Hq TAC, Subj: Budget Estimates for Air Combat Maneuvers, 6 June 1949
33^{2}	IRS, 8 February 1949 (Subj: SFE Funds)
33^{3}	Ltr, Hq ConAC, Subj: Revised AIC II Requirements, 12 August 1949
33^{4}	Ltr, Hq ConAC, Subj: Fund Requirements for Maneuver "Blackjack", 16 February 1949
34	Ltr, Colonel Smart to General Stearley, 16 May 1949 (Subj: Funds for Air Combat Maneuvers)
37^{1}	Ltr, Hq USAF, Subj: Air Force Air Combat Maneuvers, 12 August 1949
37^{2}	IRS, 5 January 1950 (R)(Subj: Estimated Budget Requirements for Exercise PORTREX)
42^{1}	Ltr, Hq 14th AF, Subj: Budget Estimate for AIC II, 27 July 1949
43	Ltr, Hq ConAC, Subj: Air Combat Maneuver Funds, 29 September 1949
46	Ltr, Hq ConAC, Subj: Use of Air Combat Maneuver Funds, 2 September 1949
48	Ltr, Hq USAF, Subj: Use of Air Combat Maneuver Funds, 29 September 1949
51^{1}	Special Instructions for Development of Fiscal Year 1951 Budget Estimates
51^{2}	Ltr, Hq USAF, Subj: Air Reserve Tentative Funding Program", 10 May 1949
52^{1}	Ltr, Hq ConAC, Subj: Estimated Fund Requirements for Air National Guard, 18 April 1949
52^{2}	Ltr, Hq ConAC, Subj: Air National Guard Funds, 11 October 1949

Doc. No.	Type and Subject of Document
52^3	Ltr, Hq ConAC, Air National Guard Training Sites and Cost Estimates, 17 October 1949 (S)
53^2	Ltr, Hq USAF, Subj: Tentative Annual Funding Program FY 1950, 10 May 1949
56	Extract from Address of Major General E. S. Hoag at Air Reserve Association Convention, 14 October 1949
59^2	Draft of Comptroller Chart 30, "Summary of Continental Air Command Expenditures, 1 July - 31 December 1949" (R)
62	Ltr, General Myers to General Stearley, 30 September 1949 (Subj: Overobligation of Funds)
66	Ltr, Hq 14th AF, Requirement for Additional Funds, 23 November 1949
67^2	TWX, Hq ConAC, (undated) (Subj: Request for Additional Funds)
67^3	Ltr, General Stearley to General Myers, 20 September 1949 (Query on Obligation of Funds)
68	IRS, 28 September 1949 (Subj: Availability of Funds)
73	Ind., Subj: Reporting of Civilian Personnel Costs, 18 July 1949
79^1	Ltr, Hq 56th Wing, Subj: Cost Analysis Study, 9 August 1949
79^2	Ltr, Hq 4408th AB Sq, Subj: Work Performance Report", 15 July 1949
80	Ltr, General Rawlings to General Stratemeyer, 17 February 1949 (Subj: Work Performance Studies)
81	Ind., Subj: Work Performance Studies, 21 April 1949
89	Ltr, Hq 9th AF, Subj: Analysis of Cost Control Reports, 15 March 1949

Doc. No.	Type and Subject of Document
90^{1}	Ltr, Hq 1st AF, Subj: Cost Analysis Review, 13 October 1949
90^{2}	Ltr, Hq 603rd AC&W Group, Subj: Cost Control Report, 28 October 1949
90^{3}	Ltr, Hq 9th AF, Subj: Continental Air Command Cost Analysis Review", 26 November 1949 (R)
90^{4}	Ltr, Hq ConAC, Subj: Quarterly Aircraft Flying Time Factors", 4 March 1949
90^{5}	Ltr, Hq 56th Ftr Wing, Subj: "Continental Air Command Cost Analysis Review", 16 December 1949
90^{6}	Ltr, Hq 2472nd AFRTC, Subj: Esplanation of Cost Analysis Review", 17 October 1949
90^{7}	Ltr, Hq Marshall AFB, Subj: Continental Air Command Cost Analysis Review, 17 October 1949
95^{2}	TWX, Hq ConAC, 30 June 1949 (Subj: Obligation of Funds)
95^{3}	TWX, Hq USAF, 17 August 1949 (Subj: Obligation of Funds)
97	Mid-year Evaluation of FY 1950 Appropriated Funds, contained in IRS from Budget to Comptroller, 26 January 1950

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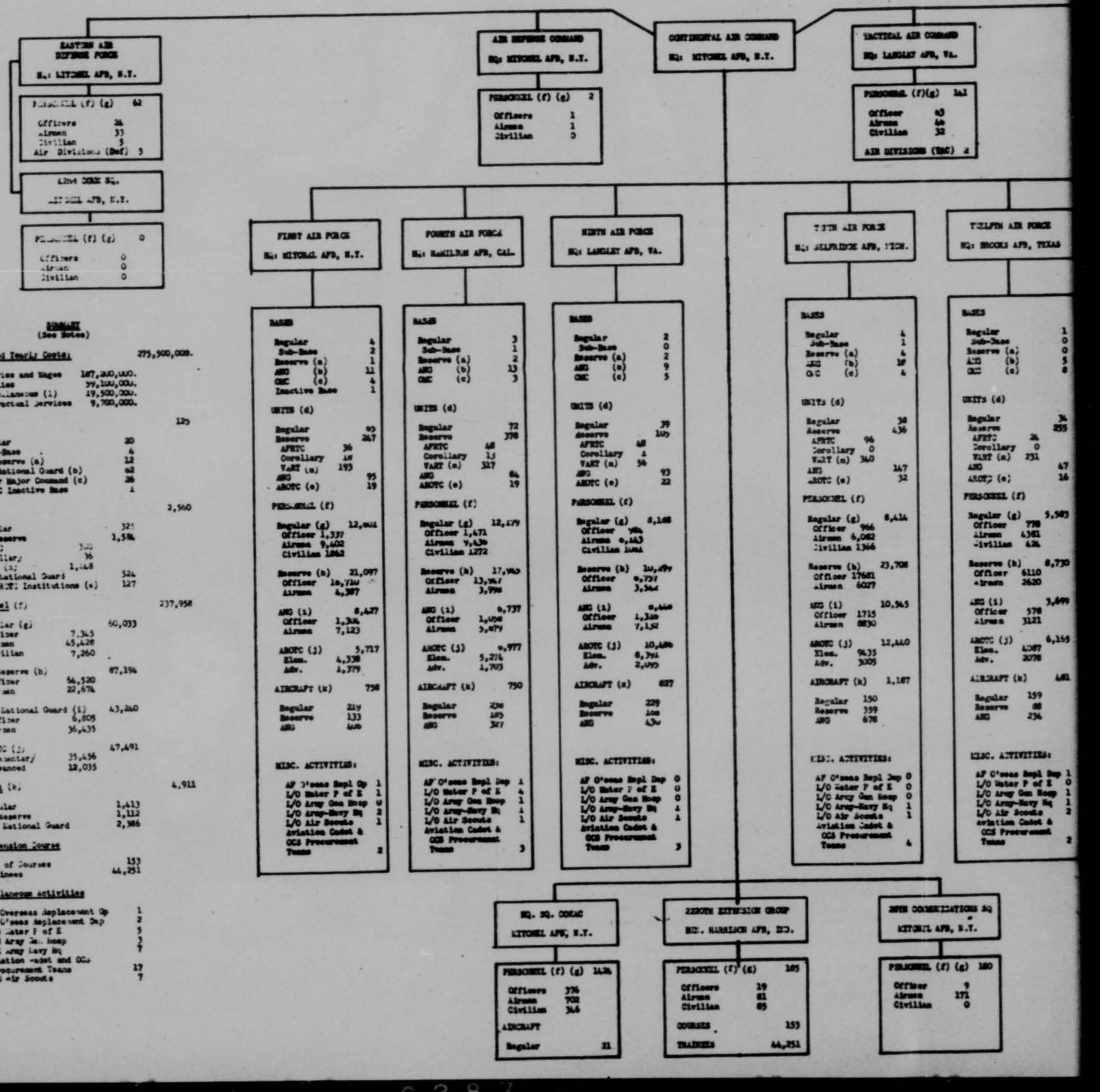
CONTINENTAL AIR COMMAND
GENERAL FUNCTIONS, ORGANIZATIONS AND DATA



CONTINENTAL AIR COMMAND
HQ: MITCHEL AFB, N.Y.

AIR DEFENSE COMMAND
HQ: MITCHEL AFB, N.Y.

PERSONNEL (f) (g)	2
Officers	1
Airmen	1
Civilian	0

TACTICAL AIR COMMAND
HQ: LANGLEY AFB, VA.

PERSONNEL (f)(g)	141
Officer	43
Airmen	66
Civilian	32
AIR DIVISIONS (TAC)	2

EASTERN AIR DEFENSE FORCE
HQ: MITCHEL AFB, N.Y.

PERSONNEL (f) (g)	62
Officers	24
Airmen	33
Civilian	5
Air Divisions (Def)	3

4254 [illegible] SQ.
MITCHEL AFB, N.Y.

PERSONNEL (f) (g)	0
Officers	0
Airmen	0
Civilian	0

	FIRST AIR FORCE HQ: MITCHEL AFB, N.Y.	FOURTH AIR FORCE HQ: HAMILTON AFB, CAL.	NINTH AIR FORCE HQ: LANGLEY AFB, VA.	TENTH AIR FORCE HQ: SELFRIDGE AFB, MICH.	TWELFTH AIR FORCE HQ: BROOKS AFB, TEXAS
BASES					
Regular	4	3	2	4	1
Sub-Base	2	1	0	1	0
Reserve (a)	1	2	2	4	0
ANG (b)	11	13	9	18	5
OMC (c)	4	3	5	4	8
Inactive Base	1				
UNITS (d)					
Regular	65	72	39	38	34
Reserve	247	378	105	436	255
AFRTC	36	48	48	96	24
Corollary	18	13	1	0	0
VART (m)	193	317	56	340	231
ANG	95	64	93	147	47
AROTC (e)	19	19	22	32	16
PERSONNEL (f)					
Regular (g)	12,601	12,179	8,168	8,414	5,583
Officer	1,337	1,471	984	966	778
Airmen	9,402	9,436	6,143	6,082	4381
Civilian	1862	1272	1041	1366	424
Reserve (h)	21,097	17,943	[illegible]	23,708	8,730
Officer	16,710	13,947	[illegible]	17681	6110
Airmen	4,387	3,996	[illegible]	6027	2620
ANG (i)	8,427	6,737	8,468	10,545	3,699
Officer	1,304	1,058	1,316	1715	578
Airmen	7,123	5,679	7,152	8830	3121
AROTC (j)	5,717	6,977	10,486	12,440	6,165
Elem.	4,338	5,274	8,391	9435	4087
Adv.	1,379	1,703	2,095	3005	2078
AIRCRAFT (k)	758	750	827	1,187	481
Regular	219	238	229	150	159
Reserve	133	185	168	359	88
ANG	406	327	430	678	234
MISC. ACTIVITIES:					
AF O'seas Repl Gp	1				
AF O'seas Repl Dep		1	0	0	1
L/O Water P of E	1	4	0	0	0
L/O Army Gen Hosp	0	1	0	0	1
L/O Army-Navy Hq	2	1	1	1	1
L/O Air Scouts	1	1	1	1	2
Aviation Cadet & OCS Procurement Teams	2	3	3	4	2

HQ. SQ. CONAC
MITCHEL AFB, N.Y.

PERSONNEL (f) (g)	1424
Officers	376
Airmen	702
Civilian	346
AIRCRAFT	
Regular	21

2220TH EXTENSION GROUP
BEN. HARRISON AFB, IND.

PERSONNEL (f) (g)	185
Officers	19
Airmen	81
Civilian	85
COURSES	153
TRAINEES	44,251

28TH COMMUNICATIONS SQ
MITCHEL AFB, N.Y.

PERSONNEL (f) (g)	180
Officer	9
Airmen	171
Civilian	0

SUMMARY
(See Notes)

1. **Estimated Yearly Costs:**			275,500,000.
a. Salaries and Wages		187,200,000.	
b. Supplies		59,100,000.	
c. Miscellaneous (1)		19,500,000.	
d. Contractual Services		9,700,000.	
2. **Bases**			125
a. Regular		20	
Sub-Base		4	
b. AF Reserve (a)		12	
c. Air National Guard (b)		62	
d. Other Major Command (c)		26	
e. ConAC Inactive Base		1	
3. **Units**			2,560
a. Regular		325	
b. AF Reserve		1,584	
AFRTC	300		
Corollary	36		
VART (m)	1,248		
c. Air National Guard		524	
d. Air ROTC Institutions (e)		127	
4. **Personnel** (f)			237,958
a. Regular (g)		60,033	
Officer	7,345		
Airmen	45,428		
Civilian	7,260		
b. AF Reserve (h)		87,194	
Officer	64,520		
Airmen	22,674		
c. Air National Guard (i)		43,240	
Officer	6,805		
Airmen	36,435		
d. AROTC (j)		47,491	
Elementary	35,456		
Advanced	12,035		
5. **Aircraft** (k)			4,911
a. Regular		1,413	
b. AF Reserve		1,112	
c. Air National Guard		2,386	
6. **AF Extension Course**			
a. No. of Courses		153	
b. Trainees		44,251	
7. **Miscellaneous Activities**			
a. AF Overseas Replacement Gp		1	
b. AF O'seas Replacement Dep		2	
c. L/O Water P of E		5	
d. L/O Army Gen. Hosp		3	
e. L/O Army Navy Hq		7	
f. Aviation Cadet and OCS Procurement Teams		17	
g. L/O Air Scouts		7	

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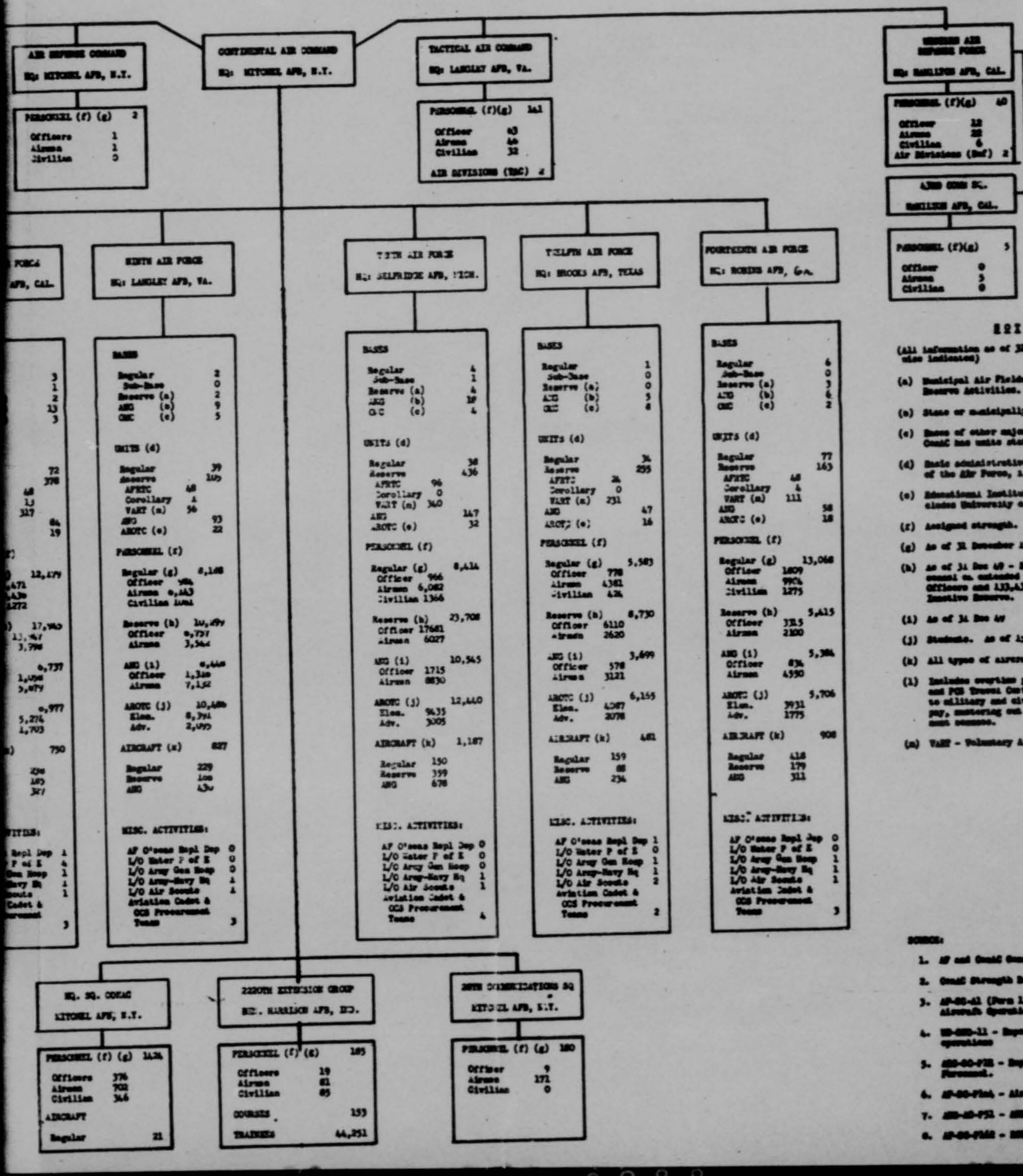
CONTINENTAL AIR COMMAND
GENERAL FUNCTIONAL ORGANIZATIONS AND DATA

Comptroller Chart 5
Prepared By:
Director of Programs & Costs
Hq. ConAC
As of 31 March 1949
Second Revision
31 December 1949
(See Notes)



NOTES

(All information as of 31 Dec 49 unless otherwise indicated)

(a) Municipal Air Fields which are leased for Reserve Activities.

(b) State or municipally operated air fields.

(c) Bases of other major commands at which ConAC has units stationed.

(d) Basic administrative organization (AR 95-5) of the Air Force, i.e. Sq., Co., etc.

(e) Educational Institutions. Summary total includes University of Hawaii, T. H.

(f) Assigned strength.

(g) As of 31 December 1949.

(h) As of 31 Dec 49 - Does not include personnel on extended active duty or 160,738 Officers and 133,433 Airmen who are in the Inactive Reserve.

(i) As of 31 Dec 49

(j) Students. As of 15 Oct 49

(k) All types of aircraft as of 31 Dec 49

(l) Includes overtime pay to civilians, TDY and PCS Travel Costs, lump sum payments to military and civilians (terminal leave pay, mustering out pay), and re-enlistment bonuses.

(m) VART - Voluntary Air Reserve Training.

SOURCE:

1. AF and ConAC General Orders 48 and 49
2. ConAC Strength Report 31 Dec 49.
3. AF-OO-A1 (Form 110)-Report of Selected Aircraft Operations.
4. NB-ORD-11 - Report of Selected ANG Acft operations
5. ARO-OO-P3L - Report of USAF Reserve Personnel.
6. AF-OO-P104 - Air Reserve Personnel
7. ANG-AG-P31 - ANG Personnel
8. AF-OO-P142 - ROTC Personnel

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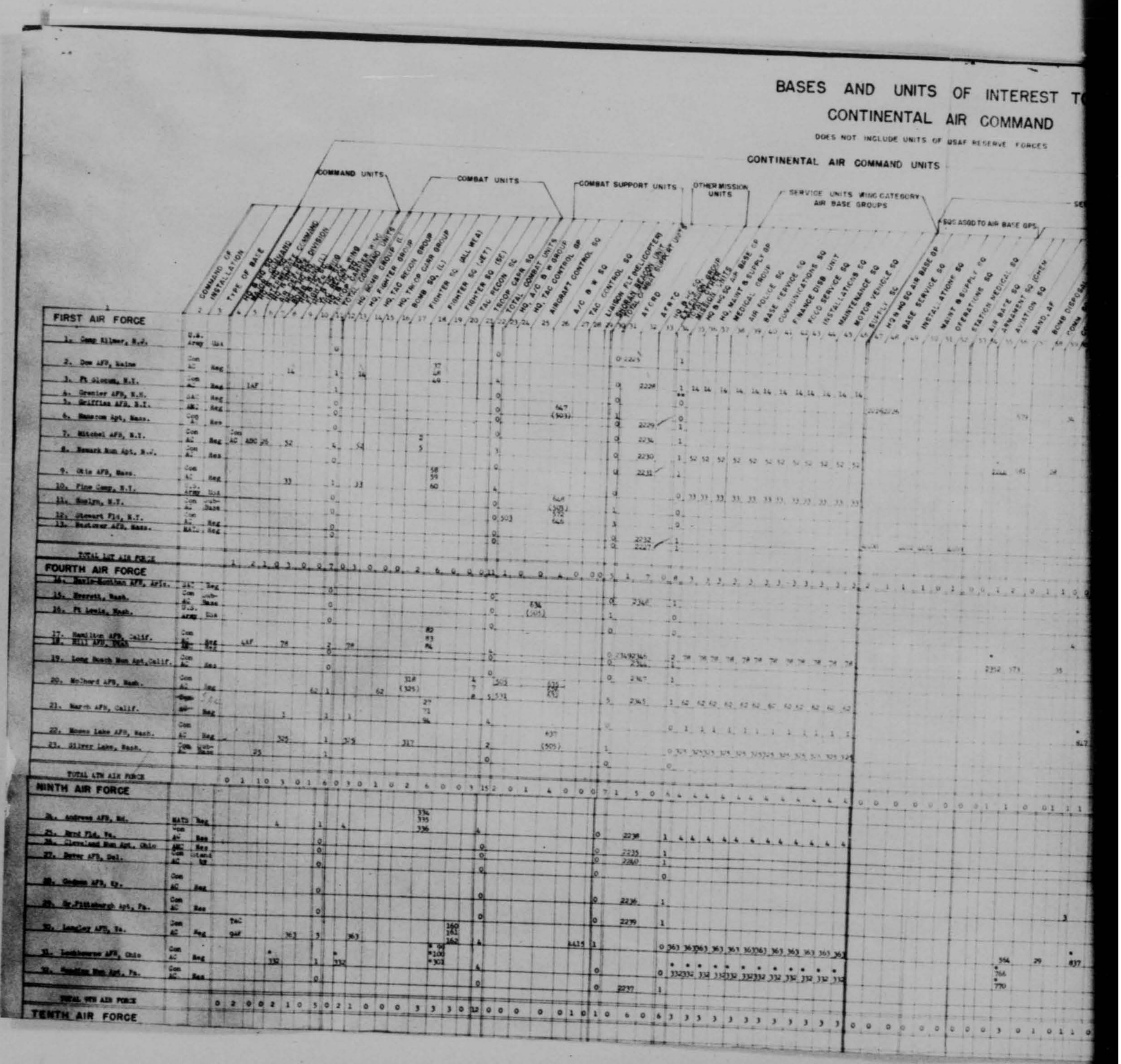

BASES AND UNITS OF INTEREST TO
CONTINENTAL AIR COMMAND

DOES NOT INCLUDE UNITS OF USAF RESERVE FORCES

CONTINENTAL AIR COMMAND UNITS

1	2 Command of Installation	3 Type of Base
FIRST AIR FORCE		
1. Camp Kilmer, N.J.	U.S. Army	Sta
2. Dow AFB, Maine	Con AC	Reg
3. Ft Slocum, N.Y.	Con AC	Reg
4. Grenier AFB, N.H.	SAC	Reg
5. Griffiss AFB, N.Y.	AMC	Reg
6. Hanscom Apt, Mass.	Con AC	Res
7. Mitchel AFB, N.Y.	Con AC	Reg
8. Newark Mun Apt, N.J.	Con AC	Res
9. Otis AFB, Mass.	Con AC	Reg
10. Pine Camp, N.Y.	U.S. Army	Sta
11. Roslyn, N.Y.	Con AC	Sub-Base
12. Stewart Fld, N.Y.	Con AC	Reg
13. Westover AFB, Mass.	MATS	Reg
TOTAL 1ST AIR FORCE		
FOURTH AIR FORCE		
14. Davis-Monthan AFB, Ariz.	SAC	Reg
15. Everett, Wash.	Con AC	Sub-Base
16. Ft Lewis, Wash.	U.S. Army	Sta
17. Hamilton AFB, Calif.	Con AC	Reg
18. Hill AFB, Utah	AMC	Reg
19. Long Beach Mun Apt, Calif.	Con AC	Res
20. McChord AFB, Wash.	Con AC	Reg
21. March AFB, Calif.	~~Con AC~~ SAC	Reg
22. Moses Lake AFB, Wash.	Con AC	Reg
23. Silver Lake, Wash.	Con AC	Sub-Base
TOTAL 4TH AIR FORCE		
NINTH AIR FORCE		
24. Andrews AFB, Md.	MATS	Reg
25. Byrd Fld, Va.	Con AC	Res
26. Cleveland Mun Apt, Ohio	AMC	Res
27. Dover AFB, Del.	Con AC	Stand by
28. Godman AFB, Ky.	Con AC	Reg
29. Gr. Pittsburgh Apt, Pa.	Con AC	Res
30. Langley AFB, Va.	Con AC	Reg
31. Lockbourne AFB, Ohio	Con AC	Reg
32. Reading Mun Apt, Pa.	Con AC	Res
TOTAL 9TH AIR FORCE		
TENTH AIR FORCE		

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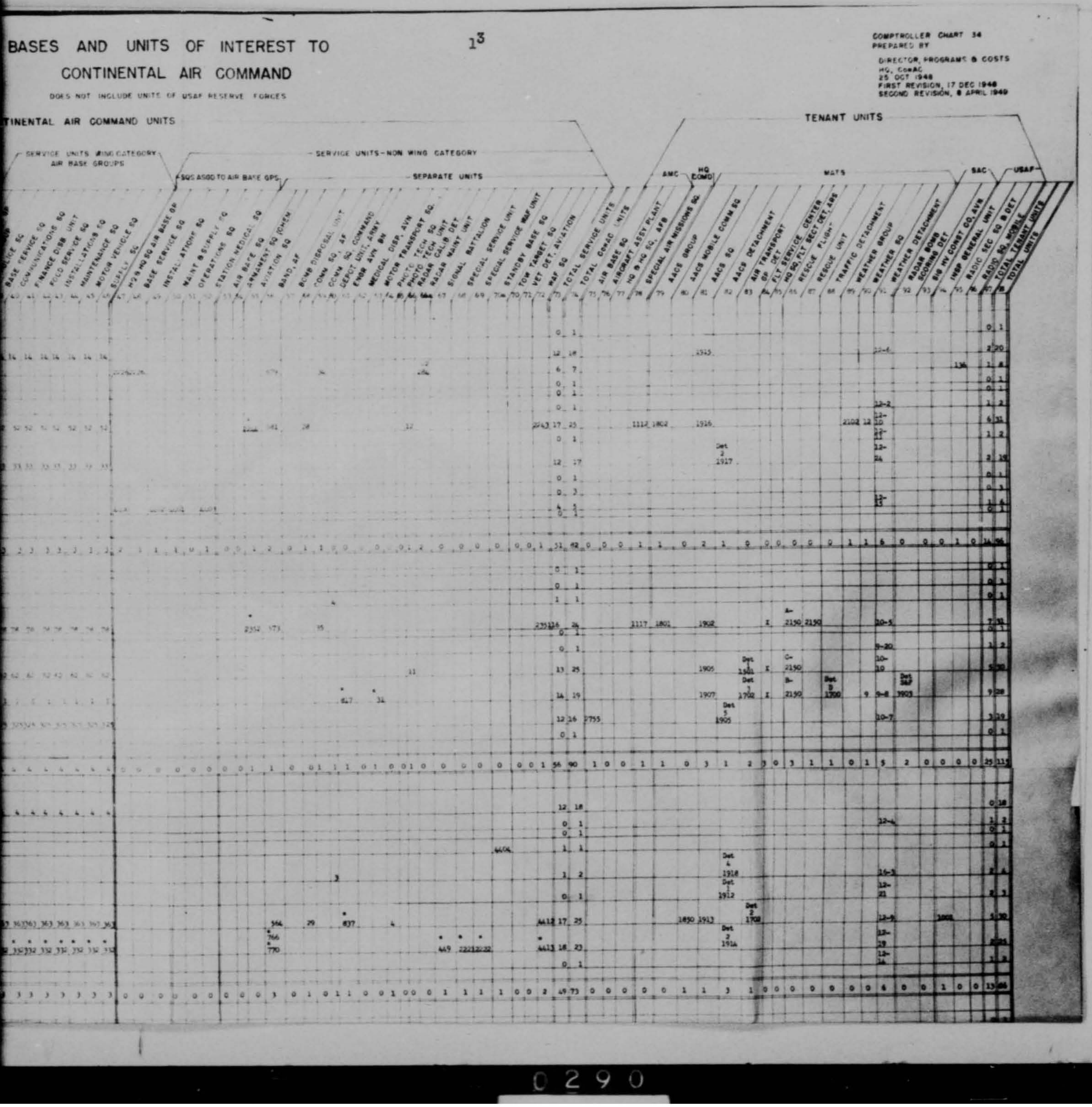

BASES AND UNITS OF INTEREST TO CONTINENTAL AIR COMMAND

13

DOES NOT INCLUDE UNITS OF USAF RESERVE FORCES

COMPTROLLER CHART 34
PREPARED BY
DIRECTOR, PROGRAMS & COSTS
HQ, ConAC
25 OCT 1948
FIRST REVISION, 17 DEC 1948
SECOND REVISION, 8 APRIL 1949

TINENTAL AIR COMMAND UNITS

SERVICE UNITS WING CATEGORY
AIR BASE GROUPS

SERVICE UNITS-NON WING CATEGORY

SQS ASGD TO AIR BASE GPS.

SEPARATE UNITS

TENANT UNITS

AMC

HQ COMD

MATS

SAC

USAF

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33. Baer Fld, Ind.	Con AC	Res	0 0 2467 1
34. Chanute AFB, Ill.	AFTrC	Reg	0 0 2464 1
35. Chicago-Orchard Apt, Ill.	Con AC	Res	0 0 2471 1
36. Fairfax Fld, Kans.	Con AC	Res	0 0 2472 1
37. Ft Benjamin Harrison, Ind.	Con AC	Reg	10AF 1 0 0 2220 1 2463 2463 2463 2463 2463 691 36
38. Lowry AFB, Colo.	AFTrC	Reg	0 0 2468 1
39. Marshall AFB, Kans.	Con AC	Reg	0 0 0 4406
40. Offutt AFB, Nebr.	SAC	Reg	0 0 2473 1
41. Oscoda AFB, Mich.	Con AC	Sub-Base	0 0 0 2476
42. Scott AFB, Ill.	AFTrC	Reg	0 0 2469 1
43. Selfridge AFB, Mich.	Con AC	Reg	56 1 56 61 62 63 4 645 (509) 1 2242 1 56 56 56 56 56 56 56 56 56 56 56 56
44. Sherman AFB, Kans.	Con AC	Reg	0 0 0 4405
45. Sioux City Mun Apt, Iowa	Con AC	Res	0 0 2470 1
46. Stout Fld, Ind.	Con AC	Res	0 0 2466 1
47. Wold-Chamberlin Fld, Minn.	Con AC	Res	0 0 2465 1
TOTAL 10TH AIR FORCE			0 1 0 0 1 0 0 2 0 1 0 0 0 0 3 0 0 0 4 0 0 1 0 0 0 0 1 0 11 1 12 1 1 1 1 1 1 1 1 1 1 1 1 1 2 0 1 1 1 2 0 0 1 0 0 1 0 0 0 0 0
TWELFTH AIR FORCE			
48. Barksdale AFB, La.	AFTrC	Reg	47 1 47 84 85 86 4 1 1 2590 1 47 47 47 47 47 47 47 47 47 47 47 47
49. Biggs AFB, Texas	SAC	Reg	0 0 0
50. Brooks AFB, Texas	Con AC	Reg	12AF 1 0 0 2593 1 2595 2595 2595 2595 2595 2599* 579
51. Camp Hood, Texas	U.S. Army	USA	0 0 0 0
52. Camp Leroy Johnson, La.	U.S. Army	USA	0 0 2594 1 1
53. Ellington AFB, Texas	AFTrC	Reg	0 0 2591 1
54. Hensley Fld, Texas	Con AC	Res	0 0 2596 1
55. Kirtland AFB, N.M.	AMC	Reg	0 636 1 0
56. Post Fld, Okla.	U.S. Army	USA	0 0 0 8
57. Tinker AFB, Okla.	AMC	Reg	0 0 2592 1
TOTAL 12TH AIR FORCE			0 1 0 1 0 0 0 2 1 0 0 0 3 0 0 0 0 0 4 0 0 0 1 0 0 1 2 1 5 0 6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 0 1 1 1 0 0 1 1 0 0 0 2 0 0 0 0 0
FOURTEENTH AIR FORCE			
58. Birmingham Mun Apt, Ala.	Con AC	Res	0 0 2587 1
59. Greenville AFB, S.C.	Con AC	Reg	316 1 316 36 37 75 4 502 605 2 0 316 316 316 316 316 316 316 316 316 316 316 316 722 4410 256 14
60. Gunter AFB, Ala.	AU	Reg	0 0 2586 1
61. Hawkins Fld, Miss.	Con AC	Res	0 0 2588 1
62. Lawson AFB, Ga.	Con AC	Reg	0 0 0 4408
63. MacDill AFB, Fla.	SAC	Reg	0 0 2582 1
64. Marietta AFB, Ga.	Con AC	Reg	0 0 2589 1
65. Memphis Mun Apt, Tenn.	Con AC	Res	0 0 2584 1
66. Miami Int Apt, Fla.	Con AC	Res	0 0 2585 1
67. Moody AFB, Ga.	Con AC	Standby	0 0 0
68. Orlando AFB, Fla.	Con AC	Reg	14AF 1 0 539 649 650 651 652 3 ** 0 2583 2583 2583 2583 2583 2598* 769 37
69. Pope AFB, N.C.	Con AC	Reg	0 0 0 2600 5
70. Shaw AFB, S.C.	Con AC	Reg	20 1 20 55 77 79 4 606 (502) 1 0 20 20 20 20 20 20 20 20 20 20 20 20 2 30*
71. Smyrna AFB, Tenn.	Con AC	Reg	314 1 314 20 334 3 0 0 314 314 314 314 314 314 314 314 314 314 314 314
72. Turner AFB, Ga.	Con AC	Reg	31 1 31 307 308 309 4 607 (502) 1 0 31 31 31 31 31 31 31 31 31 31 31 31
TOTAL 14TH AIR FORCE			0 1 0 0 2 0 2 5 0 2 0 2 0 0 6 0 0 5 15 1 1 1 5 1 0 0 9 0 7 0 7 4 4 4 4 4 4 4 4 4 4 4 4 1 1 0 1 1 1 2 1 1 2 1 0 1 1 0 1 1 0 1 2
GRAND TOTAL			1 8 2 1 11 1 3 27 1 11 1 3 3 4 24 3 3 8 61 4 1 3 14 1 1 1 25 3 41 1 45 16 16 16 16 16 16 16 16 16 16 16 16 5 5 1 4 3 4 4 1 4 10 1 2 4 5 2 1 2 1 1 4

* Negro
** Does not include 2226th and 2583rd Assembly Processing Sqs.

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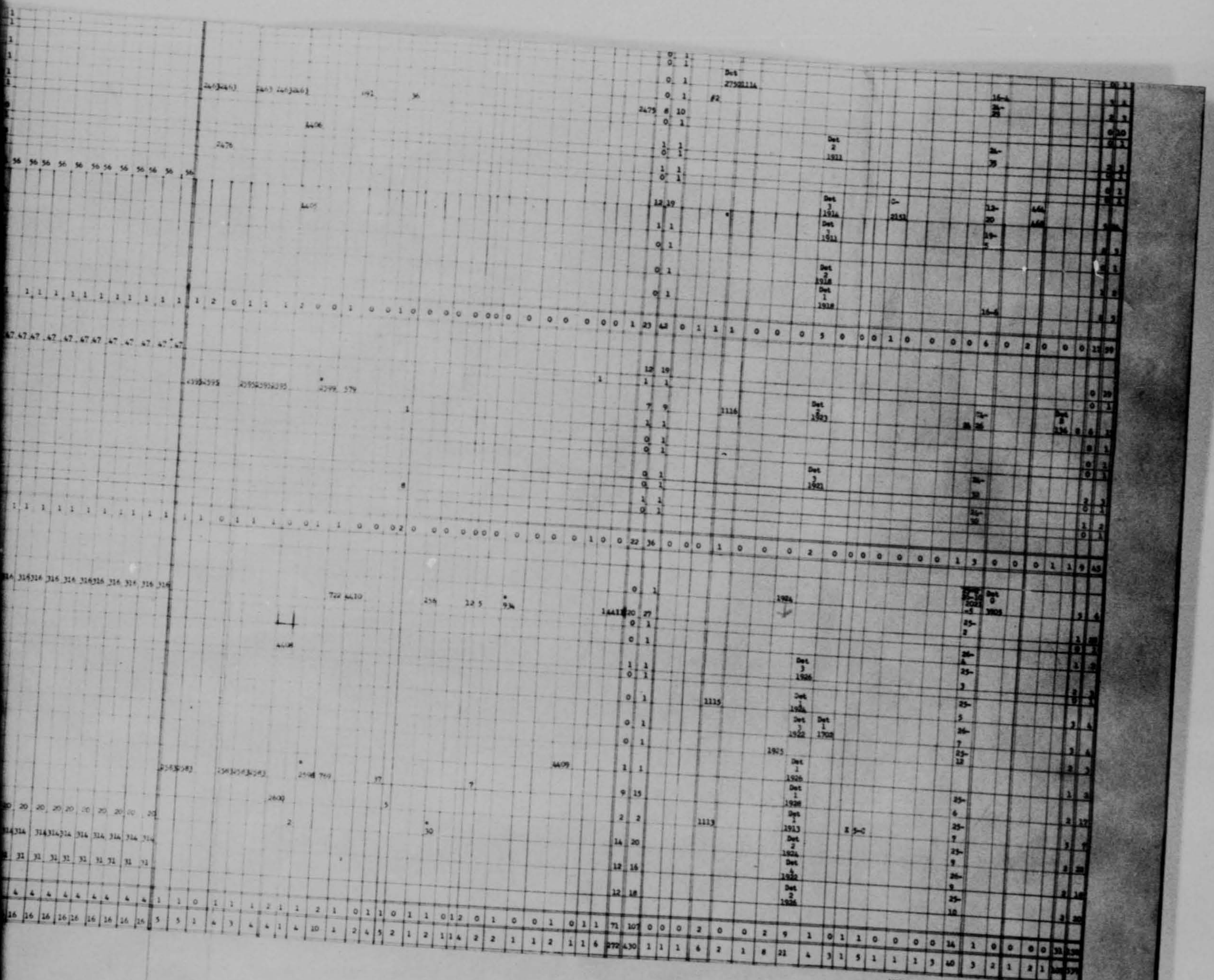

SOURCE:
1. ADC & ConAC Gen. Orders 1948 & 1949
2. Numbered AF Gen. Orders 1949
3. ConAC Strength Report - 28 Feb 1949
4. USAF Cost Control Reports (AF-PO-P22A)
5. ADC & ConAC DCBCR 1948 & 1949

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RESTRICTED

CONTINENTAL AIR COMMAND

GENERAL FUNCTIONS, ORGANIZATIONS AND DATA

CONTINENTAL AIR COMMAND
HQ: MITCHEL AFB, N. Y.

AIR DEFENSE COMMAND
HQ: MITCHEL AFB, N. Y.

PERSONNEL (f)(g) 39
Officer 22
Airmen 10
Civilian 7
AIR DIVISIONS 2

TACTICAL AIR COMMAND
HQ: LANGLEY AFB, VA.

PERSONNEL (f)(g) 255
Officer 89
Airmen 61
Civilian 105

	FIRST AIR FORCE HQ: FT. SLOCUM, N. Y.	FOURTH AIR FORCE HQ: HAMILTON AFB, CAL.	NINTH AIR FORCE HQ: LANGLEY AFB, VA.	TENTH AIR FORCE HQ: FT. BEN. HARRISON, IND.	TWELFTH AIR FORCE HQ: BROOKS AFB, TEXAS	FOURTEENTH AIR F HQ: ORLANDO AFB,
BASES						
Regular	5	4	4	4	1	
Sub-Base	1	2	-	2	-	
Reserve (a)	2	1	3	6	1	
ANG (b)	12	14	10	17	5	
OMC (c)	3	6	2	4	7	
UNITS (d)						
Regular	82	90	73	41	36	
Reserve	147	151	80	163	136	
T/O&E	66	62	47	76	46	50
Composite	81	89	33	87	90	30
ANG	93	85	90	140	46	
AROTC (e)	15	18	19	31	12	
PERSONNEL (f)						
Regular (g)	14,526	18,412	10,011	8,687	5,459	15,
Officer	1427	1820	1064	896	812	1902
Airmen	10337	14588	7606	5976	3826	11357
Civilian	2762	2004	1341	1815	821	2645
Reserve (h)	18,417	15,742	11,444	20,367	12,176	8,
Officer	13533	12666	4537	13788	8841	5768
Airmen	4884	3076	6907	6579	3335	3042
ANG (i)	6,944	5,723	5,197	9,513	3,115	4,
Officer	982	879	803	1468	476	668
Airmen	5962	4844	4394	8045	2639	4054
AROTC (j)	4,564	6,370	7,509	12,064	5,154	5,
Elem.	3641	4852	5972	9653	3762	3573
Adv.	923	1518	1537	2411	1392	1451
AIRCRAFT (k)	909	842	861	1,095	503	1,
Regular	332	346	308	195	145	578
Reserve	241	202	201	333	144	157
ANG	336	294	352	567	214	323
MISC. ACTIVITIES:						
AF O'seas Repl Dep	1	1			1	
L/O Water P of E	1	2			1	
L/O Army Gen Hosp	2	3	2	2	3	
L/O Army-Navy Hq	4	1	-	1	1	
L/O Air Scouts	2	2	2	3	1	
Aviation Cadet and OCS Procurement Teams	3	3	2	5	3	

SUMMARY
(See Notes)

1. Estimated Yearly Costs:			$264,000,000.
a. Salaries and Wages	$170,000,000.		
b. Supplies	66,000,000.		
c. Miscellaneous (1)	22,000,000.		
d. Contractual Services	6,000,000.		
2. Bases			137
a. Regular		27	
Sub-Base		5	
b. AF Reserve (a)		17	
c. Air National Guard (b)		64	
d. Other Major Command (c)		24	
3. Units (d)			1,810
a. Regular		429	
b. AF Reserve		757	
T/O&E	347		
Composite	410		
c. Air National Guard		514	
d. Air ROTC Institutions (e)		110	
4. Personnel (f)			235,363
a. Regular (g)		74,819	
Officer	8,401		
Airmen	54,442		
Civilian	11,976		
b. AF Reserve (h)		86,916	
Officer	59,133		
Airmen	27,783		
c. Air National Guard (i)		35,234	
Officer	5,296		
Airmen	29,938		
d. AROTC (j)		40,685	
Elementary	31,453		
Advanced	9,232		
5. Aircraft (k)			5,270
a. Regular		1,904	
b. AF Reserve		1,280	
c. Air National Guard		2,086	
6. AF Extension Course			
a. No. of Courses		59	
b. Trainees		32,053	
7. Miscellaneous Activities			
a. AF Overseas Replacement Dep		3	
b. L/O Water P of E		4	
c. L/O Army Gen Hosp		13	
d. L/O Army-Navy Hq		11	
e. L/O Air Scouts		12	
f. Aviation Cadet and OCS Procurement Teams		18	

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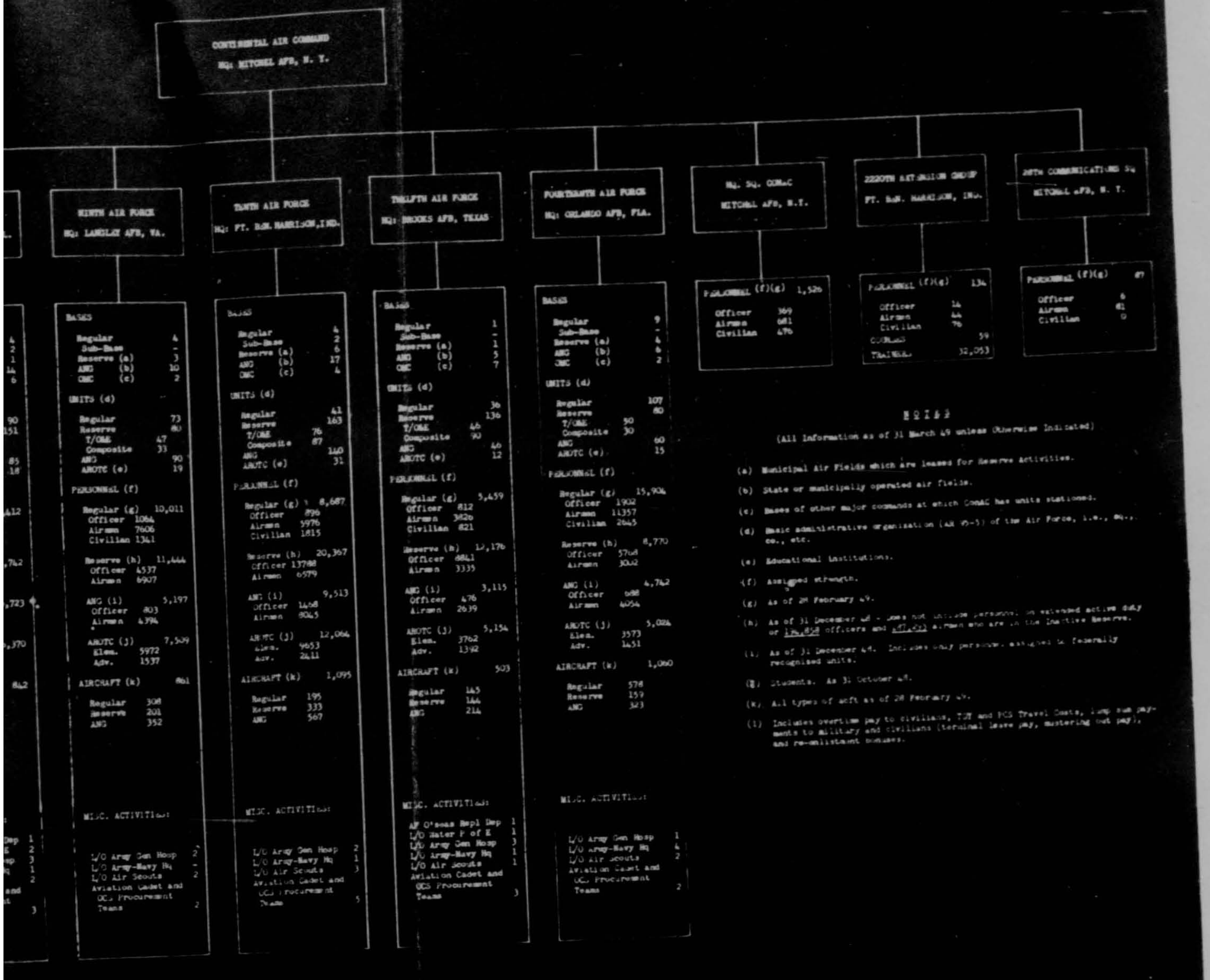
Comptroller Chart 5
Prepared By:

Director, Programs & Costs
Hq, ConAC
As of 31 March 1949
(See Notes)

CONTINENTAL AIR COMMAND

GENERAL FUNCTIONS, ORGANIZATIONS AND DATA



CONTINENTAL AIR COMMAND
HQ: MITCHEL AFB, N. Y.

NINTH AIR FORCE
HQ: LANGLEY AFB, VA.

BASES		
Regular		4
Sub-Base		-
Reserve (a)		3
ANG (b)		10
OMC (c)		2
UNITS (d)		
Regular		73
Reserve		80
T/O&E	47	
Composite	33	
ANG		90
AROTC (e)		19
PERSONNEL (f)		
Regular (g)		10,011
Officer	1064	
Airmen	7606	
Civilian	1341	
Reserve (h)		11,444
Officer	4537	
Airmen	6907	
ANG (i)		5,197
Officer	803	
Airmen	4394	
AROTC (j)		7,509
Elem.	5972	
Adv.	1537	
AIRCRAFT (k)		861
Regular	308	
Reserve	201	
ANG	352	
MISC. ACTIVITIES:		
L/O Army Gen Hosp		2
L/O Army-Navy Hq		-
L/O Air Scouts		2
Aviation Cadet and OCS Procurement Teams		2

TENTH AIR FORCE
HQ: FT. BEN. HARRISON, IND.

BASES		
Regular		4
Sub-Base		2
Reserve (a)		6
ANG (b)		17
OMC (c)		4
UNITS (d)		
Regular		41
Reserve		163
T/O&E	76	
Composite	87	
ANG		140
AROTC (e)		31
PERSONNEL (f)		
Regular (g)		8,687
Officer	896	
Airmen	5976	
Civilian	1815	
Reserve (h)		20,367
Officer	13788	
Airmen	6579	
ANG (i)		9,513
Officer	1468	
Airmen	8045	
AROTC (j)		12,064
Elem.	9653	
Adv.	2411	
AIRCRAFT (k)		1,095
Regular	195	
Reserve	333	
ANG	567	
MISC. ACTIVITIES:		
L/O Army Gen Hosp		2
L/O Army-Navy Hq		1
L/O Air Scouts		3
Aviation Cadet and OCS Procurement Teams		5

TWELFTH AIR FORCE
HQ: BROOKS AFB, TEXAS

BASES		
Regular		1
Sub-Base		-
Reserve (a)		1
ANG (b)		5
OMC (c)		7
UNITS (d)		
Regular		36
Reserve		136
T/O&E	46	
Composite	90	
ANG		46
AROTC (e)		12
PERSONNEL (f)		
Regular (g)		5,459
Officer	812	
Airmen	3826	
Civilian	821	
Reserve (h)		12,176
Officer	8841	
Airmen	3335	
ANG (i)		3,115
Officer	476	
Airmen	2639	
AROTC (j)		5,154
Elem.	3762	
Adv.	1392	
AIRCRAFT (k)		503
Regular	145	
Reserve	144	
ANG	214	
MISC. ACTIVITIES:		
AF O'seas Repl Dep		1
L/O Water P of E		1
L/O Army Gen Hosp		3
L/O Army-Navy Hq		1
L/O Air Scouts		1
Aviation Cadet and OCS Procurement Teams		3

FOURTEENTH AIR FORCE
HQ: ORLANDO AFB, FLA.

BASES		
Regular		9
Sub-Base		-
Reserve (a)		4
ANG (b)		6
OMC (c)		2
UNITS (d)		
Regular		107
Reserve		80
T/O&E	50	
Composite	30	
ANG		60
AROTC (e)		15
PERSONNEL (f)		
Regular (g)		15,904
Officer	1902	
Airmen	11357	
Civilian	2645	
Reserve (h)		8,770
Officer	5768	
Airmen	3002	
ANG (i)		4,742
Officer	688	
Airmen	4054	
AROTC (j)		5,024
Elem.	3573	
Adv.	1451	
AIRCRAFT (k)		1,060
Regular	578	
Reserve	159	
ANG	323	
MISC. ACTIVITIES:		
L/O Army Gen Hosp		1
L/O Army-Navy Hq		4
L/O Air Scouts		2
Aviation Cadet and OCS Procurement Teams		2

HQ. SQ. CONAC
MITCHEL AFB, N.Y.

PERSONNEL (f)(g)		1,526
Officer	369	
Airmen	681	
Civilian	476	

2220TH EXTENSION GROUP
FT. BEN. HARRISON, IND.

PERSONNEL (f)(g)		134
Officer	14	
Airmen	44	
Civilian	76	
COURSES		59
TRAINEES		32,053

28TH COMMUNICATIONS SQ
MITCHEL AFB, N. Y.

PERSONNEL (f)(g)		87
Officer		6
Airmen		81
Civilian		0

NOTES

(All Information as of 31 March 49 unless Otherwise Indicated)

(a) Municipal Air Fields which are leased for Reserve Activities.

(b) State or municipally operated air fields.

(c) Bases of other major commands at which ConAC has units stationed.

(d) Basic administrative organization (AR 95-5) of the Air Force, i.e., sq., co., etc.

(e) Educational Institutions.

(f) Assigned strength.

(g) As of 28 February 49.

(h) As of 31 December 48 - Does not include personnel on extended active duty or [illegible] officers and [illegible] airmen who are in the Inactive Reserve.

(i) As of 31 December 48. Includes only personnel assigned to federally recognized units.

(j) Students. As 31 October 48.

(k) All types of acft as of 28 February 49.

(l) Includes overtime pay to civilians, TDY and PCS Travel Costs, lump sum payments to military and civilians (terminal leave pay, mustering out pay), and re-enlistment bonuses.

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, N. Y.

Prog 121.6 4 Oct 1949 TRT/79

SUBJECT: Analysis of Costs for Better Management

TO : Commanding General, First Air Force, Slocum Air Force Base, New Rochelle, New York

1. From time to time the Commanding General has written personal letters directing Air Force Commanders' attention to certain questionable costs which have been reported to this headquarters. His letters have been personal in nature and have included his analysis of specific situations. Generally he has pointed out areas in which costs should be reduced in view of the workload carried. In many cases he has based his workload measurements on the result of personal observations made during the past four months, using either estimated or actual costs for his analyses. The basic figures used in the compilation of the inclosed charts were taken from various recurring reports and represent actual cost data as reported to your units on Cost Control Reports, AF Forms 320, 320A, 322 and 322A and actual flying hours as reported on Daily Report of Selected Air Force Aircraft Operations, AF Form 110A.

2. The Commanding General has used the dollar as a unit of comparing managerial efficiency because the dollar provides a means of reducing a common factor the different factors that are represented by substitutiom of military for civilian personnel, and vice versa, and by the use of different grades and ratings. He has emphasixed the payroll as a basis of comparison because payroll represents over 60% of the total costs of operations. He has included numbers of personnel because the numbers of personnel are subject to the managerial ability of the Commander. He has included costs (other than payroll) to indicate other possible sources of economy and efficienccy.

3. Your Comptroller should continually provide you with data of the above nature. He should, whenever possible, show the dollar costs of your resources of personnel, material and services. Everyone understands costs when they are prefaced by the dollar sign. Attached are simple compilations of costs used in this headquarters in determining the management efficiency and economy of various units.

4. The figures in the inclosures have not been subjected to the analysis necessary for you to take action. Your comptroller should be qualified to point out areas of high or un-

justified costs and your staff should be able to justify or eliminate uneconomical activities or conditions. Your attention is directed to the variances in the cost per flying hour at the AFRTCs when the total operating cost is compared to the total flying hours, Inclosure #5. These costs should be carefully analyzed and completely justified for it is essential that the Reserve dollar spent for flying time should provide the maximum amount for that part of our Reserve Program. It is also necessary that we obtain more and more economies in our combat wing operations. These organizations offer a wide field for economy through better management.

5. It is necessary that your staff, particularly your Deputies, get into the habit of analyzing the various figures reported by the operating units after they have been converted into dollar costs. The operating costs for FY 1950 must show a considerable reduction over the FY 1949 figures. Greater efficiencies must be shown by obtaining better results from each dollar of costs in comparison to the FY 1949 operations. In other words there must be improved management in this command.

/t/ CHARLES T. MYERS
Major General United StatesAir Force
Vice Commander

5 Incls
1. Est. Costs, Pay & Allowances, H&HS, AB Gps
2. Est. Costs, Pay & Allowances, Wing Supply Sqs
3. Est. Costs, Pay & Allowances, Wing Medical Gps
4. Summary of Fly. Time and Cost Per Fly. Hr, Wing Bases, w/attach.
5. Summary of Fly. Time and Cost Per Fly. Hr., AFRTCs, w/attach.

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DEPARTMENT OF THE AIR FORCE
OFFICE OF THE CHIEF OF STAFF
UNITED STATES AIR FORCE
WASHINGTON, D. C.

6 October 1949

Lt. General Ennis C. Whitehead
Commanding General, Continental Air Command
Mitchel Air Force Base
Hempstead, New York

Dear Ennis:

The high rate of expenditure for national defense is a continuing cause for concern at high administrative levels. Anticipated national budget deficits will intensify this feeling.

As a means of achieving reductions in expenditures with minimum effect on military strength, the Secretary of Defense has established a Management Committee consisting of the Secretary of the Army, the Under Secretary of the Navy and the Assistant Secretary of the Air Force, with General Joseph T. McNarney as Chairman. This committee will make continuing studies of the Department of Defense program and will make recommendations as to reductions or consolidations of functions, facilities, and personnel. The committee will be aided by Robert Heller, Associates, a Management Advisory Group.

In addition to working with this committee, the Air Force must take the initiative to eliminate expenditures, however, minor, which are not essential to the performance of its mission. It is more than ever necessary that in all of your operations cost be among the considerations you examinie in determining priority and necessity. Every proposed expenditure must be given a rigorous examination to assure maximum economy of operations. Dollars saved by elimination of waset and non-essentials puts us in a better position to maintain those resources which are necessary to our combat potential.

You have received, and you will continue to receive, directives for savings in specific areas. Other savings must also be made. I desire maximum particiaption by all personnel in this project. Each commander will initiate a study to determine the areas where savings can best be made within his command and be prepared to make reports on these savings when required. In addition you are urged to make recommendations concerning possible reductions in Air Force expenditures in areas which lie beyond the scope of your authority and responsibility.

/s/ Van
t/s/ HOYT S. VANDENBERG
Chief of Staff, United States Air Force

31

HEADQUARTERS
CONTINENTAL AIR COMMAND
INTEROFFICE ROUTING SLIP

FILE: Compr 121.2

JBJECT: Ltr from USAF, 4 Aug 49, Subj: Utilization of Quarterly Programmed Allocations

REGISTER NO	
SUSPENDED TO	
EXTENDED TO	

CLASS	ADM	MISC	HIST	PERS

EXTRACT COPY

	ATE	FROM	TO	Number and date each entry - show date of dispatch. Show staff division or office in FROM-TO columns. Sign each entry legibly - show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
1	17Aug	COMPR	VC	Brig Gen Candee/3140/60

1. Attached letter from General Rawlings, dated 4 August, is merely a reiteration of the necessity for economy and efficiency. I believe General Whitehead is already doing what is suggested in the last sentence of paragraph 1.

2. Reference paragraphs 3 and 4, it is not likely that ConAC will be allocated any resources in excess of its program requirements. We shall doubtless ask for additional resources when we find them required by planned programs, paragraph 4. This letter does, however, point out the necessity for the commanders and staffs of ConAC, its air forces and its bases, having a clear picture of what their respective programs are.

3. Recommend no further action. We have retained a copy.

/s/Candee
/t/R. C. CANDEE
Brigadier General, USAF
Comptroller

1 Incl
Ltr fr USAF to CG,
subj as above, 4 Aug 49

* * * * * * * *

ConAC FORM RQ-AG 1
10 December 1948

Do not detach from correspondence

This is in reply to correspondence bearing AG Register No.__________
which was suspended to (date)__________

L-49-66

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NO	DATE	FROM	TO	

CONAC FORM HQ-AG 108
15 JANUARY 1949

L-49-84

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Department of the Air Force
Headquarters United States Air Force
Washington 25, D. C.

4 August 1949

SUBJECT: Utilization of Quarterly Programmed Allocations

TO: Commanding General
Continental Air Command
Mitchel Air Force Base
Hempstead, N. Y.

1. Programmed activity and fund allocations are progressively (quarterly or more frequently) being subjected to closer scrutiny by the office of the Secretary of Defense and the Bureau of the Budget. This is particularly true in the area of Maintenance and Operations and in the programmed allocation of flying hours. It is, therefore, increasingly important that Commanders make maximum use of the management analysis machinery of their Comptrollers in conjunction with other elements of their staff to insure that programmed activities and operations are accomplished through efficient utilization of available resources to meet the established programs.

2. The emphasis on economy in the Air Force today make it imperative that we get the greatest return possible from the use of our resources whether men, money or materiel. Commanders must, therefore, be kept fully informed of current program accomplishments and utilization of fund allocations in order to properly manage their organizations. Continuing analyses by Comptroller personnel must reflect the relationships between programmed activities and available resources and positive corrective action must be taken by Commanders when necessary to maintain a current balance between programs and resources.

3. In the event allocated resources are excess to program requirements, action will be taken to report such excesses to appropriate higher authority for withdrawal and reallocation in other areas where resources are inadequate to meet requirements.

4. In the event resources do not permit execution of planned programs, such information will be reported to higher authority, indicating those which cannot be accomplished because of named resource shortages.

BY COMMAND OF THE CHIEF OF STAFF:

/s/E W Rawlings
/t/E. W. RAWLINGS
Lieutenant General, U. S. Air Force
Comptroller

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

19 September 1949

SUBJECT: Aircraft Requirements and Inventories

TO: Commanding General
Continental Air Command
Mitchel Air Force Base, New York

1. There is an increasing necessity for complete and detailed justification of budget estimates presented by the Air Force and for the practice of maximum economy in the use of funds provided. Direct costs for the maintenance and operation of aircraft account for a large part of the total Air Force budget, and many o ther costs are directly or indirectly related thereto. These facts make it necessary that realistic planning data for the establishment of aircraft requirements and allocations be developed, maintained current, and rigidly applied.

2. To fulfill this need for standard planning data, AF Letter 150-10 was compiled and published. It was realized that planning data contained in initial issues of this document were not realistic in all cases and the submission of aircraft requirements at variance with these planning data was provided for in AAF Regulation 65-10. Subsequent revisions of AF Letter 150-10 have modified these data in the light of experience and all major commands have submitted their comments and recommendations for revision of the latest edition (31 May 1949). Insofar as practicable, these recommendations will be incorporated in the next edition.

3. Pending publication of the next edition of AF Letter 150-10 and the revision of AAF Regulation 65-10 dated 2 August 1946, the next quarterly report of aircraft requirements data, due on 15 October 1949, will be:

a. Submitted in the form of a consolidated report for each major command as indicated in the format and accompanying instruction attached as inclosure 1.

b. Computed strictly on the basis of authorizations, allowances and planning factors contained in AF Letter 150-10 dated 31 May 1949, amended as indicated in inclosure 2.

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SUBJECT: Aircraft Requirements and Inventories

(1) Requirements at variance with those authorizations, allowances, and planning factors will not be included (see paragraph 4. below).

(2) Requirements for MIT aircraft will be based on the number of aircraft authorized per pilot in Table VI, AF Letter 150-10 (as amended), and the number of pilots requiring MIT aircraft to obtain minimum flying time as determined under the provisions of AF Letter 36-5, dated 7 September 1949.

c. Submitted so as to reach this headquarters by 15 October 1949, if practicable, and in no case later than 31 October 1949.

4. Revisions to AF Letter 150-10 and AAF Regulation 65-10, which are now in process, will require the preparation of aircraft requirements data for future submission to this headquarters on the same basis as outlined in paragraph 3. above. Requests for the establishment of aircraft requirements or for the allocation of aircraft which are at variance with the allowances, authorizations, and planning factors contained in AF Letter 150-10 must be accompanied by substantiating data and will be submitted as follows:

a. Where time permits, in the form of recommended changes to AF Letter 150-10 as outlined therein.

b. Where the requirement is immediate, by letter to the Assistant for Programming, Deputy Chief of Staff, Operations, Attention: Aircraft Division. Such requests will be accompanied by recommendations for appropriate changes in AF Letter 150-10 where it is anticipated that the requirement will be of a permanent nature.

5. Reduced funds make it mandatory that aircraft inventories be brought into line with established requirements without delay. Upon receipt of your authorized requirements, as outlined above, this headquarters will determine net overages. You will be advised of these net overages and requested for provide serial numbers of aircraft involved. This headquarters will then initiate instructions for the disposition of these aircraft.

BY COMMAND OF THE CHIEF OF STAFF:

s/st/ F. H. SMITH, JR.
Major General, U.S.A.F.
Assistant for Programming

3 Incls
1. Format (2 cys)
2. Tables, AFL 150-10 (2 cys)
3. AFL 36-5 (25 cys)

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, N. Y.

3 Nov. 1949

Dear Van:

Thsi answer to your 6 October 1949 letter has been delayed because of my absence while on leave and due to my desire to give personal attention to the matter. The cost of operation of all facilities under my Command has been the object of my constant review and appraisal.

In the Continental Air Command, personnel costs are approximately 65% of our total operating costs. No capital investments, of course, are being included. Because of this fact, I have placed the economical use of personnelas a primary objective. Through an analysis of cost reports, and a comparison of like operations, on like installations, I have determined, and have so instructed my air force commanders, what the standard personnel manning would be for the operation of base supply and base commissaries. To attain these standards, I have reduced base supply at some Reserve Training Centers as much as 30%, and have limited commissary monthly paroll costs to $2,000 per month or a total of ten personnel, whichever is reached first. Excess military personnel will be reassigned to critically short combat units; employment of excell civilian personnel will be ended. Similar studies are being made on other service functions.

In April 1949, as a result of cost analysis work, messing facilities for airmen, in lieu of separate rations, were established at the 2471st Air Force Reserve Training Center, O'Hare International Airport, Park Ridge, Illinois. During the three month period, May through July 1949, a gross saving of $25,806 was realized, resulting in an estimated yearly gross saving to the United States Air Force of $103,224 (See Incl #1). An analogous project which will result in a net saving of approximately $90,000 is now underway at the 2465th Air Force Reserve Training Center, Wold-Chamberlain Field, Minneapolis, Minnesota. A similar situation exists at Cleveland Municipal Airport and efforts are being made to get the Air Materiel Command to open and operate the messing facilities. I estimate that providing this service to the 2240th AFRTC, a ConAc unit which is a tenant on Cleveland, will save the United States Air Force $75,000 annually This saving will be increased when costs for commutation of rations of Air Materiel Command Personnel are also considered.

C O P Y
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Economics in salvage activities have been obtained by the elimination, transfer, or reorganization of operations which have failed to show a net gain of collections over expense. During the last six monts of FY 1949, a net gain of over $75,000 was accomplished in this activity as compared to a net saving of $29,000 during the previous six months (See Incl #2). Although this is a small operation, it is indicative of the trend of thought I am instilling in the command.

I expect to show increasing improvement in the economies of my operations during this fiscal year. No operation, no matter how minute, will be overlooked. My air force commanders are well aware of the necessity for efficient managment and economical use of allotted resources. They will adjust their operating methods to meet these requirements.

Sincerely,

ENNIS C. WHITEHEAD
Lieutenant General, U. S. Air Force
Commanding

2 Incls.
1. Analysis of Costs of Airmen Messing Facilities-2471st AFRTC
2. Analysis of Salvage Activities. FY 1949

General Hoyt S. Vandenberg
Chief of Staff, United States Air Force
Washington 25, D. C.

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Auth CS, USAF
8 July 1949

DEPARTMENTAL REVIEW OF FY 1951

BUDGET ESTIMATES

CONTINENTAL AIR COMMAND

5

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MEETING: Budget Advisory Committee, F.Y. 1951 Budget Estimates
Continental Air Command.

DATE: June 10, 1949

TIME: 9:00 o'clock a.m. to 10:25 o'clock a.m.

PLACE: Room 3C-1022, Pentagon Building, Washington, D.C.

CHAIRMAN: Brigadier General J. W. Wood

PRESENT:

Members:

Major General Francis H. Griswold
Brigadier General Oliver S. Picher
Brigadier General Dean C. Strother
Mr. Don S. Burrows

Others:

Mr. R. C. Appel, Comptroller, Budget
Mr. R. B. Bishop, DCS/M, AFMAI
Mr. H. O. Crow, Comptroller, Budget
Mr. J. W. Corbett, Comptroller, Budget
Colonel Edward B. Gallant, Comptroller
Mr. John H. Harley, Jr., DCS/M, AFMAI
Mr. D. R. Jackson, Comptroller, Budget
Mr. S. W. Jackson, Comptroller, Budget
Mr. D. V. Schnurr, Comptroller, Budget
Lt. Col. J. A. Shulmistres, Comptroller
Mr. R. M. Stedman, DCS/M-AFMTD
Mr. H. Sufit, Comptroller, Budget
Lt. Col. R. A. Synnes, DCS/P
Major Jack A. Wolfe, DCS/M-AFMLP
And Others

Representatives of the Continental Air Command:

Brigadier General R. C. Candee
Major E. H. Butler.

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USAF BUDGET ADVISORY COMMITTEE HEARING
FY 1951 BUDGET ESTIMATES REVIEW
CONTINENTAL AIR COMMAND

0900, 10 June 1949

Brig. Gen. J. W. Wood, Chairman.

GEN WOOD: We have with us this morning General Candee of Continental Air Command, who will present the requirements of the Continental Air Command for Fiscal Year 1951.

GEN CANDEE: General Wood and gentlemen: It has been suggested that I first outline what the Continental Air Command expects to do in 1951; that is to say, what its missions, taska and responsibilities are, and then to comment on the fiscal resources for doing that.

This is a subject that could lead off into many different paths, but I will try to keep it on the budget and fiscal path.

In the first place, I might say that the Continental Air Command like each command, is different from all the others, and it has a variety of missions, tasks and responsibilities. I have them grouped here into six major categories, the first of which is combat activities, and in that there is the Air Defense Command, and the tactical Air Operations. The latter being the functions of the old Tactical Air Command, in cooperation with the Army and the Navy.

There is another problem which is very nebulous at the present time but which may call for some fiscal outlay, and that has to do with the location and functioning of the Continental Air Command headquarters, and its possible activities. I won't go into that any further. It is nebulous and Top Secret at present.

The next category are the Air Force reserve forces, which include the Air Force Reserve, the ROTC, Air National Guard and such work that we have of the Air Scouts and Civil Air Patrol.

Thirdly, there is a group I call "Personnel Processing." The titles will indicate to all of you, I think, what it refers to: One is Absentee Apprehension; next is Cadet and Officer Procurement; Discipline at Army Installations; Enlistees and Reenlistees; Officer Procurement; Operation Roger, which is the maintenance of a file of the veterans of the Army Air Forces. It is not the Reserve, but it is related thereto; Overseas Prisoners--that is, the reception on their return; OverseasReplacement Depots, Replacement Depots, to which we dispatch all the people overseas; Patients at Army Hospitals, and their administration; Disposition of Returnees; Separatees; Liaison at Water Posts of Embarkation; and Escort of World War II Dead. Some of those items require separate budgeting, and some of them are carried out just incident to base operations. But, all in all, together they take a considerable amount of energy that must be paid for in dollars that does not fall on other major commands; some of them, on the other hand, are shared by other major commands.

There is another small group that I call "Inter-Departmental Joint Matters," which are mostly staff matters and paid for, again, out of the routine efforts of the major command and Air Force Staff that have to do with the Air Coordinating Committee, the Armed Forces Disciplinary Boards, Recruiting Policies, and Selective Services.

Fifthly, there is a Miscellaneous Group. In that, first is the planning and direction of U. S. Air Force Operations in domestic emergencies, continent-wise; the administration of extention courses; support of the Great Lakes Sub-Committee of the Committee on Facilities and Services Munitions Board, at Chicago--a minor matter but still takes money; insect control; Preparation for Overseas Movement; Psychological Warfare; PQ, or Tow Targets; Replacement of Combat Crew Training; The Maintenance and Operation of the Military Police Force at San Antonio; and a very small matter: United Nations Support, which consists mostly of chauffeurs and a few people like that at Mitchell. Again, another group which is miscellaneous, it is the only way to describe it, but it does call for effort, which calls for money.

Lastly, there is the big group which is not assigned anywhere as a mission but is implicit in our responsibilities, and that is the maintenance and operation of bases. Although not specifically mentioned in our directives, it calls for the lion's share of all our appropriations. It is just one of those anamolies in our dealing with the main subject of organization.

In carrying out our responsibilities in connection with those missions, we have several types of units. We have command elements, which includes our own headquarters, 6th Air Force, Headquarters Tactical Air Command, Air Defense Command, four Air Division Headquarters, Communications Squadron; we have combat wings, combat support and service units; we have overseas replacement depots, Air Force air training centers, an extention group which both prints and distributes and processes the extention course material, two target squadron; we have separate air base groups and squadrons which perform the functions of the wing at regular stations where there is no wing; we have aviation squadrons, bands, separate service units, and stand-by bases.

Nos, I have been trying for a long time to integrate and reconcile these operational programs, if you will, with the fiscal programs. That, of course, is the center around which the whole discussion of the budget structure revolves, and has revolved for years and years and years. I think that our theory in developing this 1951 budget is quite sound. I also think it is by no means new. Unfortunately, it was given to us so late that, as far as the preparation of the 1951 budget is concerned, this year, the scheme proposed has not been given an even break. I mean that I think this '51 budget which you see here, this thick stack of papers, is not yet in any condition for this group to deal with definitively, but it is largely due to the fact that sufficient time wasn't allowed, either in this headquarters, at intermediate headquarters, or at bases, to provide the information that is called for in the scheme, namely, reference to group basis, reference to detailed installations data, reference to anyone of a dozen program of various kinds; Flying time, distribution of aircraft, training, and all those things, with a large compilation which was not integrated and reconciled but it had to get in on the deadline. We did that, and it wasn't until about the first of June that we re-examined it, and since that time there has not been any attempt to go back to the original sources and correct many manifest errors.

Now, we have the spread sheet which you gentlemen have in front of you.

GEN WOOD: Do you have any other general comments, General Candee?

GEN CANDEE: We would request that no final step be taken until we get further information and that had time to re-examine these figures.

GEN WOOD: Before we go to the spread sheet, there may be some questions of policymby the Committee. Are there any questions the Committee would like to ask at this time? (There were none.)

I wonder if you could give us just a general outline of the organizations set up under CONAC; that is, your sub-commands, and the number of regular bases that you are funding, as opposed to Reserve bases, if you have any Reserve bases?

GEN CANDEE: Yes.

MR. BURROWS: Could you explain how the headquarters works in connection with that, General?

GEN CANDEE: Well, Continental Air Command is organized in two different aspects: First, there is the territorial, in which the continent of the United States is divided into six areas which coincide with the six Army Areas. They are quite dissimilar as far as area is concerned; they are fairly dissimilar as far as strength of units, population, and operations and activities are concerned. Those six sub-commands are territorial, administrative and operational; and I use the word

"Operational" there not as meaning combat, but they carry out an extra portion of the entire Continental Air Command missions and responsibilities that lie within that area. With regard to such things a domestic emergencies, they are operational completely; with regard to some kinds of combat at the present time, if we were to have combat suddenly thrust upon us, would probably direct and control combat operations, because the other aspect of organization on which I will now speak has not yet been completed, with the possible exception of Tactical Air Command.

This other organization is a functional organization for combat into two so-called operating commands, the Air Defense Command and the Tactical Air Command. Their responsibilities are those of the former commands whose names they now bear, and they to do of course, one, with the defense of continental U.S. against air attack, and the other the support of Army, Navy and amphibious forces. The headquarters of these two commands, when Continental Air Command was formed, were reduced somewhat in size; they were given operational control -- or it was planned to give them operational control -- of the kind of operations for which they exist, but all their operating units - their combat wings, groups and administrative elements of the combat wings, were transferred to the 6th Air Force. The routine training and the administration of these combat support units--in the latter I include the Air Control and Warning groups, tactical control groups, and such units as belong in the mobile force, or BLACKSTRAP--are normdlly under the six Air Force commanders. They come under the command of the Tactical Air Command or the Air Defense Command only when specifically put there and for a specific purpose, either war or field training therefor.

There is one large development now taking place which is extremely important, and that is this warning screen across the northern part of the United States and the continent, which is under the supervision of the Air Defense Command.

Now, the Tactical Air Command has two intermediate -- Tactical Air Division--I am not sure of my terminology -- it has been called Tactical Air Division Headquarters, or Air Division Headquarters--which would deal, one, with the Eastern part of the United States and one with the West, so far as cooperation with the Ground Forces is concerned.

The Air Defense Command is organized in much the same way. It has an Eastern and a Western Air Defense Center. Now, their operations to date has consisted large of planning and collaborating and consulting with the Army and Navy, Headquarters and commands in those areas, and supervising the location of radar sites and the installation of Air Control and Warning activities.

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I hesitate to say more on this because there is some doubt as to how permanent and how fixed this combined area and functional organization is.

GEN WOOD: Could you give us the total number of bases for which you have the responsibility of maintenance and operation?

GEN CANDEE: I will turn that over to Major Butler, who has the figures on that.

MAJ BUTLER: We have at the present time 22 main bases in Continental Air Command, of which in 1951 six are scheduled to go into stand-by basis. We have Continental Air Command units on 54 other bases and locations.

GEN WOOD: Are you responsible in any respect for the funding for any of those 54?

MAJ BUTLER: We are responsible, not for the funding particularly on any of them. I mean, we are responsible for the budgeting and the funding of all the regular installations.

COL HOOVER: That would be 22.

MR. BURROWS: Those 22 are exclusive of Reserve bases, is that right?

MAJ BUTLER: That is right.

MR. BURROWS: How many Reserve bases do you have?

MAJ BUTLER: There will be 23.

MR. BURROWS: Twenty-three Reserve Bases?

MAJ BUTLER: At the present time.

MR. BURROWS: Solely occupied by Reserve units?

GEN CANDEE: Just a moment. Primarily existing for Reserve Units.

MR. BURROWS: Are they being funded, then by the Reserve?

MAJ BUTLER: Yes, that is right.

GEN CANDEE: The base activities, base operations and maintenance will be funded by the Reserve. Some of the tenant units which are regular, will, of course, be funded from regular sources, or appropriations.

MAJ BUTLER: Now, of those 23, there are four that are located on regular installations, and all their housekeeping will be taken care of by those regular units.

MR. BURROWS: So that is 19, then, that are actually funded?

MAJ BUTLER: Yes, 19 complete. Now, whether or not you people are going to decide that this is going to be done on a reimbursable basis, I don't know.

GEN WOOD: Can you give us some examples of what those 19 are? Are they war-time bases to which we are holding certain rights for Reserve training?

MAJ BUTLER: In practically all instances, yes.

GEN WOOD: Or, are they jointly used by municipal agencies, civilian airlines, or anything like that?

MAJ BUTLER: Some are and some aren't. I mean, we have all kinds of cats and dogs in our program.

GEN CANDEE: You mean on Reserve bases?

GEN WOOD: Yes, some of these 19 that you have mentioned.

GEN CANDEE: Cleveland is one; Philadelphia will be one, that is municipal; Cleveland is municipal; Jackson is out; Miami.

GEN WOOD: Are any of them jointly used with the Navy?

MAJ BUTLER: Yes. We have one that is planned to become active, Floyd Bennett, which will be used jointly with the Navy, and Hensley Field, Texas.

MR. BURROWS: When you are on a municipal field, you are a tenant on that field; is that right?

MAJ BUTLER: Well, what we do is run the activities from this field.

MR. BURROWS: I understand that, but the field is run by the city and you are just a tenant and pay rent; how does that work?

GEN CANDEE: They pay rent, but there are certain R&U expenditures which are made by and for the Air Reserve that come out of Federal appropriations; they are not furnished by the city; not included in the rent.

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MR. BURROWS: Who negotiates that funding arrangement, the rent and what you would pay for it; is that done by your command, is it done locally, or how is it done?

GEN CANDEE: It is done, I believe, through the Engineers; it has been. The final arrangements on the real estate is done by the Engineers.

MR. BURROWS: Is there any implication of a subsidy in any of these municipal operations?

GEN CANDEE: Subsidy for what?

MR. BURROWS: Well, that you pay to the airport to help keep it going.

GEN CANDEE: No. So far as I know, there is no -- the Federal funds and the Reserve's money is not used in any case as a major or even considerable part of the support of that field, so that it would not exist if the Reserve were not there.

MR. BURROWS: No, I am talking about the municipal fields. Do you approach the city as any other contractor would on a business basis, or does the city give you substantial advantages that they would not give a private contractor; or the other way around, does the Government pay for things that a private contractor would not pay for?

GEN CANDEE: I think not. I think in most cases it is the other way around, that the municipality gives the Government considerations and services for which they would charge a private contractor very much more.

GEN WOOD: More specifically, assuming you had to put a seal coat on the runway or repair it in some way, would the cost be divided between the Air Reserve and the civilian airlines, or the unicipal people who operate the airport? How would those costs be adjusted or prorated?

GEN CANDEE: I don't know of any examples of that kind, but I would say No. I would say that the municipality paid for all of those. And if the facilities were not there and not furnished by the municipality and were not satisfactory, we would consider it an unsatisfactory place to be and wouldn't be in there. I don't think we are maintaining, constructing or adding to the plant of any of these municipal localities through Reserve or appropriated funds.

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To list many of these that did not come to mind before: There is Newark Municipal; Long Beach Municipal (California), Byrd Field will be cut; Cleveland; Greater Pittsburgh; Reading will be cut; Chicago Orchard; Fairfax, Kansas City; Stout Field; Wolfe-Chamberlain; Hensley I believe is being transferred to the Navy; Birmingham Municipal; Hawkins; Memphis, and Miami International. Now, in none of those cases do I know of any funds that are being put up by the Air Force to improve or even maintain the plant.

MR. BURROWS: Colonel Gallant, are you contemplating that the funding is to be done by CONAC direct instead of through a Reserve appropriation this year?

COL GALLANT: In 1950?

MR. BURROWS: In 1951.

COL GALLANT: In 1951 it will be done through the regular appropriation.

MR. BURROWS: But that won't be considered here today; that will be considered at some later time?

COL GALLANT: That will be considered separately.

MR. BURROWS: So eventually they will get one allotment which will not distinguish between Reserve and regular activities?

COL GALLANT: That is right.

MR. BURROWS: It is not too clear to me what the Air Defense Command and the Tactical Air Command do. Do they have, for example, any logistics responsibility over the units?

GEN CANDEE: No; at the present time they do not, and I believe it is contemplated that they will not have in war; in other words, their base facilities and depot facilities will be provided to them just as they are in peacetime, through Air Material Command operation of the depots, through the Continental Air Command operation of bases, and their control will be purely operational over these units.

MR. BURROWS: What is the size of an average sub-command, in terms of personnel?

GEN CANDEE: By sub-command, what do you mean, an air force headquarters?

MR. BURROWS: Yes.

GEN CANDEE: Approximately 150 officers, 200 or 300 enlisted men, and 200 or 300 civilians.

MR. BURROWS: And they parallel in every organization with respect to your command; do they have a unit of material, operational control unit?

GEN CANDEE: Their staff organization is the same as ours, and ours is patterned very much after this headquarters.

MR. BURROWS: The station, in seeking a policy decision, in every case goes to the numbered air force, or do they in some cases come direct to the command?

GEN CANDEE: No, we have our bases completely under the command, both administrative and operational of the air forces.

MR. BURROWS: That includes funding?

GEN CANDEE: That includes funding. We believe that the management aspect of command includes the fiscal aspect as one of its most important functions.

MR. BURROWS: Well, how did you develop these station level estimates, for the operation of a base, for example? Does that start with the base being reviewed by the numbered air force, and then it comes up to be reviewed by you and then put together; what is your procedure for getting an estimate.

GEN CANDEE: I will let Major Butler answer that.

MAJ BUTLER: We received the call for the budget estimate from you people in March. We passed that on to the air forces, who in turn passed it on to the installations, and it supposedly came back through the air forces and was reviewed by the Air Forces, and in turn reviewed and consolidated by us. We got the actual installation budget estimates in CONAC Headquarters, and the consolidation, which is a straight line consolidation, with very little review because of the time element, is this book which you have in front of you.

MR. BURROWS: Well, then this estimate was not developed in your headquarters; it was only compiled in your headquarters?

MAJ BUTLER: It was compiled at the installation level.

MR. BURROWS: Now, at the vases, let us say Selfridge, where you have a reserve unit; how do you divide the cost of operating that base between the Reserve appropriation and your current appropriation, and how was that reflected in this estimate here?

GEN CANDEE: Can you answer that?

MAJ BUTLER: Yes, We were instructed by Air Force--by you people here--that any Reserve installation that is located on a regular installation will be maintained from the regular appropriation, as a part of the regular appropriation. Mitchell, for instance, maintained the AFRTC at Mitchell Field.

MR. BURROWS: You mean insofar as maintenance of the installation is concerned.

MAJ BUTLER: The personnel.

MR. BURROWS: If they have a separate hangar, or something else on there, you maintain that for them.

MAJ BUTLER: It is still maintained by the regular installation if it is on a regular installation.

MR. BURROWS: But they have their own group for operational purposes, don't they?

MAJ BUTLER: That is right, they do.

MR. BURROWS: Do they reimburse you for the operation of the motor pool, for example?

MAJ BUTLER: No, they don't. We are required by your directive to--

MR. BURROWS: I don't think our directive is very good, Major, that is why we had to get--

MAJ BUTLER: That is right.

GEN CANDEE: That has been a three year controversy as to how to apportion and divide the funds. Now, you are doubtless familiar with the language of the appropriation act of the past two years, which says, in referring to Reserve activities, "None of the funds appropriated elsewhere in this Act shall be used for Reserve purposes, except that all available supplies, will be made available to the Reserves." Well, the joker in there is WHAT supplies are available. Now, just recently, my understanding is that as a result of Mr. Truman's directive in October, practically all of the resources of the regulars are available for the support and assistance of the Reserve. And it is on that theory that this new Reserve program has been built.

MR. BURROWS: Insofar as the complement that you get at a regular base is concerned, that has an increment to take care of the added work to take care of the Reserve at that base?

GEN CANDEE: It has it, but it is not accounted for anywhere.

MR. BURROWS: Well, in your TD, do you presumably get increment in there to take care of the Reserve?

GEN CANDEE: Yes, It is not apparent, but it is there.

MR. BURROWS: And the people you have at the headquarters working on Reserve flying, are they paid from regular funds?

GEN CANDEE: They are paid from regular funds. We have tried to get them paid out of Reserve funds, but the answer here was repeatedly emphatically, positively and finally "No."

MR. BURROWS: Of course, you are aware that the Navy uses that system?

GEN CANDEE: I have heard they do. Now, for instance, we have a considerable expense in connection with the extention, which are not whole Reserve. But the maintenance of Reserve records, which have just been transferred from U.S.A.F. to CONAC and distributed to the six air force headquarters; hundreds and thousands of files, which need processing; it is completely a Reserve matter; it pertains directly to the Reserve, and yet the civilian personnel employed in that processing, both in the air forces headquarters and in our headquarters, must be paid out of regular personnel appropriations.

MR. BURROWS: One last question: You mentioned quite a series of missions which you have. Have you made any attempt to cost out those missions to you?

GEN CANDEE: We have, in a few cases, but it has not been too successful. It is almost impossible to do that because of the fact that the staff work and the travel, which is done by regular personnel, military or civilian, who do it in addition to their other duties, or as part of their other duties.

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MR. BURROWS: Well, you could run a cost distribution on the time they spent. You apparently don't feel that that is useful information.

GEN CANDEE: Possibly, if you went to an exorbitant amount of job ticket keeping. I think you would have an army of record clerks in there that would far outweigh the value of the results received.

GEN PICHER: I think Continental Air Command has 21 missions.

GEN CANDEE: That is a vast understatement, Ollie.

GEN PICHER: All right; major missions, then. (Laughter.)

MR. BURROWS: It is rather difficult to look at one piece, at an organization that consists of 21 more or less unrelated things. Now, I am not necessarily advocating that you should cost these out. I have no further questions.

GEN WOOD: I wonder if you could tell us how you contemplate handling CAP in 1951. Are you budgeting for that?

GEN CANDEE: Unless there is a change, we don't budget for CAP. We have no responsibility for it at all, other than cooperation, just as other major commands do. We repair their aircraft, furnish them fuel, and services of that kind, and there is a job ticket on that, but I think that is buried; I don't think they are supposed to be reimbursable.

MR. BURROWS: Well, my memory is that there is something in one of the acts on the CAP that the Government will not support it, isn't there?

COL GALLANT: It provides that the Air Force will not request funds for CAP activities, but that the Air Force will support such activities from within its resources. I think you are referring to General Beau's statement in the hearings before the Committee at the time of the CAP legislation.

MR. BURROWS: I think there is something in the Act itself.

MAJ BUTLER: There might be, but we have a definite directive that we will support it.

MR. BURROWS: Did you cost out that support?

GEN CANDEE: I don't know whether we do or not. I don't think I have it here. No, I don't have the regulations on CAP here. There frequently occurrs in directives and regulations that so and so will be done, if it can be, without expense to the Government. Those are weasel words that are put in by the operations people who direct these things. (Laughter) Excuse me, Ollie. But you don't do anything without the expenditure of energy, and you don't expend energy without cost. There it is. You might just as well recognize that.

GEN WOOD: Are there any further questions of a general nature. If not, we will go to the summary sheet.

COL GALLANT: Each member of the Committee has a copy of the estimates submitted by the Command. These estimates are not to be looked upon as final estimates. They are presently undergoing a revision by the Command. A summary sheet, or spread, has been prepared, which reflects, through column 5, thereof, the information contained in this estimate originally submitted.

The first area that we will cover will be Maintenance and Operations, by Mr. Corbett.

MR. CORBETT: We can treat both the Maintenance of Installations and Operation of Installations under one statement. The estimates as contained in the sheet before you for these two projects have been returned to the Command. We understand they are currently working on the revision of those estimates. The staff, lacking estimates, has recommended amounts equivalent to the 1950 funding program for 1951, for the purpose of having of record a recommendation until such time as the other estimates are received.

GEN WOOD: General Candee, would you or your people like to comment on any of the figures here in column 7 as opposed to column 5, insofar as Maintenance and Operations are concerned?

MAJ BUTLER: There is one thing here, before we go too far. We show at the top, in the Grand Total here, a cut between column 5 and column 7 of approximately $30,000,000. Well, that is not a true picture. For the regular funds that we have listed on here, it reflects about an $8,500,000 cut. We included in the $65,000,000 which is shown at the bottom of the page, $21,000,000 for Reserve activities, which has not been reviewed by this headquarters as yet.

GEN CANDEE: That is ROTC.

MAJ BUTLER: That is ROTC and National Guard. Our Reserve estimate won't be ready until around June 15. So, this $65,000,000 does reflect $21,000,000 which we have here for Reserve Forces, which has not been reviewed.

MR. BURROWS: Major, I didn't get your position; are you the Budget Officer?

MAJ BUTLER: Well, I am in the Budget Directorate.

GEN CANDEE: He is the officer who has worked on the '51 budget.

Now, we have a difference there in that line I a, Maintenance and Operation of Installations; column 5, $42,000,000 and the USAF Staff Review of $33,000,000. There is a difference there of some $8,000,000. Will you discuss that, Butler.

MAJ BUTLER: Actual obligations for 1949 ran $39,000,000. We increased the amount of maintenance of installations there from a "patch and repair" basis to an interim standard which was given to us in your call for the budget. We went up approximately $2,500,000 on that in our 1950 request and our 1951 request. Column 7, as shown here, is the tentative funding program that you are going to give us in 1950. Well, that reflects approximately our share of the $37,000,000 cut which was taken by the Air Force as a whole. That is my understanding. Am I correct? We don't have the justification for the $8,000,000 now, but we hope to have it very shortly in the future.

MR. BURROWS: Do both figures include major repair and rehabilitation.

MAJ BUTLER: Major repairs--it doesn't.

MR. BURROWS: I mean, is this the gross figure?

MR. CORBETT: The figures as used for '49 and '50, in columns 3 and 4, are the figures that were contained in the estimate as being obligations for '48 and '50.

MR. BURROWS: Gross?

MR. CORBETT: Gross. I would assume that whatever major repair or rehabilitation that they had in the Command during 1949 and proposed during 1950 had been included in there, but that they would be small, however.

MR. BURROWS: The same thing is true for column 7; that is the gross amount that they would get?

MR. CORBETT: That is the gross amount that they would get.

MR. BURROWS: Does this have that coal business in it?

MR. CORBETT: Yes, it does.

MR. BURROWS: Do the ohter figures have it?

MR. CORBETT: Yes, the other figures have coal in them.

MR. BURROWS: Do columns 3 and 4 have coal in them and any other central procurement?

MR. CORBETT: No, coal is not considered as central procurement in '49 and '50. -- central contractor.

MR. BURROWS: Well, I am a little confused about these adjustments we have made in the last few days about the central procurement which have added. My understanding previously was that it was not in columns 3 or 4 but that it was in column 7. Is that still right?

COL GALLANT: I think I can straighten that out. You are referring to the 1950 presentations in which they took out the coal from those areas, and during the hearings with the commands they have been returned again. That is what caused the confusion.

MR. BURROWS: Well, these are all gross, including central procurement?

COL GALLANT: These are all gross, including central procurement--including the procurement of coal.

MR. BURROWS: THAT doesn't include all central procurement?

COL. GALLANT: No central procurement . Central contracting, but not central procurement.

GEN CANDEE: I would like to inject at this point just a little background on why it is difficult for us to follow through these costs from '49 to '51. The Air Defense Command, as originally organized, had six air forces--6 areas--and then it was reduced from six to four; then the Continental Air Command was increased from four to six with these two additional commands, and at that time there were a number of stations transferred from one to the other, and considerable change made in the concept of reserve funding. So it would be an inordinately difficult and detailed job to really make an analysis of this, which in the long run probably wouldn't be worth the effort, anyway. But you have something here which is not a continuous process; you are not dealing with the same entity in 1951 that you started with in 1949, which makes comparison extremely difficult.

MR. BURROWS: Well, I understood the Major to say that you had 22 bases now, six of which you would not have in 1951. With that reduction of bases in 1951, you are reducing about $2,000,000 to account for the six bases that are being dropped?

MAJ BUTLER: I don't quite follow.

MR. BURROWS: Well, you testified previously that you had 22 main bases--

MAJ BUTLER: That is right.

MR. BURROWS: (Continuing) --of which six would go to a stand-by status in 1951?

MAJ BUTLER: That is right.

MR. BURROWS: Which means that would leave you with 16 bases in 1951. Well, this reduction of $2,000,000 essentially reflects six bases?

MAJ BUTLER: Yes. That would be about right.

MR. BURROWS: Well, that is pretty cheap per base.

MR. CORBETT: Our review in column 7 doesn't reflect any consideration of that.

MAJ BUTLER: It reflects the phasing, though, into inactive status, doesn't it? The amount shown in column 7?

MR. CORBETT: Well, having no basis for evaluating the requirements, it would be rather difficult to say. We still haven't has an opportunity to review an estimate of requirements in detail.

GEN CANDEE: There are other bases that are required and will be built up: Moses Lake, out there, which was in a stand-by status and will become a full-fledgedbase.

COL GALLANT: However, what Mr. Burrows points out is, in fact, a definite factor in that the column 7 figures that you see here, the $15,756,000, is an evaluation of the staff as to what it would cost you in Fiscal Year 1951 to carry out the same program that you were carrying out in Fiscal Year 1949, minus six stations and plus bringing your stations up to an interim standard.

GEN CANDEE: It is, provided the strengths given in the troop program have not been changed between '49 and '51.

COL GALLANT: Which bears upon Mr. Corbett's statement, that it is not a firm figure. It is an evaluation by the staff here, taking all of those known elements into consideration. It may or may not be correct; it may go up $500,000 or it may go down $500,000.

MR. BURROWS: No, but on the face of it, what I was trying to bring out, for the job they have to do, rather than take the $2,000,000 decrease, which appears on the surface, they are probably actually getting an increase.

COL GALLANT: On the face of it, it would appear that they were, because installations would certainly cost them more than that.

MAJ BUTLER: We found out, since this estimate was prepared that at least two of these six are going to come back into activity again: Turner Field, which is a good example; instead of having one fighter wing at Kirtland, on an AMC base, they intend now, I understand, to move that into Turner, which is one of our bases. Dover, Delaware, I understand, is going to be a bombing and gunnery range, which would make it active; instead of a 22-man stand-by base, it is coming back again.

GEN CANDEE: However, it wasn't forecast on Kirtland; it was based on the 1 February troop basis.

MR. BURROWS: Are these changes reflected in these figures?

COL GALLANT: All the changes of which we had knowledge were taken into consideration, and this is an evaluated figure. When I say "we", I am referring to the staff. That would be your shop, General Picher, DCS/M.

GEN WOOD: This is off the record. (Statement off the record.)

GEN WOOD: Any further comments?

GEN CANDEE: I could go on for hours off the record. (Statement off the record.) (On basis of estimating.)

GEN WOOD: When can the BAC expect to have this referred to them again?

COL GALLANT: General Candee, I think you perhaps can best answer that by indicating when your revised estimates for the Fiscal Year 1951 can be completed and submitted, sir.

GEN CANDEE: Would you say, with the method we are using now, two weeks? In other words, we have not had time to send back to the bases the basic information, the submissions that they put in for their revision in the light of clarified instructions. We are revising these installation estimates at our CONAC Headquarters. That will be only moderately accurate or satisfactory. Again, it will not be entirely defenable, but that is what we are doing. How long would you say it would take us to do that?

MAJ BUTLER: At least two or three weeks. I think the first of July would be a good target. This includes the Reserves, too.

GEN CANDEE: You see, this isn't merely a matter of sending it to the budget people and having them go through an arithmetical review. These things, including the programs of 20-odd missions that we have, should be reviewed and concurred, and approved, by the various elements of the staff who are responsible for carrying out these programs; and it isn't until they have looked them over and see that the price tag put on there as suggested by Budget is going to take care of it, that we can be sure that we get it correct. These processes, I don't need to tell you, take a lot of time. This is a big business, and it takes a long time for a big business to function.

MAJ BUTLER: The staff is at a loss to determine what to do first. We are trying to phase out and make up our working plans for our 1950 program. That is our immediate job. This is, too, but then we have the Reserve--well, we have gotten the word down here that this is a fourth priority job, although you have it all at the same time. So, we shoot them three or four jobs to do all at once, and they don't know where to start, where to leave off, or what to pick up first. I do think that our '50 should take first priority right now, because that is only three weeks away; it will actually be here in three weeks.

GEN CANDEE: We are going to have to start obligating funds here the 1st of July. We don't even have an administrative manual out to do that yet.

MAJ BUTLER: We don't know what we're goind to do in 1950 until we have a manual.

COL GALLANT: It would appear in the light of the present situation that: one, the Budget Advisory Committee must review the revised estimates of the Command; 2., that pending such a revision, it must use an evaluated program in order to merge it into an over-all presentation it must be complete not later than the 25th or the 1st of the month. It seems in order that if the staff evaluation here has any basis at all in merit that it should be considered as an indication of what the probable program will be dollar-wise, and then adjustments made accordingly at a later date within the over-all to reflect any refinements that develop from the revised estimate submission by the Command.

GEN WOOD: We have to arrive at some kind of a figure here prior to next weekend, because at that time we have to turn over our first flash estimate to the JCS.

GEN GRISWOLD: What will happen during this two week period that you are talking about; what changes will be made?

GEN WOOD: Dollar-wise, I don't know as it would be too great.

COL GALLANT: The difference would be the difference between $34,000,000 and $42,000,000, somewhere in between the two, or conceivably, lower than $34,000,000. We will develop a position which best represents the requirements of the Command for the Fiscal Year 1951. Now, that is the principal area that is in issue at the moment. You have a difference here of possibly $10,000,000; it can go anywhere from $32 - to $42,000,000.

GEN GRISWOLD: What is this period of time going to accomplish?

GEN WOOD: Well, it will give Continental Air Command a chance to prepare justifications for their requirements, which at the moment are not very firm.

COL GALLANT: We must have firm installation data on every installation before we go to the Bureau of the Budget this year. We cannot be dificient in that respect, as we were last year. We were completely at their mercy last year. We suffered a reduction in the area of maintenance of installations what will compell us in Fiscal Year 1950 to continue our patch policy with respect to installations. If we are going to establish any justivication at all for advancing from the present standards to the interim standard, an economical standard, then we must reflect our requirements in detail and we must be prepared to justify our requirements right down to the last installation. That we were unable to do in this past year. Hence, I believe that although it appears appropriate that the Committee work on an evaluated figure, it must, in order to be prepared for what may come in our justifications before higher authority, have at hand detailed estimates, by installations, which reflect command review and which can serve as a basis for Air Force presentation to higher authority.

GEN PICHER: What do we have now for justification?

COL GALLANT: At the present time we have justification from the installation which has not been reviewed by Command as a result of time limitation.

GEN CANDEE: When you say, "reviewed", I think you mean the scrutiny of these base submissions.

COL GALLANT: Yes.

GEN CANDEE: That is, submissions from each installation, many of which were obviously absurd, and we have to go over them and make them not absurd but justifiable. We have to do that at our headquarters because there isn't time to send them out to the bases. One of the reasons that they were absurd when they were submitted was because there weren't competent to submit intelligent ones in accordance with the instructions they had received, which were very complicated. So, when we get through and get what Colonel Gallant says is essential, namely, a concrete, firm estimate by installation, it will be a firm estimate for each installation in the opinion of our headquarters; that is, of CONARC Headquarters, which is also subject to some error, because it is far removed from these 20 or 50 installations. This whole thing is based on the cost by installation, and the difficulty is to integrate into the requirements for each installation all the numerous and sometimes unestimatable costs of these various missions and responsibilities. We have a cost system that purports and attempts to do that. It is not highly developed yet and it is not too satisfactory. But it is impossible to break down some of these things--Absentee Apprehension, Officer Procurement, Discipline at Army Installation, Treatment of Enlistees and Reenlistees, and all those things. There is no way other than a very elaborate--shall I say, a job ticket scheme--by which that thing could be estimated in a way to provide a justification for it. And we just don't have it, and can't get it. And the big part of this money is pay of civilian employees, and those are the ones that are involved in the administration of these missions, tasks and responsibilities.

GEN WOOD: I think that for the purpose of this exercise we have before the JCS, we are going to have to be pretty arbitrary in our recommendations, and it might be arbitrary on a large size, so that when these things do come in it will be easier to reduce than to go forward and request additional funds over and above our estimate. I don't see that the BAC can develop anything right now from this which will do us much good.

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GEN CANDEE: Of this $23,000,000 for Operation of Installations, what percentage is for personnel?

MAJ BUTLER: About 70%.

GEN CANDEE: Seventy percent, then, of $5,000,000 is the difference between column 5 and column 7 here, under Operation of Installations, will have to do with personnel. And there is a difference here of $3,000,000 between Column 5 and Column 7, for the item Maintenance of Installations, and probably 70% of that is personnel.

MAJ BUTLER: That runs about 66%; pretty close to 66.

GEN CANDEE: These are the major items; it is comparable clear on through.

COL GALLANT: May we proceed with the next one, then, sir?

GEN WOOD: Yes.

COL GALLANT: The next item is Distribution of Material, Commercial Transportation. The estimate as originally submitted by the Command totalled $566,859. That has been revised to $500,000, and the staff recommends a $500,000 item in the Fiscal Year 1951 budget estimate. With respect to this particular item, research has developed that the Fiscal Year 1949 obligation of $576,000 is probably overstated. It appears in this headquarters that the obligations for the Fiscal Year 1949 will not exceed $515,000. It has further developed that these estimates, as originally submitted, are estimates as submitted by the installations and have not been scrutinized at a higher level. Since no specific large items are included in the information available to this staff, and since it will be largely a continuation of the present program adjusted to reflect decreases in installations, the staff believes that the figure of $500,000 is the best evaluation that can be placed against this program at this time. It is understood that such estimate may be revised later, based upon more specific and detailed information from the Command to be included in their revised estimate.

GEN CANDEE: I would like to say that that is a very fair statement, and if we can just keep to a minimum the transfer of units and the transfer of stations, and the change in our operational programs and plans, why, that should be sufficient.

MAJ BUTLER: Well, in the review here of the 1950, of $715,000, just as an example, we have several Air Force

Reserve training centers that are going to be deactivated completely, but they are not truly deactivated. When we move these people out they are going into stand-by status and immediately revert to a regular stand-by base.

GEN CANDEE: The cost is going to be borne by regular funds, because the materiel will be left there on this installation, and when we ship it out, it is going to have to be covered by regular funds; the Reserve funds are not there.

COL GALLANT: The staff recognizes that, sir, and it is believed that that is a 1950 problem.

MAJ BUTLER: That is right; a '50 problem.

COL GALLANT: And we must answer to that situation in Fiscal Year 1950. However, that is discounted so far as 1951 is concerned, and no such large items are anticipated, as we now see it.

GEN CANDEE: That is right; you have $700,000 in 1950.

COL GALLANT: That is right, sir.

The next item is Salaries and Administration; Mr. Sufit.

MR. SUFIT: The requirements for the Headquarters of the Continental Air Command in Fiscal Year 1951, for 452 man years requires $1,548,932. A review of the requirements with the representatives of the Command, an agreed-to figure was made which will provide a levelling of the employment as of the end of '49, which would provide 410 manyears at a cost of $1,373,767. The staff recommends this amount to the Budget Advisory Committee.

GEN WOOD: Any comments on that?

MAJ BUTLER: No comments.

GEN CANDEE: Are we in agreement as to the average salary that was used in this computation?

MAJ BUTLER: On this particular one, yes.

MR. SUFIT: The requirements for travel for the Headquarters, Continental Air Command, was set forth for $114,545. In a review of the requirements, an adjustment was made to maintain the travel cost at the same level as Fiscal Year 1949, and a mathematical computation reduced the requirement to $106,001, which the staff recommends to this Committee.

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GEN WOOD: Any comments on that?

GEN CANDEE: No; I hope that no more than $8,000 worth of time was spent in reducing this figure from $114. to $106.

MR. SUFIT: The requirement for Other Administrative Expenses of the Headquarters, was set forth by the Command for $30,013. This figure was adjusted with representatives of the Command to eliminate those items of equipment and supplies centrally procured. The figure arrived at was $17,124. The staff recommends this figure to the Committee.

MAJ BUTLER: The figure is acceptable, in view of the fact that we were convinced that AMC is going to procure the rest of it.

COL GALLANT: Next item, Contingencies, Mr. Jackson.

MR. STEVE JACKSON: The first item under the appropriation for Contingencies is Public Relations Activities. The Command's original request of $14,646 was overstated for the reason that regular office supplies, and items that could be procured from other appropriations were inadvertantly included in this item. The amount of $1,650, which appears in column 6 and column 7, is the amount recommended by the staff for 1950 program, and it is expected that the Command would continue at that level in '50. The staff therefore recommends that figure for 1951.

MAJ BUTLER: That statement is partially true.

GEN CANDEE: Partially agreed to. (Laughter.)

MAJ BUTLER: Part of the reduction was effected there because of political reasons; Congress is not receptive to giving funds for public information activities.

GEN WOOD: Is that figure agreeable to Continental Air Command?

MAJ BUTLER: We can get along with it.

GEN CANDEE: I guess so. It means we will take $13,000 worth of supplies and other things out of some other channel or use. We don't charge it to this function on a cost basis; we charge it to some other item. But they are used anyway, or else you cut down your activity. You don't get something for nothing.

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MR. STEVE JACKSON: Well, you know operating supplies cannot be procured from this appropriation.

GEN WOOD: Very well. Next Item.

MR. STEVE JACKSON: The next item is Miscellaneous Current Expenses. The Command request of $840 was the amount required for the Headquarters of the Command. In the review by the staff, we felt that the numbered air forces should be considered, and we increased the amount to $4,000, which it the amount of the 1950 program and it was approved by the Office of the Secretary for this Command. The staff recommends that that amount be continued for 1951.

GEN WOOD: The 1950 program shows a funding here of $840.

MAJ BUTLER: That is right. The General was paying for all entertainment out of his own pocket last year.

MR. STEVE JACKSON: The figure in column 4 of this chart is the figure that was in the Command estimate.

GEN WOOD: I see.

MR. STEVE JACKSON: Actually the funded program estimates $4,000 for the Command.

MR. BURROWS: How do you arrive at these amounts, Steve, by experience?

MR. STEVE JACKSON: Somewhat by experience, and by what the Office of the Secretary considers necessary for the Command.

MR. BURROWS: Who in the Office of the Secretary?

MR. STEVE JACKSON: Mr. McLaughlin.

GEN WOOD: This is off the record. (Statement off the record.) (Re: Entertainment.)

GEN WOOD: Any further comments from your people, Ed?

COL GALLANT: Nothing further, comments or explanations, sir.

GEN WOOD: Do you want to make any further explanation or comments, General Candee?

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GEN CANDEE: No, I don't. I think we are getting along with this experiment, which I believe this is, of trying to get the programming and budgeting closer together. I think this has been a fair first step, but I dont't think it should be regarded as any more than that.

GEN WOOD: Thank you very much, General Candee. The Committee will stand by for a few moments in a closed session.

GEN CANDEE: Thank you for your courtesy and forebearance, in dealing with these intangibles.

(Meeting adjourned at 10:25 A.M.)

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JUSTIFICATION OF ESTIMATES FOR MILITARY ESTABLISHMENT, FISCAL YEAR 1950

Title of Appropriation: Military Construction, Army - No Year

Project 220 - Air Force Facilities (US)

225 - Air Defense Command

I - A 1. Providing essential operational facilities for initial implementation of basic Air Defense Plan for Continental United States..............$10,967,000.00

a. The basic Air Defense Plan for Continental United States contemplates the basing, in a national emergency, of all available fighter aircraft forces at certain strategically located airfield installations. In this basic plan there are five primary criteria which were used in determining the installations to be utilized. They are considered uncompromisable fundamentals for the deployment of available fighter forces. Secondary factors, such as available housing and other facilities now existant, were considered, but only when the tactical effectiveness was not compromised thereby. Of fundamental importance, therefore, are these five criteria, as follows:

(1) Air Defense Command Fighter Groups in the 70-Group Program.

(2) Probable Tactical Air Command and Strategic Air Command Fighter Groups to be placed under operational control of Air Defense Command.

(3) Probable Fighter Control and Warning facilities available for FY 1950.

(4) Probable Air National Guard Fighter Groups which may reach a state of operational readiness by FY 1950.

(5) Established current priorities of defense areas in Continental United States.

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Preparation of Budget for Air Force Construction Requirements for Fiscal Year 1950.

ME 121.2 (22 Apr 48) 1st Ind. 1 JUN 1948

HQ, AIR DEFENSE COMMAND, Mitchel Air Force Base, N. Y.

TO: Chief of Staff, United States Air Force, Washington 25, D. C.
(Attn: Dir. of Instal. - Deputy C/S, Material).

1. Transmitted herewith, in compliance with basic communication, is a program of new construction projects for Air Defense Command to form the basis of request for funds to be included in the budget for fiscal year 1950 (Incl. #2).

2. Particular attention is invited to Inclosure #1, Proceedings of Master Planning Board, Air Defense Command, 27 May 1948. These proceedings establish the basis for the division of the construction program into the following parts:

PART I - Construction required to implement the air defense of the continental United States.

PART II - Construction required at permanent Regular Air Force installations which will remain under the jurisdiction of Air Defense Command.

PART III - Construction required to satisfy operational needs of the USAF Reserve Program.

PART IV - Construction required at permanent Regular Air Force installations which will not remain under the jurisdiction of Air Defense Command.

The proceedings also furnish the justification for eliminating Fort Slocum and Brooks Air Force Base from the program, and including Orlando Air Force Base.

3. It cannot be emphasized too strongly that active measures must be instituted at once toward provision of adequate operational facilities for the air defense of the continental United States, in furtherance of the basic mission of this command. The primary requirement is a system of airfields operationally utilizable and an accompanying early warning and aircraft control system. The implementation of Plan SUPREMACY will furnish the latter, but effective defense will be impossible without construction to rectify current deficiencies at existing airfields essential to the former.

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Original Incl w/d
Incls added -
Incl 1 - Proceedings, Master Planning Board, AMC, 27 May 1948.
Incl 2 - Construction Program FY 1950.

GEORGE E. STRATEMEYER,
Lieutenant General, U. S. Air Force,
Commanding.

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PROCEEDINGS

OF

MASTER PLANNING BOARD

AIR DEFENSE COMMAND

27 MAY 1946

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Headquarters
AIR DEFENSE COMMAND
Mitchel Air Force Base, New York.

MEETING

1. At the call of the President the Master Planning Board of Air Defense Command appointed by paragraph 18, Special Orders No. 101, Headquarters Air Defense Command, 24 May 1948, met at Mitchel Air Force Base, 27 May 1948, at 1330 hours.

PRESENT

Lt. Gen. George E. Stratemeyer, AO-3893, USAF, President
Brig. Gen. John P. Doyle, AO-14428, USAF, Member
Col. Jacob E. Smart, AO-18516, USAF, Member
Col. Manuel J. Asensio, AO-16758, USAF, Secretary

PURPOSE

2. The purpose of the meeting was to establish the requirements for construction for Air Defense Command for inclusion in the Budget for Fiscal Year 1950, after consideration of the justification for such construction.

DISCUSSION

3. The construction required for Air Defense Command is primarily that needed to implement plans for the air defense of the continental United States in fulfillment of the principal mission of the command. Plans for this air defense contemplate (a) the progressive development of bases for the operation of aircraft, (b) the establishment and progressive development of comprehensive early warning and control systems, and (c) the reorganization of Air Defense Command and attendant relocation of several major administrative headquarters. Construction is required also for current lesser missions of Air Defense Command in the development of facilities for permanent Regular Air Force installations and in furtherance of the United States Air Force Reserve Program.

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4. Construction to provide the essential minimum of facilities for operating at airfields included in the plan for air defense of the United States represents an overriding requirement for Air Defense Command. The airfield requirements for air defense operations for Fiscal Year 1950 are listed in Tab A, attached, as are the criteria which determined the selection of these sites. The essential minimum of facilities includes adequate:

a. Runways and aprons.

b. Fuel storage.

c. Ammunition storage.

d. Utilities.

e. Signal communications.

f. Hangars and warehousing.

g. Ground communications.

Jet consumption factors must be used for the determination of fuel storage requirements at airfields to be utilized by units of the regular Air Force. Similarly, the requirements of jet planes must establish runway characteristics. Conventional penetration fighter factors can be applied for airfields to be utilized by Air National Guard units, since full conversion of these units to jet aircraft is not currently predictable.

5. The development of the early warning and control system for the continental United States must proceed concurrently with the development of other elements of defense to produce a coordinated and effective whole. Recognition of this requirement is found in Plan SUPREMACY, which includes provisions for acquisition of real estate and site construction. Since approval of SUPREMACY and appropriations for its implementation will allow the necessary phased construction, inclusion of these items in the construction program of Air Defense Command for Fiscal Year 1950 would constitute a duplication. These items will therefore be omitted.

6. The plan for reorganization of the Air Defense Command is attached (Tab B). It provides for relocation of Headquarters Air Defense Command, Headquarters First Air Force and Headquarters Fourteenth Air Force. Recent advices from Hq. USAF indicate that provision must also be made for Headquarters Tenth Air Force (now Second Air Force), inasmuch as Offutt Air Force Base must be vacated to accommodate Headquarters Strategic Air Command. It is vital to the defense of the United States that these headquarters be established as early as practicable in their final locations. Since sites are not immediately available at the recommended locations (which are not themselves firmly established) the required facilities must be planned on the assumption that they must be developed in toto.

7. To determine the construction required in 1950 for their progressive development the Board considered all permanent Regular Air Force installations under the jurisdiction of Air Defense Command, as follows:

Dow Air Force Base, Bangor, Maine.
Fort Slocum, New Rochelle, N. Y.
Mitchel Air Force Base, Hempstead, N. Y.
Orlando Air Force Base, Orlando, Florida.
Offutt Air Force Base, Fort Crook, Nebraska.
Brooks Air Force Base, San Antonio, Texas.
Hamilton Air Force Base, San Rafael, Calif.

a. Items for construction at Fort Slocum were eliminated from the program even though the latest directives from Hq. USAF restored that installation to master planning status (2nd Ind. Hq. AAF, 25 June 1947, to AAF Ltr., AFDIN 58/2, subject: "Long Range Construction Program", 26 Feb. 1947). The relocation of Headquarters First Air Force will eventually permit the evacuation and abandonment of Fort Slocum as far as Air Defense Command is concerned, and USAF will probably have no further need for this confined and relatively inaccessible station. Under the circumstances the outlay of funds for new construction at this location is not warranted.

b. Construction at Brooks Air Force Base was also eliminated because the reorganization of the Air Defense Command will result in the dissolution of the administrative headquarters now stationed there and there has been no indication as to any major purpose for which the installation will subsequently be required. Failing information as to future plans for use there could be no conforming plans for development.

c. Orlando Air Force Base has heretofore been excluded from master planning and from previous construction programs by directives of Hq. USAF. However, 1st Ind., Hq. USAF, AFBIE 2/2, 20 February 1948 to letter Hq. ADC, file 686, subject: "Evacuation of Orlando Air Force Base by Headquarters Fourteenth Air Force", 5 Feb. 1948, states in part "this installation will be utilized in toto in the event that the Universal Military Training program is approved by Congress". Subsequent Congressional approval of an expanded Air Force will probably require almost full utilization of Orlando Air Force Base for Regular Air Force purposes. It is planned that Orlando Air Force Base will be the central site for organiza-

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tion and training of Aircraft Control and Warning groups to be activated by Air Defense Command, as well as a center for collection of prisoners and a prisoner rehabilitation center. In any case Orlando Air Force Base should be retained on the list of permanent stations of the United States Air Force because of the decidedly favorable climate and because a large proportion of the facilities at this base, while nominally of temporary construction (concrete block), are in fact of the permanent construction of this vicinity. In view of the foregoing Orlando Air Force Base should be placed on the list of permanent stations susceptible to master planning, and items for development should be included in this and future construction programs. Particularly pressing is the requirement for completion of conversions to family housing, begun and discontinued in Fiscal Year 1947 and thus leaving 18 buildings in a condition necessitating considerable work of restoration for use for former purpose or of construction for use for family housing. Because the need for family housing will increase, under projected plans for utilization this item must be incorporated in the earliest practicable construction program.

4. Although advices have been received from Hq. USAF that Offutt Air Force Base is to pass to the jurisdiction of Strategic Air Command and therefore must be vacated by Headquarters Second Air Force, these advices were received too late to arrange for the incorporation of applicable items for Fiscal Year 1950 in the construction program of Strategic Air Command. Because these items will not pertain to Air Defense Command neither should they be incorporated in its construction program; instead they should be submitted as a separate category of projects.

5. In furtherance of the USAF Reserve Program construction of necessary facilities must be programmed. To assure orderly development of USAF Reserve activities and to form the basis for construction programs master planning is required (see letter Hq. ADC, file U 600.1, subject: "Master Planning of Air Reserve Activities", 6 November 1947, and letter Hq. ADC, same subject, 19 February 1948, with 1st and 2nd Indorsements). Even without master planning, however, certain deficiencies in operational facilities are glaringly evident and must be rectified as early as practicable. Since the USAF Reserve Program is the responsibility of Air Defense Command the construction requirements for this purpose will be submitted in the ADC Construction Program for Fiscal Year 1950 in a separate grouping. Construction requirements at Andrews Air Force Base and McChord Air Force Base have been referred to Strategic Air Command and Tactical Air Command, respectively, and will probably be duplicated in the construction programs submitted by those commands. Additional items of construction for USAF Reserve purposes on bases of other major Air Force commands will be referred to those commands with the information that they are included in the ADC Construction Program.

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CONCLUSIONS

9. It was concluded that:

a. The requirements for construction for Air Defense Command for inclusion in the Budget for Fiscal Year 1950 would consist of four separate classifications, as follows:

PART I - Construction required to implement the air defense of the continental United States.

A. Essential minimum construction to render operational primary airfields.

B. Construction to accommodate the administrative headquarters of Air Defense Command and major subordinate echelons.

PART II - Construction required at permanent Regular Air Force installations which will remain under the jurisdiction of Air Defense Command.

PART III - Construction required to satisfy operational needs of the USAF Reserve Program.

PART IV - Construction required at permanent Regular Air Force installations which will <u>not</u> remain under the jurisdiction of Air Defense Command.

b. Fort Slocum and Brooks Air Force Base will be excluded from consideration, while Orlando Air Force Base will be included.

ADJOURNMENT

The Board adjourned at 1645 hours, 27 May 1948, to meet again at the call of the President.

GEORGE E. STRATEMEYER
Lieutenant General, U. S. Air Force
President.

M. J. ASENSIO
Colonel, USAF,
Secretary.

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AIRFIELD REQUIREMENTS FOR AIR DEFENSE OPERATIONS FOR FISCAL YEAR 1950

1. Considerations:

a. Air Defense Command Fighter Groups in 70 Group Program.

b. Probable groups from TAC and SAC to be placed under Air Defense Command's operational control.

c. Probable control and warning facilities available by FY 1950.

d. Probable National Guard Fighter Groups which may reach a state of operational readiness by FY 1950.

e. Established current priorities of defense areas in continental United States.

2. Airfields:	Longest Existing Runway (ft)	Minimum Length Required
a. Air Defense Command Bases:		
(1) Mitchel Air Force Base	5,700	Adequate
(2) Hamilton Air Force Base	8,000	Adequate
(3) Dow Air Force Base	7,000	8,000
b. Other Air Force Bases:		
(1) Andrews Air Force Base	5,500	8,000
(2) McGuire Air Force Base	8,100	Adequate
(3) Grenier Air Force Base	7,000	8,000
(4) Selfridge Air Force Base	6,000	8,000
(5) Kirtland Air Force Base	11,000	Adequate
(6) McChord Air Force Base	6,000	Adequate
(7) Moses Lake Air Force Base	14,000	Adequate
(8) Spokane Air Force Base	7,900	Adequate
(9) Orchard Place	6,300	8,000

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TAB A
to Incl #1

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c. Civilian Fields	Longest Existing Runway (Ft.)	Minimum Length Required
(1) Plattsburg, N. Y.	5000	Adequate
(2) Suffolk County Airfield, L.I. N.Y.	5500	Adequate
(3) New Castle County Airfield, Del.	7000	Adequate
(4) Greater Pittsburgh Airport, Pa.	5500	Adequate
(5) Watertown Mun., N. Y.	5000	Adequate
(6) Knoxville Mun., Tenn.	5000	Adequate
(7) Kellogg Field, Mich.	6040	Adequate

3. All proposed locations are adequately covered by EW and GCI installations under Phase I and II of Plan SUPREMACY.

4. Inclosures:

a. Inclosure #1 shows Regular Air Force units probably available for air defense operations in FY 1950 and proposed location.

b. Inclosure #2 shows proposed locations for ten ANG Groups estimated to be operationally effective by FY 1950, and the length of longest runway at each location.

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REGULAR AIR FORCE UNITS

UNIT	PRESENT LOCATION	PROPOSED LOCATION
1st Fighter Wing	March AFB, Calif.	Moses Lake AFB, Wash.
78th Fighter Wing	Not Activated	Spokane AFB, Wash.
325th Fighter Wing (All Wx)	Hamilton AFB, Calif.	McChord AFB, Wash.
33rd Fighter Wing	Walker AFB, N. M.	Kirtland AFB, N. M.
56th Fighter Wing	Selfridge AFB, Mich.	Selfridge AFB, Mich.
332nd Fighter Wing	Lockbourne AFB, Ohio	Orchard Place, Ill.
82nd Fighter Wing	Grenier AFB, N. H.	Grenier AFB, N. H.
20th Fighter Wing	Shaw AFB, S. C.	McGuire AFB, N. J.
14th Fighter Wing	Dow AFB, Me.	Dow AFB, Me.
4th Fighter Wing	Andrews AFB, Md.	Andrews AFB, Md.
52nd Fighter Wing (All Wx)	Mitchel AFB, N. Y.	Mitchel AFB, N. Y.

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Incl #1 Tab A

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PROPOSED LOCATIONS FOR TEN AIR NATIONAL GUARD GROUPS

Hamilton AFB, San Francisco, California.

Plattsburg Mun. Arpt., Plattsburg, N. Y.

Suffolk County Airport, New York.

Otis Naval Air Station, Falmouth, Mass.

Kellogg Field, Battle Creek, Mich.

Newcastle County Airport, Wilmington, Del.

Knoxville Mun. Arpt., Knoxville, Tenn.

Greater Pittsburgh Arpt., Coraopolis, Pa.

Watertown Mun. Arpt., Watertown, N. Y.

Spokane AFB, Spokane, Washington.

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19 Incl #2 Tab A

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FM HQ CONTINENTAL AIR COMMAND MITCHEL FLD NY SECRET

TO CG FIRST AF FT SLOCUM NY ROUTINE

04 JAN 1949

AFConACC 3 PD THIS HQ HAS BEEN ADVISED BY THE C/S USAF THAT FUNDS IN THE AMT OF $50,000.00 ARE BEING MADE AVAILABLE ON OR ABOUT 2 JAN 49 TO COVER COST INCIDENT TO INITIATION OF INTERIM PROGRAM FOR EMPLOYMENT OF AIRCRAFT CONTROL WARNING SYSTEM PD THESE FUNDS ARE BEING MADE AVAILABLE UNDER APPROPIRATION QUOTE MILITARY CONSTRUCTION CMA ARMY UNQUOTE APPROPRIATION SYMBOL 21X0913 CMA PROJECT 210 UNDER ALLOTMENT SERIAL NO 902-6403 PD WHEN THESE FUNDS ARE RECEIVED IN THIS HQ THEY WILL BE SUBALLOTTED YOUR HQ UPON SUBMISSION OF PROJECTS ON FORMS 5 DASH 25 PD END

CG ConAC

OFFICIAL BUSINESS:

SECRET

FB E T BAYDALA MAJ USAF 7112 28 DEC 48

/s/Charles N. Stewart
/t/CHARLESN. STEWART
Captian, U.S.A.F.
Actg. Asst. Adj. Gen.

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Estimate of Funds

121.2

AAF/218

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SUBJECT: Repairs and Utilities Budget Estimate, Fiscal Year 1950, for Interim Aircraft Control and Warning Installations

TO : Deputy Chief of Staff, Materiel, Headquarters USAF, Washington 25, D. C.

1. In accordance with the verbal request of Mr. C. W. Harris of the Directorate of Installations, your headquarters, a study has been made at this headquarters to determine the amount of Repairs and Utilities Funds which it is estimated will be required for the maintenance and operation, during Fiscal Year 1950, of Aircraft Control and Warning installations programmed for construction under the Interim Program.

2. It is recommended that an item for one million seven hundred and five thousand dollars ($1,705,000.00) be included in the Repairs and Utilities Budget, Fiscal Year 1950, for AC&W installations. This sum will be required as follows:

a. First Quarter FY '50	$ 0.00
b. Second Quarter FY '50	$218,000.00
c. Third Quarter FY '50	$613,000.00
d. Fourth Quarter FY '50	$874,000.00

3. This budget estimate is based upon the progressive completion and activation during the fiscal year of those specific installations as listed in Tab E to classified letter, AFOPO 667, Hq United States Air Force, 25 Dec 48, subject: "Detailed Cost Data on Programmed Aircraft Control and Warning Systems in Continental United States and Alaska". Estimated costs by months for the various types of installations are tabulated in Inclosure 1.

4. Inclosed are annual budget estimates for typical Early Warning Stations, Air Direction Center Light, Air Direction Center Heavy and Air Defense Control Centers. The quantities or base data upon which these estimates are based were estimated from the typical plot plans previously developed at this headquarters. It is expected that there will

ROUTING	COORDINATION	STAFF ACTIVITY
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		JA
		Pers
		Surg
		WAP
		Serv
		DO
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		Comm
		O&T
		P&R
		DM
		Mat P
		Mat S
		M&S
		Instl
		DRF
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28 March 1949

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ROUTING	COORDINATION	STAFF ACTIVITY
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		M&S
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20 March 1949

Repairs and Utilities Budget Estimate, Fiscal Year 1950, for Interim Aircraft Control and Warning Installations (cont'd)

to considerable differences between actual site layout plans and the typical plot plans, and that base data and costs for the various installations will vary from the estimated budgets. It is believed, however, that these budgets will closely approximate the average costs which will be incurred for the various types of installations. Since all base data are estimates only, slide-rule calculations were used and any slight discrepancies that may be noted in the computations may be attributed to the method of computation employed.

5. Certain items such as gas distribution systems, purchased gas, fuel oil and electric generating plants have not been included in the budgets. At installations where costs will be incurred for these items, it is anticipated that the costs of other items included in the budgets, such as coal and purchased electricity, will be reduced by about the same amounts, and that the overall total costs will remain approximately the same.

FOR THE COMMANDING GENERAL:

NEAL J. O'BRIEN
Colonel, USAF
Adj

5 Incls
1. Est'd Costs
2. B/E, Early Wng Stn
3. B/E, Air Dir Ctr (Lt)
4. B/E, Air Dir Ctr (Hvy)
5. B/E, Air Def Ctrl Ctr

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6 Apr 49

DH-741

Adjutant General's Central File Copy

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Instl 121.2

SUBJECT: Budget for Air Force Construction Requirements for Fiscal Year 1951.

TO : Director of Installations, Headquarters USAF, Washington 25, D.C.

1. In compliance with classified letter your headquarters AFMIE 3/3, 12 April 1949, subject: "Preparation of Budget for Air Force Construction Requirements for Fiscal Year 1951", transmitted herewith is the program of individual items of new construction recommended for accomplishment at installations under the jurisdiction of this command for Fiscal Year 1951. Inclosure 1 consists of a recapitulation by priority of all construction items essential for the Continental Air Command Fiscal Year 1951 program with the exception of enlisted men's barracks, family housing (officer and non-commissioned officer personnel), airways, navigational aids, airfield lighting and communications, which have not been included pursuant to instructions in above referenced letter and classified message AFMAI 54479, 11 May 1949. Inclosure 2 contains individual justifications for each item included in the program. No new construction has been included for those air bases under jurisdiction of Continental Air Command which are not in Category I, with the exception of Oscoda Bombing and Gunnery Range which is in Category II. Relative priority between different installations has been based on the priorities listed in Report No. 1 of the Air Force Base Development Board, 7 April 1949.

2. In preparing the inclosed priority list, priorities were established in accordance with the following general classifications:

a. First Priority. Airfield paving and fuel storage for installations having high priority tactical and training missions. Particular emphasis has been placed on extension of runways wherever feasible so as to provide at least 8,000 feet and preferably 10,000 feet for one runway per installation. This runway extension work is of primary importance to provide for maximum safety for operation of aircraft presently assigned or under production, particularly under poor weather conditions.

b. Second Priority. Construction of the more urgently needed facilities of all kinds at Moses Lake Air Force Base in order to bring that installation to a par with other permanent Air Force Bases as soon as possible. Moses Lake Air Force Base is a key location for the Air Defense of the Northwestern United States and will therefore be fully utilized for an essential tactical mission for many years to come. In order to provide adequate working and living conditions for the units and personnel stationed there, it is essential that an extensive construction program be initiated at the earliest possible date.

ROUTING	COORDINATION	STAFF ACTIVITY
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c. Third priority. Projects as required to meet major existing deficiencies or to provide for essential replacement of present deteriorated facilities at the various installations under consideration. In this group the following special factors were considered:

(1) Special emphasis was placed on improvement of Selfridge Air Force Base and Otis Air Force Base because of the high priority tactical missions of these installations in connection with Air Defense.

(2) Mitchel Air Force Base is considered suitable for the permanent location of an administrative headquarters, but not for a tactical unit.

3. The Reserve new construction program will be forwarded separately in accordance with your messages AFMAI 58479, 11 May 1949 (classified), and AFMAI 23351, 16 May 1949.

FOR THE COMMANDING GENERAL:

V. R. MURPHY
LT COL., USAF
ASST ADJ GEN

2 Incls-
1 - Priority List (Quint)
2 - Indiv. Justifications (Quint)

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to USAF
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INFORMAL NOTES OF COMMANDERS CONFERENCE

CONTINENTAL AIR COMMAND

30 November 1948

Partially because the designation of the Continental Air Command has come upon us rather quickly; partly because each of you and I have been trying to keep ourselves posted and up-to-date; partly because the Top Brass is still making decisions --- we are all in pretty tight spin. The following notes are my observations of the Commander's Meeting, Mon., 29 Nov., and a copy is furnished for your use. These notes still leave some open questions for the Brass, but our AG picture is now rather firm, and all of us except Troops, may go to work.

* * * * *

The Commander's Meeting Monday was attended by CG's and not over 4 other senior staff Officers from each of the 4 old ADC AFs, the old TAC, and the 9th & 12th AFs. The morning session was solely briefing by former ADC officers--one-way presentations, from prepared texts. The afternoon session was a "gripe period" for the perplexed Boys from the Field. My final impression of the entire Monday show was that the basic decisions had long since been made by General Vandenburgh, Saville, and Stratemeyer, and that this meeting was an excellent escape valve for all the others who are going to have to make the new command work. Whether or not so intended, that's the way it turned out. Fortunately, this brought up many of the leading questions and answers, together with some questions not yet answered. Much of the material discussed was classified, especially the ADC plans for Air Defense of USA, which all of you are already familiar with.

* * * * *

Gen. Stratemeyer conducted both Monday Sessions. He made the initial welcome to all attending; He admitted that the new CAC plan might not be the "best plan", but he emphasized that it was already approved and directed by Gen. Vandenburg, that it could be made to work, and that we were going to make it work. It is the best plan available at the present time. He reminded all present that in CBIin WWII he had been in a worse organizational spot. He emphasized that the creation of CAC, to consolidate Tac units with the Air Defense mission and the training of civilian components was rushed by and coincidental with the President's Proclamation of late October; he reminded all of the necessity to provide an air arm in being to those who are responsible for Air Defense on our next mythical Pearl Harbor Day; he announced that the new organization would eventually free the six Air Force commanders of primary responsibility for Air Defense (if this is confusing statement, please read on to Gen. Saville's notes); Gen. Strat repeated, emphatically, his remarks of last Tuesday staff meeting that a minimum total number of people were to be reasgd, so that fewest possible hardships and expenses would be encountered.

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As though having finished his typed notes, Gen. Strat then spoke extemporaneously on the "team" angle; that cooperation and sharing of troubles would make possible the success of this reorganization. He reminded both old and new echelons that the eyes of the military world at home and abroad would be watching us the next few months.

* * * * *

Col SMART read the missions of CAC, TAC, ADC, and the AFs. I copied only the six CAC missions which he highlighted. The draft USAF Reg 20- and forthcoming (not yet written) CAC Regs will contain the others. CAC is primarily responsible for:

1. Air Defense of Continental USA and training for AD
2. Cooperation w/ground and amphibious forces, incldg tng.
3. Preparation of asgd Regular AF units for combat.
4. Field Responsibility of C/S USAF for civilian components.
5. Mobilization of the USAF Reserve.
6. Training & Mobilization of the ANG.

Col SMART made some notes on the procedures by which we propose (at present planning stages) to operate. CG CAC will allocate eithe r on a monthly or quarterly plan) the resources to TAC and ADC. This allocation would cover three conditions: Normal, Special or Maneuver, and emergency (either TAC or ADC according to nature of emergency). This Allocation will be on a percentage basis; for example, 1st Fighter Gp will expend 50% effort for TAC and 50% effort for ADC for 30 days. We hoep to provide, within this alloeation list, a portion of our total CAC effort, specifically earmarked for training the civilian components.

Col SMART then stressed the dual role of CGs TAC & ADC, as CAC staff officers and as commanders of their own hqs and units as allocated to them by CAC. These CGs will be responsible for preparation of doctrines, techniques, capabilities of units for their missions. They will prepare for CAC a word picture of what a combat unit should be for their missions. This picture will be presented to CAC as a recommendation. CAC will then issue the necessary training standards, training directives, and allocations to achieve those standards. These standards of course will apply to both Regular, and Civilian Components. They will be same for both, but the method and timing of achievement will differ between Regular, Guard, and Reserve units. The six AFs are the agencies to execute the CAC training standards and programs.

Maj. Gen. SAVILLE then drew a very accurate word picture of the current plans for Air Defense of USA, with which we are all familair. He stressed the main points of this plan to be:

Need to place responsibility for Air Defense in hands of an Air Force man, in all echelons---never a joint responsibility.

Timing projects as much as 2 years into future, primarily because of equipment procurement lags.

"Air Defense Doctrines & Procedures for Air Defesne", prepared by ADC recently goes to Washington this week, for approval by C/S, USAF; thence to Joint Chiefs of Staff. Once ~~it is~~ this document is approved by Gen. Vandenburg, it then becomes doctrine and bible to USAF. Once it is approved by JCS, it then becomes doctrine & bible to all armed & civil forces. C/S, USAF is expected to approve & give to JCS by end of January.

The C/S, USAF concept of Air Defense provides at the Control Center Level all the information required by any arm or service or civilian agency they may need. Any other area organization, filtering center, etc., by any other agency is their own baby and is not a part of Air Defense.

Gen. SAVILLESS presentation also presented a long-range look at the possible outcome of the new ADC along organizational lines. The two Air Divisions, which have already been organized, will be used during the "Interim" period as area commanders, one in NE, the other in NW. They will be subordinates of the ADC, but will be advisory, not yet directive, over the Air Forces. For the next year or more, they will NOT operate as true Air Divisions, but as sub-commanders of ADC. Their primary and initial task will be to get the sites for ACW units, to get the equipment for ACW in place, and, very important, to exist in being, in event M-Day hits us before we get out of the Interim period.

Eventually these two Air Divisions will be built up to a total of eight (8) area Air Defense commanders throughout Continental USA, each responsible for Air Defense within his area, and when we reach this stage, the six AF commanders will then be out of the Air Defense game. The wartime or M-Day Air Defense Areas would be a total of 20 areas, with the new 12 being manned by ANG units and personnel. This paragraph is probalbly still classified, but it is included here as part of the picture you and I need to understand the future of ADC and TAC.

*   *   *   *   *

Maj. Gen. Lee spent much of the afternoon in outlining problems and difficulties on the changeover. He appeared to be much more concerned about the future of his old TAC units, than about the 9 & 12th being able to take over the ADC missions & responsibilities. I did not make notes on much of this stuff, but the highlights are set down here:

In the old TAC, the 8th & 12th did hardly any of the broad administrative jobs which our old ADC AF CGs have been doing. These Administrative jobs were concentrated in the old TAC. Hence, they must be pried loose from TAC now as jobs, and people must come from 14th or elsewhere from old ADC to go into new 9th & 12th to get them on their feet in the operating administrative fields. Examples of outstanding cases include:

Personnel, military & civn, allocations made from TAC direct to Wings, with info only to 9th or 12th.
B&F: none done now in 9 or 12, ~~[illegible]~~ all done in TAC

Comptrollers : None in 9 or 12 and no single Comptroller coordination in 9 or 12. Even TAC Hq short of Comptroller.
Stat Reports: majority go direct from Wgs direct to TAC, and only a few of ponl nature went to 9 or 12 as information cys. The 9 & 12 have no MRUs. TAC has large MRU. Col. J. V. Brown says the 9 & 12 will get MRUs and people from us as soon as they are ready to receive them.
R&U Funds and Projects: all done on Wg-TAC lines, with 9 & 12 completely out of this picture. Col. ABBOTT warns that new 9 & 12 must get into this business soonest and promises to get them people to do it, most from old 14th AF, some from here, some from 1st AF.
GCM: Already mentioned.
TDy funds, Tvl funds: Direct allocation & control fr TAC.

TAC staff has already prepared a list of current commitments, both classified and unclassified, promised by their Hq, by 9 & 12, which must now be taken over by CAC or by other new CAC AFs. This list will be presented to respective staff officers of CAC, Tues, 30 Nov, and plans made here for assuming those existing contracts or for sending them to an CAC AF ready to absorb the load. These jobs, it was hinted, would be listed in and assigned in the final notes of the commanders conference.

One excellent point raised by Gen. Lee was that in checking the USAF Reg 20- on CAC Mission the old TAC boys had some very definite desires or wishes on specific language to be used about missions with field forces and naval units. The old TAC has been fighting a battle on behalf of C/S, USAF for 2½ yrs, and they are very careful of the wording of joint documents. We might watch for that in our next few months here. If we get something from Gen. Lee's staff, which looks sour to us, we should remember that it is based on their experience with Gen. Jake Devers or some Admiral, and most likely is far ahead of the Pentagon language we are accustomed to.

Gen. LEE commented on the plan to have the new TAC Create two Tactical AFs. He feels that competent people are not yet available for creating actual separate self-sustained Hqs of this nature, and he recommended that he be permitted to create them on a skeleton status, retain them physically at Langley near his and as part of his own staff, capable of rapid expansion on M-Day, to draw maximum use from total number of experienced people available. Gen. Strat approved readily. Thus, we see that the subordinate units of both ADC and TAC will amount to practically nothing for many months to come.

* * * * *

Prepared by Major Harry R. Beamer
Assistant Adjutant
General, Hq ADC,
30 November 1948

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BRIEF: Ltr, 11AF to CG, ConAC, subj: Funding of [illegible]
Twelfth AFB, 3d Qtr FY 49

- -

(3) Camp Hood, Texas

QM [illegible] - $[illegible] to cover laundry services performed for [illegible]

(4) Fort Sam Houston, Texas

QM [illegible] - $[illegible] to cover [illegible] clothing of Brooks AFB, Tex.

QMD P[illegible] (regular) - $[illegible] to cover laundry services performed for Brooks AFB, Tex.

b. Headquarters, Third and Fourth Armies [illegible] ROTC funds suballotted by this headquarters [illegible] subsistence and uniform [illegible] located at civil institutions in [illegible] suballotted by this headquarters for [illegible] 3d Qtr FY 49 which should be [illegible]

(1) Third Army, Ft. McPherson, Ga.

ROTC P[illegible] - [illegible]

ROTC P[illegible] - [illegible]

ROTC P[illegible] - [illegible]

(2) Fourth Army, [illegible]

ROTC P[illegible] - [illegible]

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

IN REPLY
REFER TO:

F 337

PLEASE COORDINATE
WITH STAT

25 APR 1949

337 Conferences

SUBJECT: USAF Conference of Field Comptrollers

TO : Commanding General, Twelfth Air Force, Brooks Air Force
Base, Texas
ATTENTION: Comptroller

1. Plans are now being developed by the Comptroller, Headquarters United States Air Force to hold a second conference of field Comptrollers at Craig Air Force Base, Air University, during the period 13-16 June 1949. Because of the general interest nature of matters to be covered at the conference, USAF has recommended that the Comptrollers of the Continental Air Command Air Forces be scheduled to attend. Copy of a preliminary outline covering the general plan of organizing and operating the conference is attached for your information.

2. A partial list of field problems to be considered at the conference is included under item 4 of the attached outline. Following receipt of recommendations from the various commands, USAF plans to firm-up the complete list to be considered at the conference meetings. The complete agenda, along with any pertinent final instructions and information, will be furnished your headquarters two to three weeks prior to the initial conference date.

3. To perfect final conference plans, USAF has requested the following information:

a. A list of Comptroller personnel scheduled to attend the conference including name, grade and current assignment of each.

b. Any comments or recommendations which will improve the planned conference.

c. Additional information as indicated in paragraphs 4, and 5 of the attached outline.

4. It is desired that you furnish information by teletype, pertinent to subparagraphs 3a and 3b, above, to reach this headquarters not later than 29 April 1949. Information required under subparagraph

16

3b, above, will be submitted to reach this headquarters not later than 5 May 1949.

5. Reports Control Symbol AF-AC-SP8 is assigned to these reports.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

James H Hackett

[illegible]

1 Incl
Outline

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F 337
Subject: USAF Conference of Field Comptrollers

F 337 1st Ind

HEADQUARTERS TWELFTH AIR FORCE, Brooks Air Force Base, Texas
14 MAY 1949
TO: Commanding General, Continental Air Command, Mitchel Air Force Base, New York
ATTENTION: Comptroller

File
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[illegible] 16 Aug 49
[illegible]
[illegible] USAF

In compliance with basic communication, the following information is submitted as pertains to specific parts of the attached outline of scheduled Comptrollers Conference:

(OF THE SCHEDULED CONFERENCE OUTLINE)

4. a. It is felt that the functions of the Comptroller pertaining to management and control would be aided by the inclusion of prerogatives similar to those held by Inspector General; i.e., mandatory requirement upon the Comptroller to call to the attention of the Command Section deficiencies in compliance with recommendations or directives of the Comptroller instead of leaving it to the discretion of the Comptroller in such cases where cooperation is not forthcoming.

b. Yes, within limitations. The standard type procedures should be limited to those projects which are comparable and have been developed from both the qualitative and quantitative point of view.

c. Yes, except that there should be modification at various levels depending on the type of organization and its mission; e.g., an organization concerned with Reserve training as compared to an organization that is strictly tactical.

It is felt that at this Air Force level there is no need for Director of Audit. This function could be included and absorbed under the Director of Budget.

It is felt that Programs and Costs are not entirely homogeneous. The Program Analyst should be removed from Director of Programs and Costs and made adjunct to Comptroller as a special staff representative for management analysis.

d. These training courses should include a better indoctrination of certain technical phases of activities under the Comptroller's Office; such as, nonappropriated funds--purpose, need, how set up, how reviewed, how utilized and responsibility. A training program for Reserve type Comptroller personnel should include complete indoctrination in all phases of

F 337 1st Ind
Subject: USAF Conference of Field Comptrollers

activities under the Comptroller. However, to attempt to assign Reserve personnel who are on mobilization assignments requiring two hours a week to actual duties in the Comptroller Office would prolong the accomplishment of that particular duty. Reserve personnel on short duty tours are unable to devote sufficient time to complete any program requiring lengthy research and analysis and usually find it im~~possible to stay proficient on the constantly changing matters coming~~ within the purview of the Comptroller. This does not apply to Reservists on Active Duty Tours for longer periods. In such cases, actual participation in the work of the Comptroller Office can be, and often is, beneficial.

e. A progressive career plan must have as its objectives permanence, definitely formulated steps of promotion and progress, education and a gradually increasing scope of activity. A suggested pattern would be as follows:

(1) For enlisted personnel: To attend Statistical School followed by approximately two years of duty in statistical work, then progress to Budget & Fiscal School followed by approximately two years of duty in that type of work, then Finance School followed by approximately two years of duty in that type of work, then into Cost Control for approximately two years, then progress into Programs and an analysis and presentation type of activity.

(2) For officer personnel: A similar type of specialized schooling and experience in the various phases, plus the Academic Instructor's Course and the Comptroller's Course. This will serve as a sound foundation in the officer's career for future progressive planning toward higher staff positions.

It is felt that at least 60% of the officer personnel in the Comptroller activity should be nonrated. This would aid in establishing more stability of officer personnel throughout the Comptroller Office and not allow for the rapid turnover due to emergency projects, programs and such. Also, it would prevent a total loss of officer personnel in Comptroller activities in the case of a future war emergency. Such rapid turnover would decrease the efficiency and effect of the Comptroller and a nonrated officer would be able to devote all of his time to the activities rather than having to be concerned with maintaining an alternate career as a flying officer.

F 337 1st Ind
Subject: USAF Conference of Field Comptrollers

f. Effective liason coming out of Headquarters USAF at least every three months to Field Comptrollers would aid measurably in a progressive guidance and assistance. This would be particularly true if the liason were experienced staff officers of the Comptroller in order to confer on problems of detail and technical nature. There should be at least one conference every six months called by Headquarters USAF for comptrollers to assemble at specific locations for discussion of problems pertinent to their activities. This would also aid in establishing standardized thought throughout the Air Forces concerning Comptroller activities. Need of comptroller liason between field installations should only be conducted when problems arise concerning the two installations or activities that would affect the operations of either installation.

FOR THE COMMANDING GENERAL:

1 Incl
n/c

JOHN R. HORNE
Major, USAF
Asst Adj. Gen

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ROUTING	COORDINATION	STAFF ACTIVITY
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USF

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AIR MAIL

WOR/rmw

Prog 121.6

SUBJECT: Transfer of Air Installation Cost Accounting Functions, Responsibilities, and Personnel

TO : Commanding General, Twelfth Air Force, Brooks Air Force Base, Texas

1. The responsibilities for the system of cost accounting for "Management and Preservation of Real Estate Facilities", prescribed in Part II, AF Manual 170-5 and changes thereto, will be transferred from the Air Installation Officer to the Comptroller at each installation of your command not later than 20 November 1949. This change results from the responsibility placed on the Comptroller in paragraph 3a (6) of AF Regulation 20-34 and when accomplished will place in one staff agency all functions of the cost accounting and cost reporting systems.

2. Attention is invited to the following publications which are related to the functions and/or procedures involved in this transfer:

a. Part II, AF Manual 170-5, and Series A and Series B Changes thereto.

b. AF Regulation 20-34, 7 October 1948.

c. AF Regulation 170-10, 12 July 1949.

d. AF Regulation 93-1, 25 April 1949.

e. AF Letter 85-42, 23 June 1947.

f. ConAC Letter 170-5, 19 October 1949.

g. Letter AFAPA, Headquarters USAF, 25 August 1949, Subject: Transfer of Responsibility (Inclosure #1.).

h. Letter Instl 121.6, Headquarters ConAC, 23 September 1949, Subject: Series B Changes to Part II, AF Manual 170-5.

i. Letter Instl 121.6, Headquarters ConAC, 23 September 1949 (to Commanding Generals Fourth, Ninth, Tenth and Fourteenth Air Forces), 29 September 1949 (to Commanding Generals First and Twelfth Air Forces), Subject: Cost Accounting for Real Estate Facilities.

121.6 Cost Records

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2P

ConAC Form Hq-AG 5
28 March 1949

Adjutant General's Central File Copy

L-49-248

Prog 121.6 - Transfer of Air Installation Cost Accounting Functions, Responsibilities, and Personnel

2. Letter Prog 121.6, Headquarters ConAC, 13 October 1949, Subject: Real Estate Facilities Cost Accounting and Real Property Records at Inactive Installations.

3. Air Force Comptrollers have not heretofore been responsible under Air Force regulations and directives for the cost accounting system for the management and preservation of real estate facilities. Until such time as the directives can be amended, it is desired that each Air Force Comptroller acquaint himself with procedures of the system and with the changes in methods, procedures and instructions pertaining thereto, as issued by this headquarters. These instructions, letters from this headquarters on discrepancies, and reports of cost accounting auditors will be processed through your headquarters (Comptroller) to the installation concerned. AF Manual 170-5 does not provide for the air force headquarters to receive a copy of AF Forms 329 and 330 from its installations. The analysis of the contents of these reports are valuable to air force commanders in the management of installation maintenance activities and the control of their costs. Therefore, this headquarters will direct that copies of AF Forms 329 and 330 submitted by bases of your command be furnished your headquarters (Comptroller). As an interim measure, this headquarters will continue to have complete responsibility for the supervision, administration and audit of the system of cost accounting for "Management and Preservation of Real Estate Facilities". It is expected that the Comptroller, your headquarters, will be required to assume responsibilities for this system, similar to those responsibilities he now has for the USAF Cost Control System, prior to 1 March 1950.

4. Upon the transfer of these responsibilities the general activities of the Accounting and Disbursing Section at installation level will include the knowledge and use of information relative to the distribution of labor and material, preparation of cost vouchers, maintenance of cost ledger, and the preparation and submission of AF Forms 329 and 330. The processing of basic cost information and related forms at installation level is shown on attached Flow Chart, 24 October 1949, and in the annex thereto (Inclosure #2).

5. Personnel of the Air Installation Office at installation level who have heretofore been performing these duties will be transferred to the Comptroller Division at the time these responsibilities are transferred. Personnel in the Air Installation Offices who generally perform these functions are the Cost Clerk and/or the Cost Accountant, and at some installations the major portion of the time of a Clerk-Typist is used. In compliance with message this headquarters, AFConACInstl 25324, 22 September 1949, organizations of your command reported personnel performing Real Estate Facilities cost accounting functions. An analysis

ROUTING	COORDINATION	STAFF ACTIVITY
		CG
		VC
		DAD
		DTAO
		LOTAO
		IG
		A Insp
		PM
		PIO
		AG
		COMP
		Aud
		Budg
		Fin
		Prog
		Stat
		DP
		Chap
		JA
		Pers
		Surg
		WAF
		Serv
		DO
		Ist
		Comm
		O&T
		P&R
		LM
		Mat P
		Mat S
		M&S
		Instl
		DRF
		Res
		ROTC
		ANG

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28 March 1949

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rog 121.6 - Transfer of Air Installation Cost Accounting Functions, [illegible]ibilities, and Personnel

f this report (RCS: [illegible]) indicates the following were performing the functions to be transferred:

Installation	Personnel	Grade	SSN	Payroll Title
Brooks Air Force Base	Wanda M. Schofield	CAF-5		Clerk, FCAA
Hensley Field	Maggie L. Connell	CAF-4		Clerk-Typist

t is essential that the experienced and trained personnel at installa- ion level be transferred to the Comptroller.

6. Since civilian personnel positions currently authorized Air Installation Offices are paid from Project 441, "Maintenance of Installations" funds and the pay of the civilian personnel who occupy the positions to be transferred have been budgeted for FY 1950 under this project, hey will continue to be paid from Project 441 funds as in the past. It s expected that this situation will be clarified before FY 1951. In ase additional civilian spaces, not budgeted for under Project 441 for Y 1950, are authorized and filled for these functions at installation evel, this policy will not apply.

7. All positions transferred will be included in the Tables of Distribution and Table of Distribution, Augmentation of the Comptroller Division at wing level.

8. Sufficient copies of Inclosures #1 and #2 are attached to permit ithdrawal of two copies for your headquarters and for distribution of the remainder to installations.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

2 Incls
1. Ltr Hq USAF, File AFAPA, 25 Aug 49 (8 copies)
2. Flow Chart, 24 Oct 1949 (8 copies)

Incl not essential for record purposes.
WOR

COORDINATION	STAFF ACTIVITY
	CG
	VC
	DAD
	DTAO
	LOTAO
	IG
	A Insp
	PM
	PIO
	AG
	COMP
	Aud
	Budg
	Fin
	Prog
	Stat
	DP
	Chap
	JA
	Pers
	Surg
	WAF
	Serv
	DO
	Int
	Comm
	O&T
	P&R
	DM
	Mat P
	Mat S
	M&S
	Instl
	DRF
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ConAC Form Hq-AG 5
28 March 1949

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

322 (AFOOR 959e) 14 December 1948

SUBJECT: Establishment of the Continental Air Command and Designation of Air Defense Command and Tactical Air Command as Operational Air Commands

TO: Commanding Generals,
Continental Air Command
Air Defense Command
Tactical Air Command

Letter, Headquarters USAF, 322 (AFOOR 949e) subject as above, 19 November 1948, is amended by deleting paragraph 14, and substituting the following therefor:

"14. Pending the establishment of an annual funding program for the Continental Air Command and the issuance of allotment to the Continental Air Command, funds currently available to the Commanding General, Tactical Air Command and the Commanding General, Air Defense Command remain available for obligation. This authority expires as of midnight 31 December 1948. Third quarter allotment will be forwarded automatically to the Commanding General, Continental Air Command, by Directorate of Budget, Comptroller, Headquarters USAF, on or about 20 December 1948, based on current annual funding programs for the Tactical Air Command and the Air Defense Command. Initial annual funding program for the Continental Air Command will be established on or about 20 January 1949, based on unobligated fund balances as reflected by the Tactical Air Command and the Air Defense Command Forms 14-120 for 31 December 1948."

BY ORDER OF THE SECRETARY OF THE AIR FORCE:

L. L. JUDGE
Colonel, USAF
Air Adjutant General

DISTRIBUTION:

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Chiefs of Technical Services	(40)
Hq USAF	(40)
Air Materiel Command ATTN: MCGO	(30)
Continental Air Command	(30)

BBA Funds, Second Half, Fiscal Year 1949

Special projects which were approved prior to 31 December 1948 and on which funds were completely obligated as of 31 December 1948 do not appear on Inclosure No. 1. Any special project approved subsequent to the establishment of ConAC and for which ConAC funds were issued (as of the cut-off date of this letter) appears only in the last column of the Special Project listing. Further issuances of Special Project Funds will be made on the basis of approved WD AMC Form 5-39.

5. BBA Funds for Second Half of Fiscal Year 1949 were programmed on the basis of a projection of the present personnel strength and contemplated neither reductions in force nor additional recruiting. This plan included making sufficient provision for any known wage board increases. If, after careful review of individual installation requirements, it becomes apparent that either insufficient or excessive funds have been made available based on present personnel strength, such information will be forwarded immediately to this headquarters for adjustment. Accompanying any such request for adjustment will be a current roster of All Air Installation Office personnel indicating those personnel who are chargeable to funds other than BBA. The roster will include name of employee, designation, grade and current salary. The number of unfilled personnel authorizations will also be indicated. To serve as useful background information in the event any additional BBA personnel funds are made available to this headquarters by Headquarters, United States Air Force, the individual installation may submit a similar personnel roster with request that a specified amount be made available to permit additional recruitment up to personnel authorizations.

6. The BBA non-personnel funds were programmed on the basis of known requirements tempered with past obligation trend. With the funds available to this headquarters it was obvious that the request made by the installations could not be met in their entirety. The funds issued represent all of the funds presently available for distribution and are to cover all requirements for such funds. The need for their planned utilization during the remainder of Fiscal Year 1949 thus becomes readily apparent. This headquarters will accept properly justified requests for additional non-personnel funds on the basis that such requests can be fulfilled only if additional funds become available from Headquarters, United States Air Force.

7. This letter supersedes and rescin ds all previous written or verbal authoritues granted to over-obligate BBA funds prior to their receipt since all such funds have now been issued. The only continuing exception to this being the requirements of Headquarters, First Air Force for Normal R&U in connection with AC&W. Similarly any supplemental requests for additional BBA funds not previously acted upon are to be considered as cancelled.

8. Approved R&U Budgets will not be furnished as was previously contemplated. Wide latitude in the utilization of funds is thus afforded

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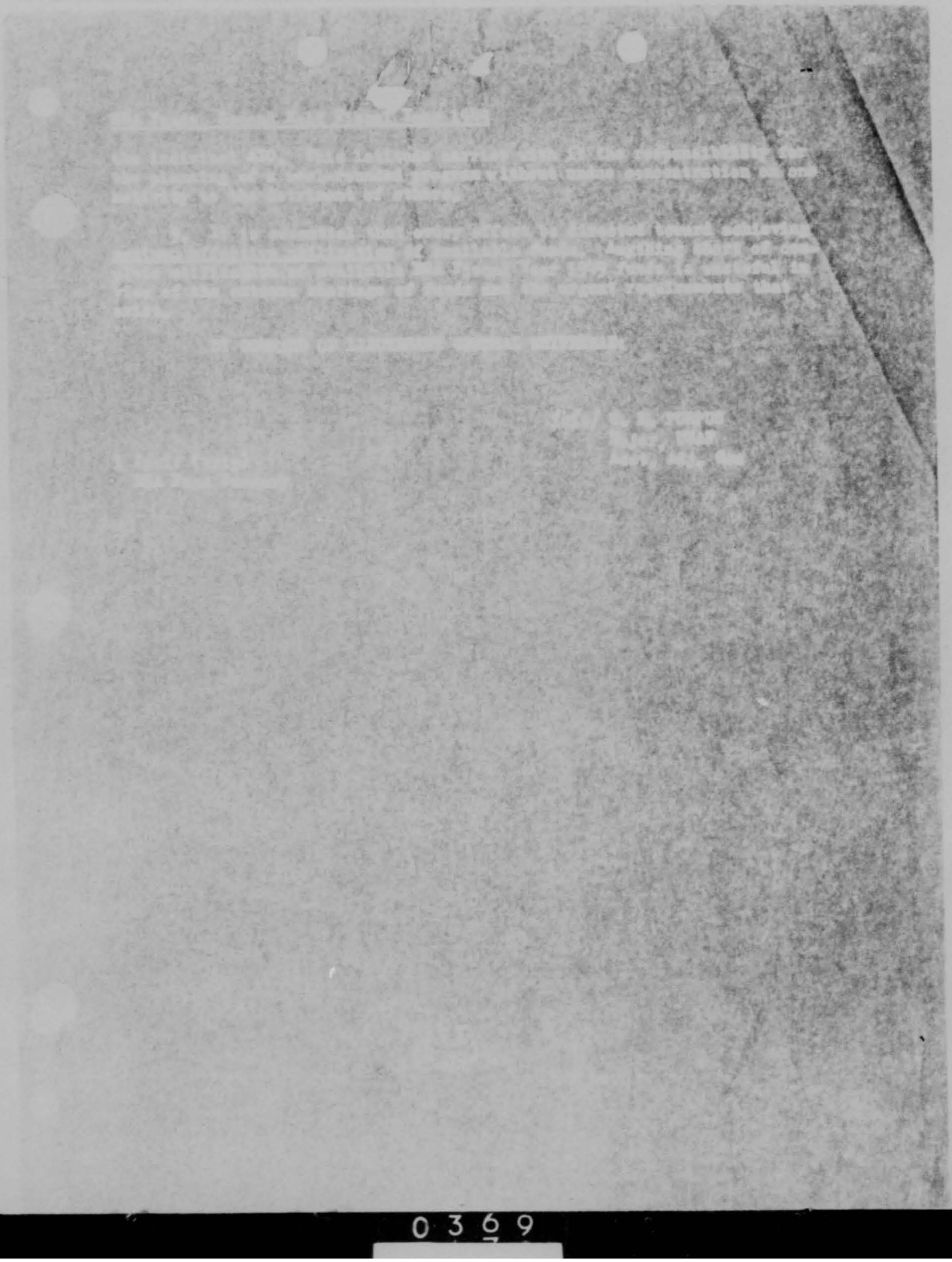

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HEADQUARTERS FOURTH AIR FORCE
OFFICE OF THE COMMANDING GENERAL
HAMILTON AIR FORCE BASE
HAMILTON FIELD, CALIFORNIA

IN REPLY
REFER TO:

29 January 1949

FB 121.2

SUBJECT: Third Quarter Supplemental Budget Estimates

TO: Commanding General
Continental Air Command
Mitchel Air Force Base
Mitchel Field, N. Y.

1. In accordance with letter your headquarters, file FB 121.2, dated 7 January 1949, subject, "Third Quarter Suballotments and Revised Annual Budget Authorizations for Continental Air Command, FY 1949," inclosed are ten supplemental Budget Requests, and one civilian personnel summary.

2. Based upon the information contained in subject letter, it was evident that funds were not furnished this headquarters for the operation of Moses Lake Air Force Base, Washington. A comparison of suballotments received with obligation trends for the first six months of FY 1949 revealed that in many instances sufficient funds had been received for the operation of McChord Air Force Base, Hamilton Air Force Base, and March Air Force Base; however, the requirements for Moses Lake Air Force Base were not included. Accordingly, in order to maintain Moses Lake Air Force Base operational, additional funds are required or activities there must be drastically curtailed.

3. Insufficient funds were received under almost every civilian personnel project in order to pay the personnel presently on the payrolls. Additional funds are required as the result of locality wage increases for ungraded personnel at Hamilton Air Force Base, March Air Force Base, and Long Beach Airport. In addition, Moses Lake Air Force Base has been authorized 150 civilian personnel; however, funds are required in order to pay sufficient personnel to maintain the base operational.

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FB 121.2 29 January 1949
Subj: Third Qtr Supplemental Budget Estimates

4. The change in funding as of 1 January 1949 has resulted in excessive obligations under various projects since unobligated commitments of both TAC and ADC funds were cancelled and then charged to CONAC funds. Additional funds are urgently required to cover these unusual obligations which will be reported during the Third Quarter, FY 1949.

5. It is noted that normal ESA R&U funds for Moses Lake Air Force Base have not been furnished this command for the Third Quarter, FY 1949. It is requested that these funds be furnished as expeditiously as possible since the severe winter weather has resulted in increased normal R&U expenses for that base.

6. This headquarters has not included a supplemental request for FSA TDY funds at this time. Additional funds will be required, however, as a result of Operation "Hayride." Direct costs will be incurred for those personnel actually engaged in the operation. This operation will indirectly affect the cost of the school program as the shortage of ferrying aircraft will result in greater travel costs, since personnel will be traveling to school via common surface carrier instead of military aircraft.

7. Justification has been given under certain projects which outlines those activities or functions that will be curtailed in the event additional funds are not received. The shortage of time has prevented a complete study of all projects; however, these studies are now under consideration. In the event sufficient Third Quarter supplemental funds are not received your headquarters will be advised of the recommended activities of this command which will be curtailed or discontinued as a result of the fund shortage.

FOR THE COMMANDING GENERAL:

A. W. Glienke
A. W. GLIENKE
Major, USAF
Director of Budget

11 Incls.
1-10 BR 57-66 (Dupl)
11 Civ Pers Summary (Dupl)

7

AIR FORCE REGULATION)
NO. 20-15A)

DEPARTMENT OF THE AIR FORCE
WASHINGTON, 9 JUNE 1949

ORGANIZATION

Organization of the Air Force Combat Wings

AFR 20-15, 13 December 1948, is changed as follows:

* * * * * *

4. Wing Organizational Details:

a. Wing Headquarters:

* * * * * *

(4) Organization:

(a) Command:

* * * * * *

3. Delete.

* * * * * *

(e) Comptroller. Provide the commander and chiefs of major staff sections with the necessary data to support the accomplishment of command objectives in the most efficient and economical manner within available resources.

1. Accounting and Disbursing. (Combines accounting functions previously performed by non-T/O&E budget and fiscal personnel with the finance disbursing unit.)

2. Management Analysis. (Includes budgeting function.) Budget and fiscal officer (non-T/O&E authorization).

3. Reporting. (Formerly designated "statistical services.")

(f) Headquarters Squadron. Administers wing headquarters and headquarters squadron personnel.

* * * * * *

h. Air Base Group Headquarters:

* * * * * *

(4) Organization:

* * * * * *

(c) Operating Sections:

* * * * * *

3. Delete.

* * * * * *

6. Delete.

* * * * * *

n. Delete.

* * * * * *

BY ORDER OF THE SECRETARY OF THE AIR FORCE:

OFFICIAL:

L. L. JUDGE
Colonel, USAF
Air Adjutant General

HOYT S. VANDENBERG
Chief of Staff, United States Air Force

1 Attachment:
Wing Hq & Hq Sqn (To become attachment 4 to AFR 20-15)

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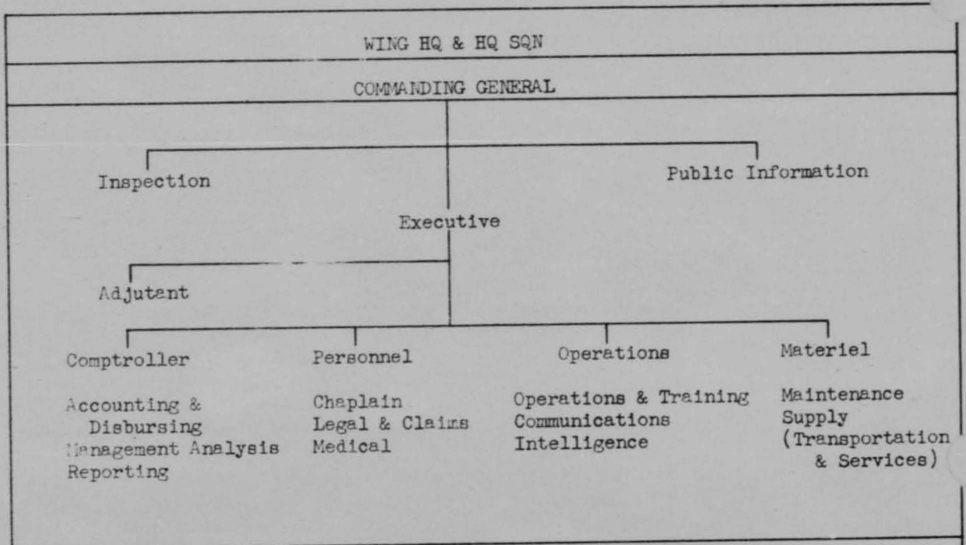
(To Become Attachment 4 to AFR 20-15)



Provides command and staff supervision over assigned units and exercises such control over attached units as may be prescribed.

Repository for noncurrent station records will be in the permanent section of the air base group, thereby obviating the necessity of the wing being a record keeping office.

The inspection function is provided at wing level. The inspection function for lower units is vested in command.

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HEADQUARTERS
CONTINENTAL AIR COMMAND
INTEROFFICE ROUTING SLIP

FILE: Compr 322 C O P Y 322

SUBJECT: Organization of Wing Comptroller

REGISTER NO				
SUSPENDED TO				
EXTENDED TO				
CLASS	ADM	MISC	HIST	PERS

	ATE	FROM	TO	Number and date each entry - show date of dispatch. Show staff division or office in FROM-TO columns. Sign each entry legibly - show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
1	7 Oct	COMPR	DP DO DM	Brig Gen Candee/3140/mjd 1. Orders have been received from USAF to reorganize various wings of ConAC in accordance with the provisions of T/O&E 1-0001E, 1 July 1949, and the inactivation of corresponding finance disbursing units. 2. The Vice Commander has indicated his opinion that controllership organization functions prescribed for wings and wing bases should also be put in effect in non-wing air base groups and Air Force Reserve Training Centers. The attached draft of a ConAC Letter has been made up with a view to providing uniformity of the organization and functions of the Comptroller throughout ConAC. 3. Your early concurrence or comment is requested in order that this ConAC Letter may be sent out at the same time that instructions for reorganization of tactical wings in accordance with changed T/O&E are distributed. /s/Candee /t/R. C. CANDEE Brigadier General, USAF Comptroller 1 Incl-Drft, as above Info cy: VC
2	10 Oct	DO	Comp	OK
		VC	Comp	Approved CM
3	Oct	Compr	AG	Please publish E B COOK Col USAF Asst Comp

This is in reply to correspondence bearing AG Register No.__________ which was suspended to (date)__________

ConAC FORM HQ-AG 1
10 December 1948

Do not detach from correspondence

L-49-66

ConAC LETTER)
170-5)

HEADQUARTERS CONTINENTAL AIR COMMAND
Mitchel Air Force Base, N.Y., 19 October 1949

COMPTROLLER

Organization of Comptroller Divisions

Paragraph

1. Purpose. The purpose of this Letter is to assist commanders of wings, nonwing air base groups and AFRTC's in the establishment and operation of comptroller divisions in their headquarters.

2. Scope. The provisions of this Letter are generally applicable to T/O&E wings, non-T/O&E air base groups, and AFRTC's in so far as the position of the comptroller division in the headquarters, the general grouping of functions, and the grades and ratings of comptroller personnel are concerned. The comptroller functions normally carried out by wings or AFRTC's maintaining and operating bases and the requirements of comptroller personnel in such units will be modified and reduced in the case of wings or AFRTC's that are tenants. Tenant wings and AFRTC's will include comptroller divisions in their Tables of Organization, Tables of Distribution/Augmentation and Tables of Distribution and will man them with sufficient personnel to perform the minimum functions prescribed by directives pertaining to accounting and disbursing, reporting, and management analysis.

3. General. a. The functions of the comptroller division and the terminology used in connection therewith must be used uniformly if maximum benefits are to be gained in the management of units and bases.

b. This Letter specifies the grouping of functions and responsibilities, which is set forth generally in AF Regulation 170-10, 12 July 1949, for the comptroller and the three sections of his division. Where the provisions of various regulations, T/O&E's and other directives conflict, this Letter will govern.

4. Organization. a. The positions in the headquarters of a wing, nonwing air base group or AFRTC of the comptroller division and its component accounting and disbursing, reporting, and management analysis sections are shown in the attachment to AF Regulation 170-10. T/O&E 1-0001E,

1 July 1949, shows the grades and ratings for the comptroller division in a wing headquarters. Where the numbers and MCS's provided by the T/O&E are insufficient, they will be augmented by officer, airmen, and civilian positions as provided in paragraph 3b, AF Regulation 20-15, 13 December 1948.

b. The comptroller division will be shown in the Tables of Distribution for nonwing air base groups and AFRTC's, and the numbers of personnel and MOS's appropriate to the volume of comptroller activities of the unit will be provided. Wing, nonwing air base group and AFRTC commanders will submit revised Tables of Augmentation and Tables of Distribution through channels for approval by this headquarters.

5. General Functions of the Comptroller. a. The comptroller, as a staff officer, is coordinate with other principal staff officers in the headquarters of his organization. The nature of the comptroller's functions requires him to deal with many matters in which other principal staff officers have primary interest. In such matters, the comptroller's responsibility is primarily that of coordinator, his function being to integrate, reconcile, and report upon the accomplishment of the various missions, tasks, and activities for which the commander is responsible. The comptroller has primary interest in, and responsibility for, the compilation of budget estimates and justifications, the administration of funding programs, the disbursement, collection, and custody of public monies, the operation of the statistical services organization and the cost reporting system within his organization, the review of reports of survey, and such auditing of nonappropriated funds as is required at bases.

b. Existing directives provide for limited comptroller functions in units (including wings) tenanted on bases maintained and operated by other units that are charged with carrying out the complete comptroller functions at such bases.

6. Accounting and Disbursing Section. a. The functions of the accounting and disbursing section fall into the following general categories:

(1) Administration of fund programs prepared by the management analysis section, including determination, in advance of incurring obligations, of the fiscal projects to be charged and the sufficiency of funds thereunder.

(2) Collection, disbursement, and custody of public monies, exclusive of nonappropriated funds.

(3) Maintenance of cost system records and preparation and submission of cost system reports.

(4) Preparation and submission of work performance reports.

(5) Staff review of reports of survey.

(6) Auditing of nonappropriated funds.

b. The accounting and disbursing section will maintain the records, prepare the reports, and perform the duties, incident to the functions outlined in sub-paragraph a, above, in accordance with the provisions of the following directives:

(1) AF Regulations 170-9, 1 February 1949; 173-21, 28 February 1949; 176-2, 30 March 1949.

(2) AF Letter 172-30, 22 January 1947.

(3) AF Manuals 67-1, June 1948; 170-5, July 1948, as amended; 172-1, June 1949, (Part V); 173-3, December 1948, as amended; 173-4, February 1949.

(4) Army Regulation 35-6640, 21 May 1947, as amended.

(5) WD Technical Manuals 14-500, 1 July 1947; 14-504, 1 December 1943; 14-904, 16 April 1945; 38-275, 21 November 1946.

(6) Civilian Personnel Regulation T-3, 20 May 1948, as amended.

(7) ConAC Letters 170-1, 18 July 1949; 170-3, 29 September 1949; 175-1, 14 July 1949.

7. Reporting Section. a. The functions of the reporting section are those pertaining to the statistical services organizations described in AF Regulation 171-4, 9 June 1949, except those functions requiring the making of studies and analyses and the development of control data.

b. The reporting section will:

(1) Maintain a list of all recurring reports for whose preparation and submission the commander is responsible.

(2) Carry out the provisions of paragraph 4, AF Regulation 171-4 (except sub-paragraphs d and e, thereof) as they pertain to all statistical services reports, i.e., all reports which include SC in the reports control symbol.

(3) Carry out the provisions of AF Regulation 174-1, 29 August 1949, for which the commander is responsible.

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8. Management Analysis Section. a. The general functions of the management analysis section include compilation of annual and special budget estimates and justifications; the integration, coordination, and reconciliation of plans and programs prepared by other staff elements; the analysis of data, information and statistics compiled by the reporting section, accounting and disbursing section, and other staff agencies; the interpretation of the results of such analyses from the viewpoint of cost and of compliance with the missions, responsibilities, and tasks of the commander and the extent of the progress towards the accomplishment of the commander's objectives. To accomplish this, the management analysis section will develop standards or units of measurement for requirements of personnel, funds, and time in connection with the activities of the organization. The management analysis section will record graphically the status and trends of functions and activities pertinent to personnel, operations, materiel, and funds.

b. The management analysis section will carry out the above functions in accordance with those provisions of the following directives for which the commander is responsible:

(1) AF Regulation 170-9, 1 February 1949.

(2) AF Regulation 171-4, 9 June 1949. (Sub-paragraphs 4d and 4e, only.)

(3) AF Letter 172-30, 22 January 1947.

(4) AF Manual 170-5, July 1948, as amended.

(5) ConAC Letter 170-3, 29 September 1949.

(Compr 322)

BY COMMAND OF MAJOR GENERAL WEBSTER:

CHARLES T. MYERS
Major General, USAF
Vice Commander

OFFICIAL:

V. E. Murphy

V. E. MURPHY
Lt Col, USAF
Asst Adj Gen

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, N.Y.

24 February 1949

Lieutenant General E. W. Rawlings
Comptroller, Headquarters, U.S. Air Forde
Washington 25, D.C.

Dear Rawlings:

I have received both your official and personal letters of 17th February in regard to Work Performance Studies. They seem to be excellent in that they point out one of the important functions of the Comptroller and illustrate by concrete example a method for accomplishing that function. I'm having the Cost people in my Comptroller's office study these carefully with a view to holding a conference of Continental Air Command Air Force Comptrollers and their Cost Analysts in the near future. We shall, of course, distribute these Work Performance Studies to the six Air Force headquarters in advance for preliminary study in order to get the most out of the conference.

One thing occurs to me which I am sure you, too, realize and that is the considerable additional work that will have to be done by our Comptrollers at all levels in order that all commanders may profit by these studies and similar ones which your office and mine will undertake. One of my great difficulties in the past has been to get suitable personnel inthis headquarters and the headquarters of its subordinate Air Forces to do work of this nature. These studies will go far to indicate the kind of personnel that ate necessary for this kind of work, and to impress on Air Force Commanders the necessity of using the information developed by the Cost Reporting system of the United States Air Force.

The reaction and comments of my Cost Control people in regard to these studies and the Cost Reporting System as a whole will be furnished to you in normal correspondence and informal contacts in the future as in the past.

Sincerely,

/t/ GEORGE E. STRATMEYER
Lieutenant Gen. USAF
Commanding

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

VOL I, NO. VI COMPTROLLER NEWS 1 November 1949

OFFICER TRAINING AT CIVILIAN INSTITUTIONS

AFR 50-15 establishes the policy, eligibility requirements and application procedure for the training of Air Force officers at civilian institutions. Comptroller personnel will be especially interested in the AF Advanced Management Course at the University of Pittsburgh and Business Administration courses outlined in this regulation.

RELATION BETWEEN THE COMPTROLLER'S MANAGEMENT ANALYSTS AND THE OTHER STAFF SECTIONS (WING-BASE)

. A source of some confusion in Headquarters at all echelons lies in the apparent lack of a clear dividing line between the Comptroller's analysis functions and the normal functions of other staff sections. In particular this applies to "program" analysis. A brief explanation is appropriate at this time when the provisions of AFR 170-10 are being implemented.

. At the outset it should be emphasized that the Comptroller is not responsible for formulating programs. However, since programs express the planned future utilization of expected resources, the Comptroller is necessarily concerned that these resources will be available and that their utilization will be balanced, efficient, and economical. Ideally, budgets are based on sound programs - the budget cannot be sound nor defensible if the program is not sound. Hence, the very nature of the Comptroller functions involve him in programs.

. On the other hand, the Comptroller has management services under his control. These services are available as services to the rest of the staff. Analysis is one service. If Operations can and does draw up an acceptable program without Comptroller help, the Comptroller has no complaint. The Comptroller must still cost it out for budget purposes, and since the budget needs justification, an analysis by the Comptroller is still necessary. The Comptroller will not change the program even if an error or unbalance is found - he will go back to the appropriate staff section for explanation or change. The situation calls for teamwork and mutual understanding.

. In actual practice at this time, several types of situations may be encountered by a Wing-Base Comptroller and his management analysis staff. A not unusual one may be where formulation of programs and budget estimates are left entirely to the Comptroller with little or no apparent interest by the rest of the staff. Similarly, budget operations may proceed unnoticed until the "squeeze" is on in certain areas. This is the situation in which the Comptroller has an educational mission, a mission of extreme importance now that a performance budget is imminent. An effort toward systematizing procedures, at least in concept, is called for. The following paragraphs outline areas into which the management analyst (with Comptroller advice, guidance, and assistance) should move.

RELATION BETWEEN THE COMPTROLLER'S MANAGEMENT ANALYSTS AND THE OTHER STAFF SECTIONS (WING-BASE) Contd

Mission. Determine whether a definitive statement of the base mission exists. If not, begin collecting it. There should exist in the headquarters at least a general mission statement from higher headquarters. Add to this all the directives received by letter or wire that constitute additions to or clarification of the mission and that by their nature generate "program objectives." It should be easy to generate staff interest in this basic simple task.

Program Objectives. From the above file of mission statements, orders, general directives, etc., formulate in every possible area a statement of "program objectives." This term is used to pin down more precisely the generalized or fragmentary statements contained in your mission file. Program objectives will tend to define those specific areas in which activities and/or resources must be programmed over a period of time in order to reach a goal, objective, or condition which is directed by or implied in the mission of the base. This formulation of a statement of program objectives is not basically a responsibility of the Comptroller; nevertheless, good business management and the whole concept of a performance budget require statements of what is to be accomplished. The Comptroller cannot argue for funds without relating them to what is to be done and he cannot concur in these funds being used other than for purposes directly related to approved programs.

Programs. Once the field of program objectives has been explored the analyst will know the areas in which "time-phased" programs should and can exist. He can then proceed to the other staff sections to find out which ones do exist. In some cases programs will exist but only in a form which is hardly recognizable or in a form that gives no assurance that the program objective will be met or that resources are available for its prosecution. For example, Operations may have a flying training program or schedule designed for facility in scheduling activities of flying units, possibly taking into account seasonal factors, maneuver participation with higher echelons, scheduled conversion to more modern aircraft, etc. The analyst may not find an overall program of flying hours. In this case it might be advisable to draw one up, based on the directives and schedules published by Operations and including all aircraft assigned to the base. In drawing up the program, reference should be made to AFL 150-10 to note differences, pointing out such differences to operations. If differences are great and no reconciliation is possible, higher echelons and ultimately Headquarters, USAF, should be informed as to how and why this basic planning document cannot apply to your base. However, in no case where the analyst devises a "program" should it be accepted as such until the responsible staff agency has concurred and it is officially approved.

For another example, the troop program should be obtained. This program is published periodically by Headquarters, USAF, and amended as appropriate by that Headquarters and the major commands. It should be assembled in one picture which readily shows projected personnel authorizations for the base for some time into the future. It can easily be portrayed in tabular or graphic form by organization, by type of personnel, by grades, etc.

RELATION BETWEEN THE COMPTROLLER'S MANAGEMENT ANALYSTS AND THE OTHER STAFF SECTIONS (WING-BASE) Contd

Other areas for immediate exploration are the aircraft program, installations program, motor vehicle program, etc. More obscure program areas for your backlog during spare time include on-the-job training programs, flying and ground safety programs, cost reduction programs, etc.

Progress. So far we have discussed basic items which are really necessary before the management analyst can start his work. It would be simple if the analyst could step in and find a nicely drawn up set of approved programs for everything on the base; he could start analyzing anywhere he wanted to. However, since this is probably not the case, grab the first approved definitive program you can get and start measuring progress along that program. Do not take one which has not been officially approved and accepted. This measurement of progress is important. The base CO first must know what he should be doing or where he is going (the program); then he must know how he is doing, how closely he is following his program and the "why" of any deviations (progress analysis). Here the analyst can break loose with original ideas of presentation - reassuring or non-reassuring, according to the facts. Here also the analyst can get in "dutch" with the rest of the staff. Imagine having finally gotten a flying time program out of Operations and then on the first monthly report showing the CO by a big red line that the actual flying dropped 20% below program. True, the CO must be informed, but at the same time your presentation must include an explanation - one agreed upon by you and operations prior to the "old man's" seeing it.

This is not intended as a Management Analysis Manual, however, one is currently being drafted. The points made above are meant to help a new management analyst get started and, in particular, to find his place among the staff. Remember that the analyst does not "operate"; he serves the CO (through the Comptroller) as an aid to efficient management. He has a wonderful opportunity to use imagination coupled with common sense and tact. The analyst's mission is not to get glory (or notoriety) for himself - it is to improve the businesslike operation of the base. The people who actually do the improving are the ones with the responsibility. Help them get on the right track and you will get plenty of credit from the one that counts - your own immediate superior.

This latter point is important. A successful management analyst will be a valuable and popular man as far as the Commander is concerned, i.e., a ready source of information about every major base activity presented in a clear and concise style. No matter how close and confidential this relationship becomes, the analyst always must remember two vital points: (1) he works for the Comptroller and is a vital member of the Comptroller team; (2) a cooperative, friendly, and helpful relationship with the rest of the staff is essential for any real management improvement.

SUGGESTED AREAS FOR INITIATING ECONOMY PROJECTS

The recently established Department of Defense Management Committee is now making studies covering various areas of expenditure within the three departments where substantial savings can be made. One of the techniques which will be used will be to concentrate on those areas where

SUGGESTED AREAS FOR INITIATING ECONOMY PROJECTS Contd

the departments recognize possibilities of fund economies. In addition, the Committee will scrutinize those areas which have been criticized by Congressional Committees or other outside sources. Some of the areas scheduled to be studied which have already been pointed out by the Air Force as sources of economy are listed below:

a. Vehicles: The substitution of commercial type vehicles for special purpose vehicles.

b. A review of proficiency flying from the standpoint of (1) the number and type of airplanes required, (2) the number of hours required to maintain proficiency, and (3) the standards for maintaining officers on flying status.

c. A review of the reserve programs in relationship to the reduced size of forces.

d. A review of inventories of automotive vehicles and other type of equipment to determine whether quantities excess to minimum requirements should not be declared surplus or placed in long time dead storage.

e. A determination of whether any Air Force activities can be consolidated at existing installations of the other departments.

f. A review of the supply system to expedite better cataloging, elimination of duplication in Air Force and Technical Service stocks, standardization of specifications and greater use of standard commercial items.

g. A review to determine the economy of the use of contractors for aircraft overhaul, pilot training, etc.

h. A review to determine if mail is utilized (instead of telephone radio and wire service) to the maximum extent possible.

In addition the Inspector General has stated that an analysis of a number of field inspection reports received in September revealed that the following deficiencies were outstanding: - lack of individual training programs; inadequate maintenance of unit records; improper supply procedures; lack of unit training and poor maintenance of vehicles; marine and powered ground equipment. The cause factors for the deficiences were attributed to lack of supervision, lack of materiel and improper operating practices.

Deficiencies, irregularities and discrepencies are costly and must be eliminated. The preceding paragraphs are for the purpose of pointing out areas where Comptroller analyses may prove effective. Do not duplicate the work of the Wing, Air Inspector - check with him before initiating projects for basic facts - cooperate and work with him - the result will be greater efficiency and reductions in cost.

PERSONAL SERVICES REPORT

In order that essential data relative to fund obligations for pay of civilian personnel may be available to all echelons of command for both

SUGGESTED AREAS FOR INITIATING ECONOMY PROJECTS Contd

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PERSONAL SERVICES REPORT

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PERSONAL SERVICES REPORT Contd

management and budget purposes, the "Analysis of Personal Services Report" has been developed.

a. Part 1 of this report establishes a uniform procedure, throughout the Air Force for determining average salaries by projects to be utilized for planning and budget purposes. Average annual salaries are determined monthly for graded, ungraded, native and part-time civilian employees for comparative study. The average annual salaries determined by command and project will be used for comparison against average salaries used by this Headquarters for establishing personnel funding programs for current Fiscal Year.

Part II of the report breaks down the total obligations into lump sum payments and salaries for personnel in foreign countries, the territories and possessions, in Continental United States and the Washington, D. C. metropolitan area. This information is necessary for official reports to the Bureau of the Budget, the Civil Service Commission and the Congress.

This report will serve as a very useful document at all command levels for analysis and management of personnel funds, and in the development of respective personal fund requirements in future budget estimates.

Review of the "analysis of Personal Services Report" submitted for the month of July reveals that clarification of the following items is necessary:

a. The total personnel obligations for respective projects as reported in line 1, column (A) of Section I, Part I, must agree with total obligations report on AF Form 404 for same project.

b. Part II of the report is not to be submitted by projects, but is to be a recapitulation of all personnel obligations.

c. Maternity leave is to be reported under wages and salaries, unless the individual terminates employment in which case any payment involved will be shown under terminal leave in above reports.

d. Total strength reported should reconcile with strength reported through Statistical Services channels. Attention is directed to Par. 1 c. (2) of "Detailed Instructions for Analysis of Personal Services Report."

UTILIZATION OF AIR COMBAT MANEUVER FUNDS:

In answer to a specific query by this Headquarters, the following reply from the Bureau of the Budget regarding utilization of Air Combat Maneuver funds is quoted for the information and guidance of all concerned:

"It is the view of this office that this appropriation is intended primarily to serve as an administrative convenience for handling costs arising in the field in connection with special exercises and maneuvers, and should not be used for the planned procurement or modification of equipment or for maintenance or improvement of military stations."

RESTRICTION ON PROJECT 497 -MAPPING, APPROPRIATION MAINTENANCE AND OPERATIONS

All funds under this Project are for the activities of the Aeronautical Chart Service and include object class 03-transportation of things required for these activities. Obligations for requirements of other mapping activities e.g., aerial photography, are not proper against Project 497. Obligations erroneously charged to this project should be transferred to the proper project by necessary adjustment vouchers. Appropriate amendments to AFM 172-1 will be published.

FUNDING OF SPECIAL ACTIVITIES

The general policy of the AF governing the responsibility and procedure pertaining to funding of "special activities" has been established in AFL 172-15, 29 July 1947. Information as to the application of the above AFL has been given to some major commands in response to communications pertaining to specific cases. However, in all cases, the provisions of AFL 172-15 will continue to govern the responsibility for funding of "special activities" of major commands.

EXPEDITING THE MOVEMENT OF MAIL

A number of Statistical Services or Reporting Officers in USAFE have been appointed Assistant Adjutants for the primary purpose of getting mail off the base much faster than using the usual internal AG system. This procedure of expediting the flow of mail should be given consideration by Comptrollersat bases and commands where the movement of mail is unusually slow or week-end dispatch is necessary.

USE OF AIRCRAFT BY GOVERNMENT OFFICIALS

A policy directive was recently signed by Secretary of Defense Johnson which states that military aircraft may be used by authorized officials of the Federal Government for trips that are in the national interest and necessary to the conduct of government business. The directive applies to same extent, and in same manner, to both officials of the Department of Defense and other government agencies. When trips meet these requirements, but are not of official concern to the Department of Defense, normal governmental appropriation and expenditure procedure apply - and the Department of Defense will be reimbursed by agency primarily concerned. Refer to AFR 76-8, 3 June 1949 and AFL 78-3, 1 July 1949 regarding rates to be charged and the processing of vouchers.

ACCOUNTABLE DISBURSING OFFICERS

The Treasury Department has recently reported three instances of checks being presented for payment and signed by purported deputies to disbursing officers prior to formal approval of the designation of such deputies. Disbursing Officers are liable for losses sustained by entrusting public funds to unauthorized personnel and are cautioned to insure that all appointments of deputies have been formally approved by the Secretary of the Air Force prior to permitting them to sign Treasury checks.

COMPLETION OF REPORTS OF SURVEY

To permit more expeditious handling of reports of survey in this Headquarters, it is requested that the officer first making a recommendation of pecuniary liability for Government property lost, damaged or destroyed, exert every effort to permit the individual against whom liability is recommended to review the report of survey and present additional evidence. In the event such action is impractical, the last known address of the individual should be furnished, together with date of transfer or separation.

USE OF DA AGO FORM 383

Reports received in this Headquarters indicate that in a number of commands there is a lack of complete understanding of the purposes for which DA AGO Form 383, Order and Voucher for Purchases of Supplies or Services other than Personal, was approved. This form is a purchase order, receiving report, and vendor's invoice, compiled into one document. It was designed for the purpose of making small procurements where usually one delivery was involved and where the amounts are small and the item acquired was by negotiation. Comptrollers are requested to make a careful appraisal of the use of this form within their respective areas and point out to the procuring services the advantages of this particular form.

WARRANT OFFICER EXAMINATION PROGRAM

The DCS/Comptroller has been requested to assist the DCS/P, Development and Classification Division in preparing examinations to be given personnel interested in obtaining permanent Warrant Officer appointments in the career fields of "Statistical and Machine Accounting" as shown in AFL 35-483 and "Budgetary, Accounting and Disbursing" to be covered in AFL 35-481 which is scheduled for issuance in the near future.

Present plans provide for a short detail to this Headquarters of a select group of field personnel to assist in preparing the examinations which are tentatively scheduled to be given during the next two fiscal years - watch for the announcement.

CONTRIBUTION OF NEWS ITEMS

This Headquarters has previously recommended that field personnel submit information and data on standards - techniques - short cuts - etc., developed locally which may be of interest to Comptrollers worldwide. To date only a single contribution has been received. In view of this fact it would appear that a number of unanswered questions are on the minds of field personnel - sumit them - and a "question and answer column" will be included in the Comptroller News.

ECONOMY IN NONAPPROPRIATED WELFARE & SUNDRY FUNDS

AFL 176-7, 4 October 1949, covering the above subject, indicates that a reduction in nonappropriated funds for welfare purposes is anticipated and that positive action should be taken to prevent waste. Commanders should effect all possible practical economies and prevent the dissipation of funds when an organization or base is scheduled to be inactivated. The AFL is of special interest to Commanders, Comptrollers, Custodians, Auditors and board and council members.

AUDIT RESPONSIBILITY - NONAPPROPRIATED FUNDS

An amendment to AFR 176-2, paragraph 8, is scheduled for early publication. The change provides that major commands will be responsible for all required audits of nonappropriated funds but may delegate such responsibility to sub-commands. This will not relieve the base commander from making any audits, in addition to the required audits, considered necessary for his own protection or in the interest of good management. The base commander is still directly responsible for the effective operation of all local nonappropriated funds including the maintenance of adequate accounting records in accordance with regulations governing the various funds.

PROJECT "WISE" (WORLD-WIDE IMPLEMENTATION OF SUPPLY ECONOMY).

Project "WISE" is a joint project of the AMC's Directorate of Supply and Maintenance and the Comptroller's Department. The project officer for Headquarters AMC is the Chairman of the Policy Committee which consists of personnel of the Supply and Maintenance Divisions, of the Directorate, Supply and Maintenance, and the Statistical Services Division and the Cost Control and Analysis Office of the Comptroller's Department. The Development Committee under the project officer consists of Supply Division and Statistical Services Division personnel.

This project deals with the bookkeeping necessary to perform the basic supply mission of an Air Materiel Area and Specialized Depot in the receipt, storage, issue and control of supplies for the support of Air Force activities in a geographical area. Project "WISE" does not change the Air Force's concept of property accounting but investigates and determines the feasibility of transferring from a manual method of operation to a more modern tool of mechanized records keeping.

After studies of various mechanized systems of other Services and commercial concerns were accomplished, a basic system for the Air Force was developed and a service-test of five Air Force property classes was initiated at Mobile Air Materiel Area on 25 January 1949. This service-test was to continue until 30 June 1949 for evaluation at that time.

An inspection and appraisal of the system was made by interested representatives from Headquarters USAF and Headquarters AMC during the early stages of the service-test operation. The resultant findings testified to the feasibility of the system for utilizing electrical accounting equipment for the efficient and practical accomplishment of basic supply operations in the maintenance of the depots' property accountable records. It was determined that the initial merits derived from the mechanized system warranted implementation of a common procedure of operation throughout the Air Materiel Area and Specialized Depots in order that current and potential advantages derived therefrom might be made available throughout the AMC supply organization.

As a result of these observations, it was determined that a firm schedule would be effected for mechanization of the property accountable records of all Air Materiel Area and Specialized Depots with a completion date of not later than 1 May 1950. All Air Materiel Area Depots have

PROJECT "WISE" (WORLD-WIDE IMPLEMENTATION OF SUPPLY ECONOMY) Contd.

initiated the prescribed property accounting procedures and are progressing in accordance with established schedules. Equipment and supplies are on procurement and will be made available to Specialized Depots to effect a 1 November 1949 starting date.

Project "WISE" currently being accomplished at all Air Materiel Area Depots and to be installed at Specialized Depots, encompasses the maintenance of depot supply accountable records, together with the supplemental by-products obtained therefrom for preparation of depot stock balance, stock status, and back order reports, receipt versus due-out reports, and inventory procedures. AMC Headquarters has formulated a proposed plan to mechanize service stock supply records at depot level. Action is being taken to prescribe the necessary procedure to be utilized in accomplishing a service-test of the proposed system at Mobile Air Materiel Area in the near future.

DEPRECIATION ALLOWANCE

The policy of the Department with respect to allowance of depreciation is announced for use in computing the amounts chargeable on reports of survey. The United States should recover from the person or persons liable an amount representing the service or use of the item which the Government will not receive as a consequence of the loss, damage or destruction of the item.

Property such as blankets, clothing, vehicles, etc., which deteriorate with time or use will be depreciated, when a charge arises on a report of survey, based on the normal life expectancy or period of normal usefulness of such item.

As an example, if an item valued at $3.50 which has a normal life expectancy of 7 years is lost after one year's use, the amount of the loss to the Government is only 6/7 of the list price, or $3.00, since it has rendered 50¢ worth of service.

The following factors should be given consideration in determining depreciation allowances:

a. Depreciation factors or standards when published in Army Supply Bulletins or equivalent publications, i.e., WD SB 9-30.

b. Normal life expectancy, known or estimated, of the item.

c. Length of time the item has been in use.

d. Actual condition of the item prior to its loss or damage.

e. When individual major assembly maintenance or historical records are maintained, the records will be consulted to determine the serviceability of components or sub-assemblies which would require immediate replacement or overhaul had not the major assembly been listed, damaged or destroyed beyond repair.

DEPRECIATION ALLOWANCE Contd

When depreciation is allowed the surveying officer should attach to the report of survey a statement indicating factors considered and methods of computation.

TEST AND COMMAND SUPPORT AIRCRAFT PLANNING FACTORS

This is a continuation of the discussion series on Air Force planning factors.

In a recent letter to the commands containing instructions for the quarterly computation of aircraft requirements as of 30 September 1949, a set of tables was inclosed which contained several significant revisions of tables published in Air Force Letter 150-10. One significant change involved the test aircraft authorizations, which are now given in much greater detail than heretofore. Test aircraft will henceforth be identified as research and development aircraft, and will be considered aircraft assigned to the Air Materiel Command and the Air Proving Ground for the purpose of research, test, development of equipment, and for the purpose of direct support of such activities. Research and development aircraft are subdivided as follows: test aircraft, which are assigned for the specific purpose of research, test, and development of equipment, and test of aircraft, component parts, allied equipment, and/or guided missiles; and test support aircraft, which are assigned for the sole purpose of directly supporting organized tests of aircraft, component parts, allied equipment, and/or guided missiles. The new factors for research and development aircraft specify maximum allowances by aircraft type for AMC and APG separately. They include aircraft on loan or bailment for research and development, and allowances of new production aircraft. All "X" model aircraft will be assigned to Air Mateŕiel Command. Test support aircraft factors are authorized separately to AMC and APG, and specify by aircraft type and model, the number assigned to the separate functions, such as pacer, photographic, transport, etc. The number of new production aircraft to be assigned for test are shown by aircraft type, and by purpose of assignment to command, such as AMC Static Test and APG Climatic Hangar.

Command-support aircraft are additional aircraft which are provided to a command to enable it to maintain its organizations at authorized aircraft strength. Aircraft in depots or under bailment to contractors for maintenance and aircraft in transit to and from such facilities are included in this category. Command-support aircraft allowances are established for each type aircraft at 10 percent of the basic aircraft inventory less those in research and development. The basic aircraft inventory is the sum of tactical unit aircraft, MATS unit aircraft, training aircraft, special mission aircraft, administrative aircraft, proficiency aircraft, and research and development aircraft. Aircraft on loan or bailment are not included. The allowance for command-support aircraft is not to be used by a command or unit as a basis for reporting authorized aircraft requirements or for requesting aircraft. Active study is underway to determine the adequacy of the 10 percent command support factor.

FLYING TIME

Study and development of flying time standards and requirements are actively underway in Air Force Headquarters. The commands have been asked to develop their requirements for flying time on a unit and type of mission basis, and to justify them. These requirements will be used to check the flying time standards now published in Air Force Letter 150-10. Such detailed statements of flying time requirements will be of much use in defending flying time requirements in the various budget hearings, and can be put to good use by commanders as a basis for measuring unit performance. Study is also being given to the problem of reporting flying time for budget purposes.

FY 1951 BUDGET HEARINGS

The Bureau of the Budget is currently conducting hearings on the 1951 budget estimates. Prior to formal presentation a "dry run" hearing on each appropriation is held either before the Director of the Budget or Budget Advisory Committee. Formal hearings before the Bureau of the Budget are tentatively scheduled for completion on 3 November 1949.

PROPOSED PUBLICATIONS

Career Compensation Act of 1949. Regulations and directives to implement this Act are being pushed for publication. Because of the extensive area of finance and fiscal regulations rquiring modification and because many subjects require the publication of Executive Orders or interpretations of the Comptroller General of the United States, all changes cannot be made immediately. Promulgation of new regulations has a high priority and distribution of new directives will commence in the near future.

Armed Forces Leave Bonds. T.B. Fin-18 will be changed in accordance with an agreement with the U. S. Treasury Department. Effective 1 Oct 49 Armed Forces Leave Bonds will be issued only by the Division of Loans and Currency, Treasury Department. Provisions will be applicable to the Air Force.

Cross-Disbursing - Accounting Features. An AFR in the 173 series will set forth the essential accounting features of cross-disbursing within the Department of Defense.

Air National Guard Property - Lost, Damaged, Destroyed and Unservicable. An AF Manual in the 173 series is being prepared to replace Chapter 4, TM 38-275. This manual will cover procedures in connection with accounting for Unserviceable, Lost, Damaged or Destroyed Air National Guard Property.

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

IN REPLY REFER TO: Prog 121.6

19 AUG 1949

SUBJECT: Recommended Procedures to cover cost reporting for "Air Indoctrination Course II."

TO : Comptroller, Headquarters United States Air Force, Washington 25, D. C.

121 C/P

1. Reference is made to the Air General Plan "Air Indoctrination Course II", transmitted to your headquarters by letter this headquarters, file O&T 373.5, 5 August 1949, subject: Flight Demonstration of Jet Propelled Fighters to Key Officers of the Army. A copy of this plan is attached for your convenience.

2. Due to the difficulty of applying the procedures set forth in AF Manual 170-5, to cost reporting for operations of this type, it is recommended that this maneuver be considered as a distinct activity and specific procedures be established to cover the reporting of costs applicable to it. The procedures recommended in paragraph 4 below will:

a. Provide a simple method which will place a minimum additional effort on cost reporting personnel concerned.

b. Permit the reporting of costs to be accomplished at the place where it is most convenient to obtain the costs from basic records, such as, issue slips and personnel orders.

c. Relieve units participating in the maneuver, under field conditions, of all responsibility in connection with cost reporting.

d. Provide Headquarters United States Air Force with a method for obtaining reasonably accurate figures on the total cost of the maneuver by extracting applicable costs from the "Remarks Sections" of the Cost Control Reports.

e. For Work Performance purposes, permit recognition and consideration of local situations resulting from efforts expended in support of "Air Indoctrination Course II."

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Recommended Procedures to cover cost reporting for "Air Indoctrination Course II".

3. The procedures set forth below consider the major items of direct costs of the maneuver which can be obtained without detailed accounting and extreme difficulty on the part of the organizations reporting the costs. It permits organizations to establish local channels for directing basic documents of cost information to the cost reporting group. For example, organizational commanders will possibly find it desirable to show in their personnel or operational orders that the individual or unit is ordered to Eglin Maneuver area for "Air Indoctrination Course II", thus, providing the cost reporting group a simple record from which personnel payroll costs can be obtained.

4. The following procedures are recommended for reporting costs of "Air Indoctrination Course II".

a. Procedures to be followed by all commands other than the Air Proving Ground Command, except where indicated in sub-paragraph b, below:

(1) Personnel on detached service or temporary duty in the maneuver area at Eglin Air Force Base, as of 15th of month, will be reported on Payroll Report and Cost Control Report of organization to which assigned, in account code of duty assignment, as if they were present for duty with their respective organization at its home station. On the Remarks page of the Cost Control Report only, under the heading, "Air Indoctrination Course II", a breakdown of these personnel and their pay will be indicated by showing separately the numbers of officers, airmen and civilians with separate costs for pay indicated for each category who are on temporary duty or detached service with units which are participating in this maneuver. (Note. It is considered inadvisable for the Air Proving Ground Command to obtain personnel rosters from T/O&E units, Provisional units and Detachments for cost reporting purposes. Also, there is a possibility of duplicate reporting by the Air Proving Ground Command and the home organization of units and personnel concerned if the Air Proving Ground Command were required to report these costs).

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Recommended Procedures to cover cost reporting for "Air Indoctrination Course II".

(2) Costs applicable to the sixty day level of supplies accompanying units to the maneuver area, and other supplies issued by the home base will be reported on the Cost Control Report of the organization receiving the supplies in the usual manner at the time of issue. Costs of supplies which are ordinarily reported in accordance with AF Manual 170-5, Chapter III, Section C, Part I, will only be considered. On the Remarks page of the Cost Control Report only, under the heading "Air Indoctrination Course II", the total cost of these supplies as reported at time of issue will be indicated. In case any of the initial issue of supplies are returned to the issuing organization, a lump sum credit will be reported on the Cost Control Report of the organization returning the supplies. No attempt will be made to separate the credits as to account code originally charged. (Note. This is not in conflict with the Cost Reporting manual, but it is felt advisable to confirm, expand and clarify this procedure).

(3) Aviation fuels and lubricants used by aircraft participating in these maneuvers will be reported on the Cost Report of the organization to which the aircraft is assigned, in accordance with the usual procedures as set forth in AF Manual 170-5 from the information contained in the AF Form 1A. On the Remarks page of the Cost Control Report of the organizations having these costs, under the heading "Air Indoctrination Course II", the total number of gallons and the total cost for fuels and lubricants used in this maneuver will be shown. (Note. This is not in conflict with the Cost Reporting manual, but it is felt advisable to confirm this procedure).

(4) Cost of aviation ammunition used in this maneuver will be reported at the time of issue on the Cost Control Report of the organization dropping accountability for the ammunition. In case any of the initial issue aviation ammunition is returned to the issuing organization or other accountable organizations, a lump sum credit will be reported on the Cost Control Report of the organization receiving and accepting accountability for the ammunition.

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Recommended Procedures to cover cost reporting for "Air Indoctrination Course II".

The Remarks page of the Cost Control Report of the organization issuing the aviation ammunition or receiving credit for aviation ammunition returned, will show the cost of the ammunition furnished to units participating in the maneuver or the credit for the ammunition returned, under the heading "Air Indoctrination Course II". Total cost of ammunition issued or returned will be shown in the Remarks Section of the Cost Control Report. No effort will be made to break down the ammunition by type. (Note. This is not in accord with the Cost Reporting manual which requires these costs be reported on the Cost Report of the unit receiving the ammunition. This procedure permits the costs to be reported by the organizations which are best prepared to make the report. In case it is desired to cost ammunition to the using organizations, then the aviation ammunition should be reported on the AF Form 1A, and specific instructions will be required. For the purposes of this maneuver, Turner Air Force Base and Eglin Air Force Base, Main, have accountability until time of issue and are initial distribution points for this aviation ammunition.)

b. The following procedures apply to the Air Proving Ground Command only:

(1) Personnel of the Air Proving Ground Command who provide services to, or who support "Air Indoctrination Course II", for more than fifty percent of their time as of the payroll reporting date of the 15th of the month, will be reported on the Payroll Report and the Cost Control Report of the organisation to which assigned in account code of duty assignment as if they were present for full time duty with their organization. On the Remarks page of the Cost Control Report only, under the heading "Air Indoctrination Course II", a breakdown of these personnel and their pay will be indicated by showing separately the numbers of officers, airmen and civilians with separate costs for pay indicated for each category. (Note. This is no change in the procedures of AF Manual 170-5, but it does permit the separation of the payroll cost on the Cost Control Report).

21

Recommended Procedures to cover cost reporting for "Air Indoctrination Course II".

(2) The Air Proving Ground Command will submit a single AF Form 322 only to cover all supplies issued and the contractual services incurred by the Air Proving Ground Command in support of "Air Indoctrination Course II". This report will be rendered each month and routed in accordance with the procedures in AF Manual 170-5 covering the submission of reports for tenant organizations. The AF Form 322 will be clearly marked on the Organization line as "Air Indoctrination Course II". All supplies issued and contractual services incurred in providing the units in the maneuver area with maintenance, construction, rehabilitation, utilities, structural and crash fire fighting, subsistence, and automotive fuels and lubes, will be reported on the AF Form 322's. Costing for aviation ammunition will be reported as set forth in paragraph 4 a (4) above. The total costs as reported on the AF Form 322 for "Air Indoctrination Course II" will also be reported in Account Code 14100 (Tenant Organizations) on AF Form 320 of the reporting organization of the Air Proving Ground Command. (Note. This is not in strict accord with AF Manual 170-5, since payroll costs will not be included on this report. Payroll cost reporting is covered in other paragraphs above. It is believed that this will permit a comparatively simple means of reporting the costs of supplies and contractual services which are furnished by the Air Proving Ground Command).

c. Procedures for reporting all other costs applicable to "Air Indoctrination Course II" not specifically covered in sub-paragraphs a and b above will be in accordance with AF Manual 170-5. These costs will be shown and described in the Remarks Section of the Cost Control Report under the heading "Air Indoctrination Course II."

Recommended Procedures to cover cost reporting for "Air Indoctrination Course II".

5. If the procedures recommended herein are concurred in, it is requested that appropriate instructions be expedited to the major commands concerned in order that they can be effected with the cost reporting for August. Personnel from this command are presently at Eglin Air Force Base and rehabilitation of the maneuver area is underway.

FOR THE COMMANDING GENERAL:

W. P. [illegible]RPUS
Major, USAF
Asst. Adj. Gen

1 Incl - Air General Plan

23

B/L fr CG, Hq. ConAC, Mitchel AFB, N. Y., Subj: Recommended Procedures to cover cost reporting for "Air Indoctrination Course II", dtd 19 Aug 49

APA-4 1st Ind

6 SEP 1949

Headquarters, U. S. Air Force, Washington 25, D. C.

TO: Commanding General, Headquarters, Continental Air Command,
Mitchel Air Force Base, New York

1. TWX dealing with procedure for reporting cost of Air Indoctrination Course II is substantially in agreement with basic letter.

2. It was deemed advisable to show data on AF Forms 322 and 322A rather than in Remarks Section of AF Forms 320 and 320A in order to facilitate processing. Payroll is required on basis of days spent on the exercise, since costing as of 15th of month does not yield sufficiently accurate results in view of rotation and short duration of time spent on the maneuver by many personnel.

BY COMMAND OF THE CHIEF OF STAFF:

F. J. DAU
Colonel, USAF
Director, Program Standards & Cost Control
[illegible]

File AG
Permanent
no further action Required
S. C. [illegible]
21 /Sept.

24

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30

HEADQUARTERS TACTICAL AIR COMMAND
Langley Air Force Base
Virginia

In Reply
Refer To:

2 NOV 1949

121.2

SUBJECT: [illegible]

TO: [illegible]

1. [illegible]

2. [illegible]

121.2

2 NOV [illegible]

Hq Tactical Air Command, Langley AF Base, Va.
TA 121.3
Subject: Budget Estimates for Air Center Maneuver Funds

required data and staff to properly discharge their responsibility with respect to the preparation of realistic budget estimates in support of Tactical Air Command operations.

3. This headquarters can submit estimates on budgets, when required, but it must be emphasized that they will be estimates and may easily be in error. The present day economy demanded by higher headquarters and the [illegible] places paramount importance on savings of dollars and cents. It is believed that a definite procedure is warranted to provide realistic estimates and proper degree of control.

4. The following procedure is submitted as a practicable solution to the problem:

a. This headquarters will prepare the operational portion of the plan, in sufficient detail to include scope of operation, forces involved, sortie rate and duration, etc. Special requirements for ABS funds will be included, if known, such as TCP estimates, etc.

b. This operational plan will be forwarded to Commanding General, Continental Air Command, for approval and proper staff action by other Continental Air Command agencies.

c. The administrative and logistical portion of the plan will be prepared by the Deputy for Materiel, Continental Air Command, in coordination with other [illegible] concerned. Contained in this portion of the plan will be appropriate instructions with respect to the funding of the exercise.

d. The Commanding General, Continental Air Command, will designate the Air Force (s) responsible for submitting ABS estimates and will furnish such agencies with the operational plan to use in the preparation of the fund requirements.

5. This procedure is in general terms, but provides for the preparation of the detailed budget estimate by the agency (ies) responsible for [illegible] the [illegible] and [illegible] and accounting for any funds finally [illegible] and insures that the Commanding General, Continental Air Command, is furnished with a realistic estimate of funds required to execute the proposed plan.

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		Comm
3		O&T
		P&R
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		Mat F
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		MS
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		DRF
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Dud 121.2 (2 Nov 49) 1st Ind

HEADQUARTERS CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Commanding General, Tactical Air Command, Langley Air Force Base, Virginia

1. The recommended general procedure outlined in paragraph 4 of basic communication appears to have considerable merit and represents a clear concise division of responsibility.

2. After more careful review and coordination within this headquarters is effected, a ConAC Regulation will be published on this subject. In the interim period, the procedure outlined in paragraph 4 will be adhered to generally.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

CHARLES T. MYERS
Major General, United States Air Force
Vice Commander

3

ConAC Form Hq-36 5
25 March 1949

Adjutant General's Central File Copy

L-49-248

121.2 Estimate of Fund

MEMORANDUM TO DEPUTY FOR OPERATIONS

SUBJECT: Budget Estimates for Fiscal Year 1951

1. This directorate conducted a conference to determine the extent of Special Field Exercises during the Fiscal Year 1951 and to prepare budget estimates for submission to Headquarters, United States Air Force. This conference was held at 1300, 27 April 1949, in Building T-149. The following officers were present:

Bowie, W. A., Lt. Col.	Air Defense Command
Russell, R.A., Col.	Tactical Air Command
Woodward, V.E., Maj.	Tactical Air Command
Goldman, W.F., Maj.	Tactical Air Command
Bernhardt, H.A., Capt.	Budget Directorate, Continental Air Command
Brady, M.J., Maj.	Deputy for Materiel, Continental Air Command, (Analysis Branch)
Nash, J.P., Capt.	Materiel Planning, Continental Air Command
Kronberg, E., 1st Lt.	Dir. Comm. and Elec. Continental Air Command
Babcock, C.W., Capt.	Operations and Training, Continental Air Command.

2. The instructions contained in letter, Headquarters, United States Air Force, subject: "Preparation of Estimates, military activities Fiscal Year 1951", 20 April 1949, were discussed (Inclosure No. 1). As the preparation of this budget estimate entails long range planning and future deployment of troops, it was found necessary to adopt certain basic assumptions. These assumptions applicable to all maneuvers are as follows:

a. That in Fiscal Year 1951 per diem is payable at the rate of seven (7) dollars per day in the Zone of Interior where government quarters are not available and four (4) dollars per day in the Zone of Interior where government quarters are available.

b. That per diem is payable only while enroute and not after arrival at destination.

c. That the flying hours, ammunition and bombs expenditures will be within normal United States Air Force estimates.

d. Maintenance above field maintenance will be performed at established Air Force bases.

e. Parts peculiar to certain aircraft will be air lifted from home stations.

121.1

H-513

[illegible]

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RESTRICTED

HEADQUARTERS TACTICAL AIR COMMAND
Langley Air Force Base
Langley Field, Virginia

6 JUN 1949

SUBJECT: Budget Estimates for Air Combat Maneuver for Fiscal Year 1951

TO: Commanding General
Continental Air Command
Mitchel Air Force Base
New York

1. Reference is made to Continental Air Command letter, File No. OT 121.2, subject as above, dated 20 May 1949. It is understood that the budget estimates referred to are of a preliminary nature subject to revision as greater detail on the scope of the maneuvers becomes available. There are, however, certain obvious inadequacies which, it is felt, should be brought to your attention at this time.

a. Operation "Assembly":

(1) The estimate for communication funds is $2,150, whereas the actual cost of communication facilities in Exercise "Tarheel" (a comparable exercise) was $5,298 for commercial types of service, plus $700 for three weather circuits.

(2) The 934th Signal Battalion (Sep) TAC should be included in the troop list of participating units.

b. Operation "Combine V"

(1) The budget estimate was predicated on a maneuver of two weeks duration being shown only to the Air Command and Staff School and Command and General Staff School. Actually the maneuver will be witnessed by six (possibly eight) service schools. This requires a minimum of six weeks. In addition a requirement of four rehearsal weeks exists.

RESTRICTED

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Hq Tactical Air Command, Langley AF Base, Va. JUN [illegible]
DP
Subject: Budget Estimates for Air Combat Maneuver for Fiscal Year 1951

(2) The 934th Signal Battalion (Sep) TAC should be included in the troop list of this exercise also.

(?) (3) An estimation of funds required to recondition the facilities required at Eglin Air Force Base, Florida, should be included.

2. Every effort will be made by Tactical Air Command to begin planning at an early date on field exercises for Fiscal Year 1951 to allow timely revisions of budget estimates.

FOR THE COMMANDING GENERAL:

Emmett L. Pettus
EMMETT L. PETTUS
Captain, U.S.A.F.
Asst. Adj. Gen.

Classification
Changed from CONFIDENTIAL to
Restricted
By authority of
The Commanding General
~~Air Defense Command~~ CONAC
JWS 11 JUN 1949
Initials Date

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

12 AUG 1949

[illegible] 121.3

SUBJECT: Revised Air Indoctrination Course II Requirement FY 1950

TO : Director of Budget, Headquarters United States Air Force, Washington 25, D. C.

1. It is requested that the estimated M&O P488-99 requirements for Air Indoctrination Course II submitted to your headquarters in classified letter, this headquarters, subject: "FY 1950 Appropriation M&O Project 488 Fund Requirements," dated 1 Aug 49, be increased $12,000 to cover the cost of an additional requirement for the conduct of this maneuver.

2. It is estimated that an additional $12,000 will be required to cover the cost of dismantling and transporting pierced planking from Pinecastle to Eglin Air Force Base. It will be necessary to construct a parking apron for jet aircraft at Eglin Air Force Base with the pierced planking in order to prevent the damage to the asphalt runways resulting from jet fuel spillage and leaking.

3. The total revised M&O P488-99 requirements for this maneuver are as follows:

<u>Additional Requirements:</u>	
Parking Apron	$12,000
<u>Original Requirements:</u>	<u>$146,116</u>
Total Revised Requirements	$158,116

FOR THE COMMANDING GENERAL:

W. R. PURPUS
Major, USAF
Asst Adj. Gen

121. Rm

FOR FILE NO FURTHER ACTION REQUIRED
J JUNE 1950

H-485

Basic ltr fr Hq CONAC to Dir of Budget, Hq USAF, dtd 12 Aug 49 subj: Revised Air Indoctrination Course II Requirement FY 1950

AFABF-B-1 1st Ind

Department of the Air Force, Hq USAF, Washington 25, D. C. 18 August 1949

TO: Commanding General, Continental Air Command, Mitchel Air Force Base
New York

1. The application of costs incident to the installation of landing mat parking aprons to funds under M&O P488 - Air Combat Maneuvers is not favorably considered. This is based on the consideration that this expenditure would be for maintenance or improvement of a military installation and, as such, is not included within the purpose of P488 funds.

2. Air Combat Maneuver funds are appropriated primarily for administrative convenience for handling costs arising in the field, in contrast to a specific active military installation, in connection with Air Combat Maneuvers and includes communications, TDY travel, certain transportation costs, certain temporary rehabilitation at inactive bases, utilities, etc.

3. However, the landing mat planking can be made available from depot stock without reimbursement on receipt of requisition. Installation of the parking apron through utilization of Aviation Engineer troops, recently assigned your command, may facilitate accomplishment without any direct costs. Also funds have been made available to APG and the contract accomplished for the immediate surface treatment of the runways of the Auxilary Fields numbers 2, 3, and 6 with coal tar. Since this application is resistant to injurious action of jet fuel, inactive runways may be utilized for parking of aircraft and obviate the necessity for the landing mat parking apron.

BY COMMAND OF THE CHIEF OF STAFF:

Samuel P. Fabr, Maj USAF
F. H. MILLER, JR.
Colonel, USAF
Chief, Budget Operations Division
Directorate of Budget
Comptroller

31/4

9

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B/R fr Hq ConAC to CofS dtd 10 Feb 49, subj: Special Field Exercise, Army Fund Requirements for Maneuver "Blackjack".

AFAMP-B-1 1st Ind

Dept of the Air Force, Hq USAF, Comptroller, Washington 25, D.C. [illegible]

TO: Commanding General, Continental Air Command, Mitchel Air Force Base, New York, ATTN: Comptroller's Division

Funds referenced in paragraph 1, basic letter, [illegible] the annual program currently established for your command. [illegible] that a conference between representatives of your command and [illegible] is being planned at which time your funding problems for [illegible] jack", will be discussed.

BY COMMAND OF THE CHIEF OF STAFF:

COPY
121.2

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

16 May 1949

Brigadier General Ralph F. Stearley
Commanding General
Fourteenth Air Force
Orlando Air Force Base, Florida

Dear General Stearley:

Reference is made to your letter, 29 April 1949, outlining the difficulties encountered in securing and utilizing SFE Funds. We realize that the limited time between the decision to stage an operation and the actual time the operation commences, presents many problems. To extend this time element, every effort will be exerted to provide you with information concerning the committments of your units in Special Field Maneuvers at the earliest possible date. Notification of participation in a field exercise will also carry the request for submission of an estimate of fund requirements for the maneuver.

Current budget procedures will not permit the issuance of lump sums of SFE Funds in advance unless they can be charged to a specific maneuver. By issuing funds to be expended for a given maneuver, we are able to ascertain and control the total cost thereof.

If at any time you should find yourself without sufficient funds to cover the cost of travel or movement in connection with planning of a Special Field Exercise, please wire us advising of your needs, including a brief justification. We will then grant you authority to over-obligate SFE Funds by return wire. AF Form 316 may be submitted at a later date after fund estimates have been fully determined.

At the present time the Comptroller is drafting a ConAC Letter which will outline those expenditures correctly chargeable to SFE Funds. It is believed this letter will assist your Deputies in computing estimated costs.

JACOB F. SMART
Colonel, USAF,
Deputy for Operations

COPY
(354.2)

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
Washington 25, D. C.

12 August 1949

SUBJECT: Air Force Air Combat Maneuvers FY 1950

TO: Commanding General
Continental Air Command
Mitchel Air Force Base, New York

1. This Headquarters approves the Air Combat Maneuvers Program as submitted by your command in letter, subject: "Air Combat Maneuvers," dated 13 July 1949. Subject program has been established as the Air Force Air Combat Maneuvers Program for the Continental Air Command for Fiscal Year 1950.

2. The funding requirements in paragraph 3 of letter, your headquarters, subject: "Fiscal Year 1950 Appropriation M&O Project 488 Fund Requirements," 1 August 1949, have been established as a definite funding program for the fifteen (15) planned exercises for Fiscal Year 1950.

3. Any changes to either the maneuver or budget programs established in paragraphs 1 and 2 above will be submitted to this Headquarters for approval.

BY COMMAND OF THE CHIEF OF STAFF:

s/st/ VON R. SHORES
Col, USAF
Act. Asst Chief, Operations Div
Director, Plans & Operations

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37²

ROUTING AND RECORD SHEET

[illegible] Persons ([illegible])

DATE JAN 5 1950

COMMENT NO. 1

[illegible]

The attached copy of correspondence received from CINCAL, dated 2 Dec 49, subject as above, is referred to your office for comment and recommendation upon which to base a reply.

1 Incl.
Cy of ltr fr CINCAL
dtd 2 Dec 49

for J. S. Hoover
JACK W. WOOD
Brigadier General, USAF
Director of Budget
DOD/Comptroller

RESTRICTED

13

PAGE 1

H-490

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HEADQUARTERS UNITED STATES AIR FORCE

ROUTING AND RECORD SHEET

SUBJECT: Estimated Budget Requirements Exercise Portrex (Vieques)

TO: Director of Budget, DCS/Comptroller

DATE 13 JAN 1950

COMMENT NO. 2

FROM: Operations Division, D/P&O

Capt Pinckes/mas/72971

~~AFOOP-O~~

1. The estimated budget requirements for exercise Portrex as submitted in Inclosure #1, letter from Continental Air Command, dated 2 December 1949, subject as above were reviewed and the increased estimated fund requirement found justifiable.

2. The funding program for Continental Air Command's Air Combat Maneuvers Program for Fiscal Year 1950 was established as $716,315 which included an estimated fund requirement of $218,313 for Portrex.

3. Recommend that the estimated budget requirement of $213,781.25 for exercise Portrex as submitted by Continental Air Command be approved since sufficient funds are available within the funding program established for Continental Air Command's Air Combat Maneuver Program.

W E McDonald

W. E. McDONALD
Colonel, USAF
Ass't Chief, Operations Div.
Directorate, Plans & Operations

1 Incl
n/c

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421

HEADQUARTERS
FOURTEENTH AIR FORCE [illegible]
[illegible]

[illegible]

SUBJECT: [illegible]

TO: [illegible]

1. [illegible]

2. [illegible]

3. Specifically, this estimate does not include the following items:

a. [illegible] participating units to and from and during the maneuver.

b. [illegible] the maneuver area, of participating units from other numbered Air Forces or major commands.

c. [illegible] travel of students to and from the maneuver area.

4. [illegible] must be accomplished and completed prior to the beginning of the maneuver.

FOR THE COMMANDING GENERAL:

THOMAS J. BARNHART
Lt. Col., USAF
Ass't Adj. Gen.

1 Incl
AF Fm 316, [illegible]
w/justification (dup)

12'.2 General

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11 AUG 1949

[illegible] Course II
[illegible] (27 Jul 49) [illegible]

TO: CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Commanding General, Fourteenth Air Force, Orlando Air Force Base, Orlando, Florida

1. The requirements of your headquarters under the appropriation [illegible] for the [illegible] Air [illegible] Course II have been reviewed and the following amounts have been approved and forwarded to Headquarters, United States Air Force for consideration:

[illegible]

2. The distribution of the object classification [illegible] as shown above is as follows:

[illegible]

b. [illegible]

c. [illegible]

(1) [illegible]

(2) [illegible]

(3) [illegible]

(4) [illegible]

Total [illegible]

ROUTING	COORDINATION	STAFF ACTIVITY
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1 March 1949

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

29 September 1949

Bud 121.2

SUBJECT: Air Combat Maneuver Funds

TO : Commanding General, Fourteenth Air Force, Orlando Air Force Base, Orlando, Florida
Same letters sent to Fourth, Ninth, Tenth & Twelfth AFs.

1. Current directives authorize the use of Air Combat Maneuver appropriated fundsfor payment of per diem while traveling to and from a maneuver area, but not while actively participating in maneuvers. However, due to the critical shortage of Air Combat Maneuver travel funds, this headquarters has adopted the policy of including the phrase, "No per diem payable," in orders involving travel by military aircraft when the travel can be performed in one day or less, or when it is obvious that the personnel concerned will not be required to incur additional expenses as a result of the travel.

2. Personnel being transported to a maneuver area by motor convoy will be considered as actively participating in the maneuver from the time they leave their permanent station until they return thereto and no per diem will be authorized.

BY COMMAND OF MAJOR GENERAL WEBSTER:

BRUCE H. GEMMEL
Capt. USAF
Asst. Adj. Gen.

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2 - SEP 1949

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28 March 1949

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H-486

IN 120.1, Use of Funds under Appropriation 5704400, Project 488,
(Air Combat Maneuvers)

entitles to per diem reimbursement while travelling between their regular stations and a maneuver area, but not while performing duty within that area. This view presumably is based on the assumption that field type accomodations for shelter and subsistence are available in field exercises in the maneuver area and that by availing themselves of such accomodations officers serving as observers, advisors, technicians, umpires, etc.) are put to no unusual expense. Such an assumption is not valid in the case of "Operation Lookout" or in several other contemplated air combat maneuvers.

3. Decision is requested as to the legality of obligating or expending USAF funds from Appropriation 5704400, Project 488, (Air Combat Maneuvers) for the reimbursement on a per diem basis of officers detailed as observers, advisors, technicians, or in other capacities, in connection with "Operation Lookout" and similar training activities. Decision approving such obligation or expenditure is needed in order to prevent disallowance of claims (vouchers) for reimbursement on the grounds set forth in Decision B-15096 above.

4. If the interpretation of law and regulations by the Comptroller General of the United States precludes the reimbursement on a per diem basis of officers engaged in routine field training, including exercises carried out under the term "Air Combat Maneuvers", "Operation Lookout" cannot be conducted as planned without ordering officers to duty involving unusual expenses for which they should be reimbursed and for which they would be reimbursed if on a travel status. If these officers are not employed on this duty, the purpose of "Operation Lookout" will not be satisfactorily achieved and the benefits of an important air combat maneuver for the air defense of the United States will be lost.

5. In appropriating funds for air combat maneuvers under the Appropriation Project cited above, it was the obvious intent of Congress to make possible exercises of the kind described above. Such intent is shown in the explanation of The Fiscal Code, page 104, Air Force Manual of Budget & Fiscal Administration, June 1948. It is not believed that a false analogy between air combat maneuvers, as planned and conducted now and in the future, and special field exercises, as conceived before World War II, should be allowed to interfere with the intent of Congress in making appropriations.

6. Prompt decision is requested since "Operation Lookout" is scheduled to begin on 10 September and the officers involved must begin

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ROUTING	COORDINATION	STAFF ACTIVITY
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		Surg
		WAF
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26 March 1949

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INITIAL	COORDINATION	STAFF ACTIVITY
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ConAC Form Hq-46 B
March 1949

320.1, Use of Funds under Appropriation 5704600, Project 460,
(Air Combat Maneuvers)

their travel to, and do, their duty at their various stations prior to that date. Since "Operation Lookout" is typical of extensive training activities incident to modern air defense, the decision in this matter will have a determining effect on the plans for, and execution of, such future training and preparation for the air defense of the United States.

ENNIS C. WHITEHEAD
Lieutenant General, United States Air Force
Commanding

Adjutant General's Central File Copy

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DEPARTMENT OF THE AIR FORCE
WASHINGTON

AFAFN-1 245 General 29 September 1949

SUBJECT: Use of Funds under Appropriation 5704400, Project 488, (Air Combat Maneuvers).

TO : Commanding General
Continental Air Command
Mitchel Air Force Base
New York
ATTN: Director of Finance

1. Reference is made to letter, your headquarters, of even subject, dated 2 September 1949, file FIN 121.2.

2. The question posed in the above referenced letter has been discussed in detail with General Accounting Office representatives, and they adhere to the position that the payment of a per diem allowance for the period of combat maneuvers is not allowable. In this connection, however, attention is invited to letter from the Assistant Comptroller General of the United States to the Secretary of the Navy, B-39800, dated 6 June 1944, copy inclosed, which appears to merit consideration for application herein.

3. It is understood that payment of the per diem allowance for the maneuver period was not to be made locally, but rather a typical case which had been presented to a disbursing officer for settlement would be properly documented by him and transmitted to this headquarters for submission to the General Accounting Office for an advance decision. In order to preclude an adverse decision being rendered solely on the basis of improper phraseology of the travel orders involved, it is suggested that the orders supporting the aforementioned request avoid any reference to "Operation Lookout". It is also considered advisable to submit a case in which no temporary duty preceded or followed the maneuver period since the propriety of payment of per diem for these periods might be questioned if included in the same submission.

4. In the event a request for advance decision is submitted in the instant case, the utmost care should be exercised in the selection of the case to be documented as well as in the preparation of the letter of transmittal.

BY COMMAND OF THE CHIEF OF STAFF:

1 Incl
Cy ltr 6 Jun 44

/s/K E Webber
/t/K. E. WEBBER
Brig. General, USAF
Director of Finance
Deputy Chief of Staff, Comptroller

DEPARTMENT OF THE AIR FORCE
FISCAL YEAR [illegible] ESTIMATES
SPECIAL INSTRUCTIONS FOR DEVELOPMENT OF [illegible]

AIR FORCE RESERVE

Headquarters, Continental Air Command, will compute [illegible] Reserve requirements in the areas listed below:

Project 562 - Travel and Other Expenses of Personnel [illegible] Force Reserve Activities - Travel and other expenses of personnel [illegible] with Air Forces Reserve activities will be estimated for [illegible] mates will include mode of travel and average number of personnel [illegible] average period of TDY to be broken down by AFRTC, Air Force, and [illegible]

Miscellaneous Expenses of Air Force Reserve - Miscellaneous expenses of the Air Force Reserve will include items not enumerated above with a detailed explanation of activities.

Project 431 - Maintenance and Operation of Air Force Reserve Installations And Organizations - Estimates relative to maintenance of Air Force Reserve installations (AFRTC's) will be based on the following:

a. Current policies of pro-rating charges will apply.

b. All civilian personnel will be listed by grades, salaries and the job titles.

c. Estimates will include cost for maintenance of auxiliary ground training facilities.

Project 432 - Operation of Air Force Reserve Installations - Estimates for the operation of Air Force Reserve installations (AFRTC's) will contain detailed justification by function.

a. Current policies of pro-rating charges will apply.

b. Civilian personnel requirements will list individual grades, salaries, and job titles.

c. Estimates will include costs for the operation of auxiliary ground training facilities.

Project 441 - Training Aids, Publications and Extension Courses for Air Force Reserve - Estimates for publications and Extension Courses which are to be procured by your command from other than printing and binding funds will be included under this project.

Project 451.- Commercial Transportation in the Zone of Interior - This project covers all commercial transportation within the Zone of Interior required in connection with the movement of supplies and equipment between Air Force installations and from Air Force installations to Army installations when for the

Inclosure II
(continued)

DEPARTMENT OF THE AIR FORCE
FISCAL YEAR 1951 ESTIMATES
SPECIAL INSTRUCTIONS FOR DEVELOPMENT OF BUDGET ESTIMATES

AIR FORCE RESERVE

direct benefit of the Department of the Air Force. These estimates for this project should be developed in such manner as to show separately transportation funds required for shipments from and between Air Force installations, from Air Force installations to Army installations, parcel post in excess of four pounds and special movement (itemized).

The justification supporting this estimate should clearly indicate the basis of computation and the program factor (flying hours, military strength, etc.) used in determining the estimated tons or pounds to be shipped, the average haul and the unit cost per ton. Movement by commercial airlift will be shown separately and justified in complete detail. An explanation should be made of any increases or decreases in requirements between Fiscal Years 1949, 1950 and 1951. In order that this headquarters may have a valid basis of adjusting the estimates in the event of program changes or limiting figures imposed by higher authority, it is requested that information be submitted with respect to the factors which should be used for the purposes of making such adjustments.

NOTE: Information is also requested as to the estimated reimbursements to the Air Force Reserve Appropriation.

Troop Program - Air Force Reserve

For the purpose of preparing budget estimate for FY 1951 for appropriation Air Force Reserves, listed below are estimated personnel strengths for each AFRTC. These personnel strength figures are to be used only for the purpose of preparation of this budget estimate and are not to be considered as personnel ceilings established by this headquarters for each AFRTC.

	*Off	Amn	Civ	Total
1st AF				
Hanscom Airport	35	316	192	543
Floyd Bennett NAS	35	328	145	508
4th AF				
Hamilton AFB	28	150	78	256
Long Beach Mun Apt	45	600	119	764
Portland Airport	35	368	140	543
9th AF				
Godman AFB	35	358	115	508
Cleveland Apt	28	210	18	256
Gtr Pittsburgh Apt	35	374	134	543
Philadelphia International Apt (Sv)	35	412	102	549
10th AF				
Chicago-Orchard Apt	45	373	404	822
Scott AFB	28	159	69	256
Stout Field	35	365	108	508
Fairfax Field	35	403	105	543
Wold-Chamberlain Field	35	399	109	543
Offutt AFB	28	175	53	256
Selfridge AFB	28	158	70	256
12th AF				
Tinker AFB	28	172	70	270
Hensley Field	35	398	110	543
14th AF				
Birmingham Air Fld	35	393	115	543
Miami Int Apt	35	380	128	543
Marietta AFB	35	409	105	549
Memphis Mun Apt	35	367	141	543

Incl III

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AFABP-B-1 20 May 1949

SUBJECT: Air Force Reserve Tentative Funding Program For FY 1950

TO : Commanding General, Continental Air Command, Mitchel Air Force Base, New York - Attn: Budget & Fiscal Officer

1. Transmitted herein your tentative annual funding program FY 1950 for Air Force Reserves.

2. ANNUAL FUNDING PROGRAM FOR CONTINENTAL AIR COMMAND-------$24,342,706

Factors:

a. Troop Program dated 1 March 1949 and changes thereto.

b. Active Duty Pay - A lapse rate of 10% officers and 20% airmen has been applied to the total personnel requirements.

(1) School - Funds for this purpose will be forthcoming at a later date.

(2) Mobilization Assignment Personnel - The grade distribution of these personnel will be the responsibility of your command and will be consistent with your mobilization requirements.

c. Inactive Duty Pay - A lapse rate of 20% officers and 30% airmen has been applied to the total funds required. In addition, fifty per cent (50%) of participating personnel to qualify for forty-eight (48) drill periods and the remaining fifty per cent (50%) to qualify for twenty-four (24) drill periods.

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BUDGET PROGRAM 520 - Pay of Air Force Reserves - - - - - - - $11,051,913

Project 521 - Active Duty Pay - - - - - - - - - - - - $4,449,657

These funds will be provided for the pay and allowances of Air Force Reserve personnel participating in active duty training.

a. Mobilization Assignments - - - - - - - - - - - - $ 443,940

Funds are based on quota of 2,090 officers.

b. Corollary Units - - - - - - - - - - - - - - - - - $ 264,548

Funds are based on quotas of 798 officers and 3,021 airmen.

c. AFRTC Units - - - - - - - - - - - - - - - - - - - $3,349,281

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BUDGET PROGRAM 430 - Maintenance and Operation of Installations- - - - - - - - - - - $10,[illegible]

Project 431 - Maintenance of Installations - - - - - - - - $[illegible]

a. Object Class 01	$2,946,348
b. Object Class 99	[illegible]
Total	[illegible]

These funds are to be utilized for the management and [illegible] of real property and provision of utilities [illegible] of buildings, structures, grounds, [illegible] training facilities, communication [illegible] personnel requirements, local [illegible] first destination transportation, [illegible]

Included above are funds in the [illegible] personnel requirements.

Project 432 - [illegible] of Installations [illegible]

a. Object Class 01	$[illegible]
b. Object Class 99	[illegible]
Total	[illegible]

These funds will be used [illegible] such as [illegible] local purchase [illegible] local [illegible]

Included [illegible]

[illegible]

BUDGET PROGRAM [illegible]

Project [illegible]

To defray the [illegible]

BUDGET PROGRAM [illegible]

[illegible]

AFABF-B-1 10 May 1949

SUBJECT: Air Force Reserve Tentative Funding Program for FY 1950

Funds are based on quotas of 10,325 officers and 25,090 airmen.

d. Newly Commissioned USAF Personnel (ROTC Graduates) - - - - - - - - - - - - - $ 615,000

Project 522 - Inactive Duty Pay - - - - - - - - - - - - - $7,182,256

These funds will be expended for pay and allowances of Air Force Reserve personnel participating in inactive duty training.

a. Mobilization Assignments - - - - - - - - - - - - - $ 700,321

Funds are based on quota of 2,090 officers.

b. Corollary Units - - - - - - - - - - - - - - - - - $ 474,122

Funds are based on quotas of 798 officers and 3,021 airmen.

c. AFRTC Units - - - - - - - - - - - - - - - - - - - $ 5,880,133

Funds are based on quotas of 10,325 officers and 25,090 airmen.

d. Administration Function Pay - - - - - - - - - - - $ 127,600

BUDGET PROGRAM 560 - Travel - $1,759,516

Project 561 - Travel of Air Force Reserve Personnel Active Duty Training - - - - - - - - - - - - - $1,616,516

Funds are based upon the personnel quotas for active duty training for your command.

a. Mobilization Assignment -

Travel - $ 113,925

b. Corollary Unit Travel - - - - - - - - - - - - - $ 133,011

c. AFRTC Unit Travel - - - - - - - - - - - - - - - $1,329,917

d. Newly Commissioned ROTC Graduates Travel - - $ 39,663

Project 562 - Travel - $143,000

To defray the cost of TDY travel of regular Air Force personnel in connection with Air Force Reserve activities.

NOTE: The breakdown of funds in above projects have been used in the development of the total project requirements and are shown here for your information only.

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AFABF-B-1 20 May 1949

SUBJECT: Air Force Reserve Tentative Funding Program for FY 1950

3. It is requested that the above program be reviewed and that your comments and/or recommendations relative to the above program be submitted to this Headquarters not later than 5 June 1949. In the event additional funds are required subject request will be supported with detailed justifications.

BY COMMAND OF THE CHIEF OF STAFF:

W. E. GARDNER
Lt. Colonel, USAF
Chief, Budget Ops Div
Directorate of Budget
Comptroller

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(d) [illegible]

b. Proj 340 [illegible]

(a) [illegible]

(b) [illegible]

(c) [illegible]

(d) [illegible]

c. Budget Program 340 [illegible]

1. Travel of AF Res personnel for [illegible]

(a) [illegible]

(b) Auxiliary Units [illegible]

(c) AFROTC Units [illegible]

(d) Newly commissioned USAF Personnel (ROTC) [illegible]

2. Project 340 [illegible] in connection with [illegible]

FOR THE COMMANDING GENERAL:

NEAL J. O'BRIEN
Colonel, USAF
Adjutant General

This 1st Ind and attachments thereto was compiled from studies submitted by DT, DO and DM. No further coordination is necessary.

Clement M. Lewis
Capt USAF

FOR DIRECTORATE USE 3/6/49
Prepared by CML 54-7219
Coordinated

Incl.
2 Incls w/d
1 Added
Basis of Computation.

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ConAC Form Hq-AG 6
20 March 1949

Adjutant General's Central File Copy

[illegible]

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	$105,000
[illegible]	[illegible]	3,775,000	[illegible]	110,000
[illegible]	[illegible]	2,100,000	.017	36,000
[illegible]	[illegible]	1,900	1.05	2,000

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[illegible]

Activity	Unit of Measure	[illegible]	[illegible]	[illegible]
Improved Grounds	acres	1,180	3.4	4,000
Other Ground areas, railroads & storm drainage	-	-	-	[illegible]
Airfield Lighting	No. of lts	1,300	2.00	[illegible]
Electrical Plants & Systems	Pole ft	120,000	.47	[illegible]
Water Plants & Systems	lin ft of main	170,000	.02	[illegible]
Sewer Plants & Systems	lin ft of main	100,000	.027	[illegible]
Gas Plants & Systems	lin ft of main	27,000	.04	1,000
Heating Plants & System	M cu ft of bldg space heated	4,340	10.40	46,000
Refrig & Air condition sys	HP cap.	210	14.30	3,000
Fuel storage & dispensing system	M gals	1,310	1.53	2,000
Installed Mess & kitchen equip.	-	-	0	1,000
Custodial Services	sq. ft. of area svcd	334,000	.003	1,000
Insect & Rodent Control	-	-	-	1,000
Snow Removal	-	-	-	3,500

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BASES OF COMPUTATIONS OF ESTIMATED REQUIREMENTS FOR AIR FORCE RESERVE FOR FY 1950 (CONTINUED)

Activity	Unit of Measure	Approximate Quantity	Gross Rate Per Unit	Fund [illegible]
Purchased Utilities:				
Water	M gals	142,000	.20	29,000
Electricity	KWH	11,000,000	.015	165,000
Fuel for Utilities Space Heating, and cooking:				
Coal	tons	30,000	10.	300,000
Fuel Oil	M Gals	210	.06	10,000
Gas	Therms	446,000	.05	22,000
Fire Protection:-		-	-	15,000
Repair of Maintenance Machinery, Equip. & Tools: -		-	-	18,000
Projects within approval authority of Instl. commanders; estimated @ 10 projects at each instl at an average cost of $5,000 per project -		-	-	[illegible]
Projects within AF & major command approval authority -		-	-	[illegible] *
		TOTAL		$ [illegible]

* There is included in this figure provision for anticipated [illegible] projects resulting from activation or expansion of facilities at the following installations over and above that performed with [illegible]: Portland - $144,000, Long Beach $400,000, the [illegible] - $300,000, Philadelphia - $300,000, and miscellaneous [illegible] - $474,000. This also includes [illegible] projects over [illegible] which will be approved by USAF but funded by [illegible].

It is estimated that the obligations during FY 1949 [illegible] will approximate $[illegible] [illegible] of the requirements listed above under Project [illegible] will have a [illegible] effect on the rehabilitation and improvement program in connection with Reserve facilities and will thereby serve as a [illegible] in the effective implementation of the new USAF Reserve Program.

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[illegible]

b. Project [illegible] Operation of [illegible] [illegible]

(a) Class [illegible] [illegible]
(b) Class [illegible] [illegible]

(1) [illegible] Man Years x [illegible] per year (present wage rate) = [illegible],902,077

In the event new wage schedules are established during FY 1950 consistent with present trends, these funds may be [illegible] to [illegible]% less than our needs.

(2) The [illegible] funding program as established under project [illegible] appears adequate to the needs of this command.

2. Budget Program 410 - Training: [illegible]

Proj 411 - Training Aids, Publications and Education Courses: [illegible]

It is estimated that [illegible] per AFRTC will be required for local procurement of training aids required in unit training programs which cannot be procured through normal supply channels.

$ [illegible] x [illegible] AFRTC's = $ [illegible]

Commercial supply of training aids estimated at [illegible] per AFRTC

$ [illegible] x [illegible] AFRTC's = $ [illegible]

It is estimated that [illegible] per [illegible] branch AFRTC's and [illegible] per 17 non-branch AFRTC's will be required for purchase of books, newspapers, magazines and other periodicals not available through normal supply channels.

$ [illegible] x [illegible] branch AFRTC's = $ [illegible]
$[illegible] x 17 non-branch AFRTC's = $ [illegible]
[illegible]
Total [illegible]

3. Budget Program [illegible] - Pay of AF Res [illegible]

[illegible]

[illegible]

[illegible] over 3 years service	$ [illegible] per day
[illegible] over 3 years service	[illegible] per day
[illegible] over 3 years service	[illegible] per day

[illegible]

[illegible] over 3 years service	$ [illegible] per day
[illegible] over 3 years service	[illegible] per day

[illegible]

(a) [illegible] Active Duty Pay [illegible]

(1) [illegible]

[illegible] for active duty pay of [illegible] on a quota of [illegible] officers.

[illegible] x $[illegible] per day x 15 days = $[illegible]

(2) [illegible] Units.

[illegible] for active duty pay of personnel [illegible] units was based on a quota of [illegible] officers and [illegible]. Personnel figures were arrived at by [illegible] program [illegible]

[illegible] officers x $[illegible] per day x 15 days = $ [illegible]

[illegible] airmen x $[illegible] per day x 15 days = $ [illegible]

[illegible] airmen x $[illegible] per day x 15 days = $ [illegible]

Total $ [illegible]

[illegible]

(c) [illegible] Units:
[illegible] rate.

[illegible] officers x $[illegible] per day x [illegible] days = [illegible]

[illegible] Airmen x $[illegible] per day x [illegible] days = [illegible]

[illegible] Airmen x $[illegible] per day x [illegible] days = [illegible]

[illegible]

(d) [illegible] graduates:
It is anticipated that [illegible] newly commissioned [illegible] graduates will be on [illegible] day tours of active duty. [illegible] requirements are based on the [illegible] that [illegible] will have an average of [illegible] years service. The base pay of a [illegible] under [illegible] years was therefore used in computation.

[illegible] officers x $[illegible] per month x [illegible] months = [illegible]

(b) Project [illegible] Inactive duty pay [illegible]

1. Mobilization assignees:
Estimated requirements for inactive duty pay of mobilization assignees was based on a quota of [illegible] officers, of which [illegible]% would qualify for 48 drill periods and [illegible]% would qualify for 24 drill periods.

1065 officers x $[illegible] per period x 48 periods = [illegible]

1065 officers x $[illegible] per period x 24 periods = [illegible]
Total [illegible]

2. Corollary Units:
Estimated requirements for inactive duty pay of personnel assigned to corollary units was based on quotas of [illegible] officers and [illegible] airmen. [illegible]% would qualify for 48 pay periods and [illegible]% would qualify for 24 pay periods. It was further estimated that [illegible]% of the officers and [illegible]% of the airmen may qualify for flying pay. Personnel figures are based on number of authorized units x authorized personnel per unit in 1 March [illegible] Program.

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BASIS OF COMPUTATIONS OF ESTIMATED REQUIREMENTS FOR AIR FORCE RESERVE FOR FY 1950 (CONTINUED)

317 officers x $8.08 per day x 48 periods = $122,[illegible]
318 officers x 8.08 per day x 24 periods = 61,[illegible]
1074 airmen x $2.50 per day x 48 periods = [illegible]
1075 airmen x 2.50 per day x 24 periods = [illegible]
Sub Total [illegible]

156 officers x $4.08 per day for flying x 48 periods = $ [illegible]
160 officers x 4.08 per day for flying x 24 periods = [illegible]
214 airmen x $1.75 per day for flying x 48 periods = 17,[illegible]
215 airmen x 1.75 per day for flying x 24 periods = [illegible]
Sub Total [illegible]
TOTAL [illegible]

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[illegible] FOR AIR FORCE RESERVE [illegible]

b. [illegible] Units.

[illegible] requirements for inactive duty pay of person- [illegible] officers and [illegible] qualify for [illegible] of the officers and [illegible] qualify for flying pay. Personnel figures are based on [illegible] per unit in 1 March [illegible]

[illegible] periods = 1,346,372.00

[illegible]

Sub Total [illegible]

TOTAL [illegible]

c. Administrative Functional Pay.

[illegible] total of 349 officers, [illegible] functional pay on the basis [illegible] per year and [illegible] $120 per year.

[illegible] per year = [illegible]

[illegible] per year = [illegible]

d. Budget Program 540 - Travel [illegible]

e. Project 542 - Travel of Air Force Reserve personnel active duty training - [illegible]

[illegible] of travel requirements for Air Force Reserve personnel called to active duty for training purposes are based on [illegible] average of $ [illegible] per mile for officers and $ [illegible] per mile for airmen.

1. [illegible]

[illegible] x 790 miles x $ [illegible] per mile = [illegible]

2. [illegible]

[illegible] per mile = [illegible]

[illegible] per mile = [illegible]

Total [illegible]

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ROUTING	COORDINATION	STAFF ACTIVITY
		CG
		VC
		DAD
		DTAO
		LCTAO
		IG
		A Insp
		PM
		PIO
2		AG
		COMP
		Aud
		Budg
		Fin
		Prog
		Sta
		DP
		Chap
		JA
		Per
		Sur
		WAF
		Ser
		DO
		Int
		Comm
		O&T
		P&R
		IM
		Mat
		M&S
		Ins
		DRF
		Res
		ROTC
		ANG

FR 121.2 JVR/5

SUBJECT: Estimated Fund Requirements - Appropriation NG

TO : Comptroller, Headquarters USAF, Washington 25, D.C.
ATTN: Director of Budget

1. Reference is made to message, this headquarters, AFConACFB 7026, 1 April 1949, regarding estimated fund requirements under Appropriation National Guard.

2. The estimates contained therein were based upon all the information available to this headquarters at the time of preparation. This information consisted of WD AGO Forms 14-120 (Report on Status of Allotments) for the months of January and February, AF Forms 316, Request for Funds from the ConAC air forces, and other planning data.

3. Recent developments, however, have indicated that the estimated six months requirements are inadequate to provide for the minimum operation of the National Guard activity assigned to this command. A review of the WD AGO Forms 14-120 for the period ending 31 March 1949 and receipt of a revised Request for Funds from Headquarters, Ninth Air Force, indicates the minimum essential six (6) months requirements of the Continental Air Command for the period 1 January through 30 June 1949 under Appropriation NG, to be as follows:

NG P432	$4,800.00
NG P441	5,000.00
NG P442	49,500.00
NG P530	244,680.00

4. It is requested that the above requirements be considered in any redistribution of funds contemplated by your headquarters.

FOR THE COMMANDING GENERAL:

[illegible] O'B[illegible]N
Co[illegible]
Ad[illegible]al

FOR DIRECTORATE
USF
Prepared By JVR
7248
Co[illegible]ated

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Until

ConAC Form Hq-AG 5
28 March 1949

Adjutant General's Central File Copy

L-49-288 H-513

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B/L fr ConAC to Hq USAF, Comptroller, dtd 18 Apr 49, subj "Estimated Fund Requirements - Appropriation NG".

AFABF-B-1 1st Ind

Dept of the Air Force, Hq USAF, Comptroller, Washington 25, D. C. 26 April 1949

To: Commanding General, Continental Air Command, Mitchel Air Force Base, N.Y.
Attention: Comptroller's Division

1. Reference letter this Hqs subject "FY Annual Funding Program, NG & ROTC", dated 7 April 1949, file AFABF-B-1 and your TWX AFCCNACFB 7026 dated 1 April 49.

✓ 2. Relative to above references, National Guard funds available to this Hqs have been fully programmed. Additional revision in this program is not contemplated and will not be effected unless detailed ✓ justifications indicate that an additional requirement exists or that changes in program are of an emergency ✓ nature.

BY COMMAND OF THE CHIEF OF STAFF:

Samuel P. [illegible], Maj USAF
for W. E. CARTER
Lt. Colonel, USAF
Chief, Budget Operations Division
Directorate of Budget
Comptroller

12953

ROUTING
COORDINATION
STAFF ACTIVITY
CG
VC
DAD
DTAO
LOTAO
IG
A Insp
PM
PIO
AG
COMP
Aud
Budg
Fin
Prog
Stat
DP
Chap
JA
Pers
Surg
WAF
Serv
DO
Int
Comm
O&T
P&R
DM
Mat
Mat
M&S
Instl
DRF
Res
ROTC
ANG

FOR DIRECTORATE USE
Prepared By
Coordinated
EVALUATION
Non Record
Permanent
Temporary
Until

121.2

SUBJECT: Fund Requirements, Appropriation Air National Guard, Project 563

TO : Comptroller, Headquarters USAF, Washington 25, D. C.

1. Reference is made to your message AFABF-B-1 165, dated 5 October 1949, which establishes a tentative annual funding program for this command under Appropriation Air National Guard, Project 563 in the amount of $68,008.00. This is the first notification this command has received establishing even a tentative annual funding program for travel expenses incurred in connection with Air National Guard activities.

2. This tentative annual funding program is insufficient to cover the requirements of this command as estimated obligations will have been incurred as of 30 September 1949 in the amount of $74,820.00, against this annual program. Attached herewith is a summary outlining the total funds required by this command under subject appropriation and project for specific purposes. It will be noted that the total requirement of this command for National Guard travel funds for FY 1950 is $145,200, of which an estimated 66.6% is to be used in connection with operation and administration of Air National Guard summer camps.

3. Obligations estimated to be incurred by this command as of 30 September 1949 are in excess of those available by allocations since first quarter allocations were not received by this headquarters until 5 August 1949. No suballocation of these funds to ConAC Air Forces were planned by this headquarters until receipt of your letter of instructions dated 10 August 1949, subject: "Funding Programs, Fiscal Year 1950", which was received by this headquarters on 16 August 1949. Reference is made to Report on Status of Allocations for the month ending 31 July 1949, as submitted by this headquarters which reported obligations under subject appropriation and project in the amount of $17,293.79. Actual obligations were incurred in the amount of $48,854.21 for the month of August and $8,672.00 is estimated for September or estimated total cumulative obligations for the first quarter of $74,820.00. Lacking a first quarter funding program from your headquarters until 37 days after the start of the quarter, sufficient planning could not be accomplished to stay within first quarter allocation of $19,502 and it is assumed that prior to receipt of your first quarter allocations and letter of instructions, obligations had already been incurred in excess of the amount allocated in accordance with your message AFABF-B 31346, 30 June 1949 which authorized obligations to cover minimum essential requirements.

ConAC Form Hq-AG 5
20 March 1949

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L-49-248

ETB/dfj

Fund Requirements, Appropriation Air National Guard, P563

4. Subordinate Air Force Headquarters and installations of this command received no first quarter suballocations or fund allotments until September and were operating without suballocations and allotments during the first two months of the first quarter. Upon receipt of Reports of Status of Suballocations from Air Force Headquarters for the month ending 31 August 1949, indicating an overobligation of available funds, this headquarters directed ConAC Air Forces to cease all activity requiring the use of Air National Guard travel funds and informed your headquarters of this action by our messages AFConACBud 25607, 23 September and AFConACBud 26235, 30 September. No detailed schedule by activity is available in this headquarters at this time covering actual obligations incurred by subordinate Air Force Headquarters and installations. However, obligations during the first quarter of this fiscal year are included in the attached budget estimate, which was prepared on the basis of information received from ConAC Air Forces.

5. In order to insure that no additional obligations are recorded under Appropriation Air National Guard, Project 563, by this command, all inspections of Air National Guard units, administration travel in connection with Air National Guard activities and ferrying of Air National Guard aircraft have ceased, pending receipt of additional funds for these purposes.

6. The discrepancy which you refer to in your message cited in paragraph 1, above, which existed in our Reports on Status of Allocation as of 31 August 1949 had been corrected by submission to your headquarters of a "Corrected" Report on Status of Allocations, submitted to your headquarters the day following submission of the original report. Reference is made to this corrected copy furnished your headquarters, which indicates total cumulative obligations as of 31 August 1949 amounting to $57,027.75 under Object Class 02 and $31.05 under Object Class 99 or total obligations under subject appropriation and project of $57,058.80. These reported cumulative obligations were based on consolidation of five (5) Air Force reports and this headquarters estimate of the sixth (6th) or remaining Air Force; since the reports for one Air Force were not submitted in time for inclosure in this command's consolidated report furnished your headquarters. The actual cumulative obligations as of 31 August 1949, as reported by all Air Forces is $66,148.00. Your headquarters was informed by our message AFConACBud 24630, 15 September 1949 that obligations as of 31 August approximated $66,000.00.

CHARLES T. MYERS
Major General, U. S. Air Force
Vice Commander

Coordinated orally with Gen Candee, Comptroller.

ROUTING	COORDINATION	STAFF ACTIVITY
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28 March 1949

L-49-248

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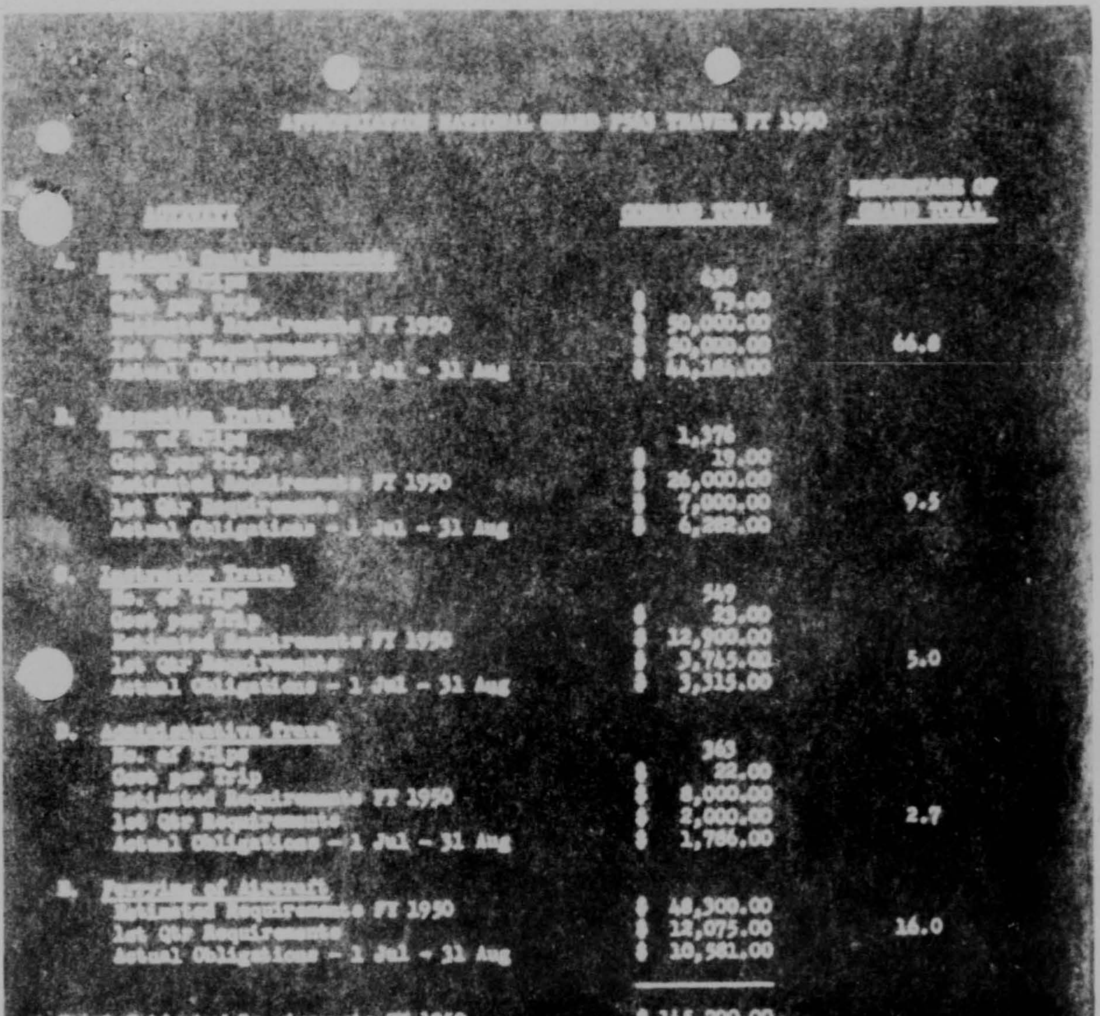

[illegible] NATIONAL GUARD [illegible] TRAVEL FY 1950

ACTIVITY	COMMAND TOTAL	PERCENTAGE OF GRAND TOTAL
A. [illegible]		
No. of Trips	630	
Cost per Trip	$ 79.00	
Estimated Requirements FY 1950	$ 50,000.00	
1st Qtr Requirements	$ 50,000.00	66.8
Actual Obligations - 1 Jul - 31 Aug	$ 44,166.00	
B. Inspection Travel		
No. of Trips	1,376	
Cost per Trip	$ 19.00	
Estimated Requirements FY 1950	$ 26,000.00	
1st Qtr Requirements	$ 7,000.00	9.5
Actual Obligations - 1 Jul - 31 Aug	$ 6,282.00	
C. Instructor Travel		
No. of Trips	549	
Cost per Trip	$ 23.00	
Estimated Requirements FY 1950	$ 12,900.00	
1st Qtr Requirements	$ 3,745.00	5.0
Actual Obligations - 1 Jul - 31 Aug	$ 3,315.00	
D. Administrative Travel		
No. of Trips	363	
Cost per Trip	$ 22.00	
Estimated Requirements FY 1950	$ 8,000.00	
1st Qtr Requirements	$ 2,000.00	2.7
Actual Obligations - 1 Jul - 31 Aug	$ 1,786.00	
E. Ferrying of Aircraft		
Estimated Requirements FY 1950	$ 48,300.00	
1st Qtr Requirements	$ 12,075.00	16.0
Actual Obligations - 1 Jul - 31 Aug	$ 10,981.00	
Total Estimated Requirements FY 1950	$ 145,200.00	
Total Estimated 1st Qtr Requirements	$ 74,820.00	100.0
Obligations - 31 August 1949	$ 66,140.00	

Incl
3

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17 Oct 49
O&T/RBL/mfn/5142

17 October 49

O&T 121.2

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A Mat
Proc
Engr
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Comm
Elect
Rad
Others

SUBJECT: Air National Guard Field Training Sites and Cost Estimates, Calendar Year 1950

TO : Special Assistant for Reserve Forces, Headquarters USAF, Washington 25, D. C.

1. Reference is made to the following correspondence:

a. Headquarters USAF letter, "Budget Estimates for National Guard Field Training (Form 50)", 3 August 1949 and this headquarter's 1st Indorsement thereto, 16 August 1949.

b. ConAC message AFConACOT 20051, 6 August 1949 (Information copy forwarded your headquarters with 1st Indorsement cited in Par. 1a above).

2. Attached as Inclosure 1 is a consolidated summary of Calendar Year 1950 Air National Guard Field Training plans. This inclosure consists of a list of all Air National Guard groups arranged by wings, their recommended field training dates and sites, and estimates of [illegible] cost required to open, operate and close the selected sites. Where possible, an indication has been made of the concurrence of Air National Guard authorities. These summaries are also being forwarded to the ConAC Air Forces for revisions and additions based on the results of conferences with Air National Guard authorities now being conducted in accordance with Par. 2c of the letter cited in Par. 1a above.

3. Attached as Inclosures 2 through 7 are the detailed recommendations of each of the ConAC Air Forces concerning Calendar Year 1950 Field Training plans. This headquarters concurs with the comments and recommendations of the Air Forces except where indicated in the following paragraphs.

4. Ninth Air Force (Inclosure 2). This headquarters does not concur with the utilization of Dover Air Force Base for the 52nd Fighter Wing, New York Air National Guard. It is felt that this wing should train under the supervision of the First Air Force at the locations selected by the First Air Force.

Prepared by:
CAPT LIESEY

Register No.
Date Mailed
By

38

NOTE: *The handling of classified correspondence in this headquarters is governed by ConAC Staff Memo 205-4 and AF Regulation 205-1.*

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14 December 1948

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Air National Guard Field Training Sites and Cost Estimates, Calendar Year 1950 (Cont'd)

5. Tenth Air Force (Inclosure 3). This headquarters tentatively concurs with the field training sites selected by the Tenth Air Force; however, it is emphasized that accommodations at Oscoda, Alpena, Collins and Selfridge must be supplemented with adequate tentage facilities. This will greatly increase the overall tentage required at Camp Williams and Camp Grayling during the 1949 field training period. In addition, the National Guard Bureau must make funds available for adequate runway lighting and latrine facilities at Alpena, Collins. This headquarters approval of these sites is therefore based on the assumption that funds and equipment will be made available to the respective United States Property and Disbursing Officers in order that all of the inadequacies revealed in the Tenth Air Force site surveys will be eliminated.

6. Twelfth Air Force (Inclosure 4):

a. As the 63rd Fighter Wing, Texas Air National Guard has already participated in field training during Fiscal Year 1950, this headquarters does not concur with the period 4 through 20 June recommended as first choice for next year's field training.

b. Reference is made to Par. 2e of Inclosure 4. It is the policy of this headquarters that all Air National Guard units be trained within the area of the ConAC Air Forces to which they are assigned. Therefore, this headquarters will direct the Twelfth Air Force to re-examine the feasibility of employing Kirtland Air Force Base as a field training site for AC&W organizations. It is believed that the 158th AC&W Group can use existing facilities of the 188th Fighter Squadron, which will be temporarily vacated by that organization's move to San Marcos, plus an additional tentage area. The Twelfth Air Force will also be requested to report on the possibility of establishing field facilities at the outlying radar site locations in the Albuquerque area.

7. Fourteenth Air Force (Inclosure 5):

a. Reference is made to Par. 7 of Inclosure 5. Operational Readiness Tests conducted at Eglin Air Force Base during the past summer reveal that there is considerable opposition among Air National Guard authorities towards returning to Eglin Air Force Base next year. While lack of standard operating procedures for the use of the Eglin Bombing and Gunnery Ranges has been offered as one reason, it is believed that the principle cause of dissatisfaction is the lack of recreational facilities in the Eglin area. It is pointed out that Eglin Air Force Base is

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Register No.____
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By____

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14 December 1948

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Air National Guard Field Training Sites and Cost Estimates, Calendar Year 1950 (Cont'd)

the only location in the Fourteenth Air Force area that has completely adequate bombing and gunnery facilities. It is further pointed out that the fire power effectiveness of the squadrons of the 54th Fighter Wing is low. It is therefore felt that lack of recreational facilities cannot be considered as a valid reason for looking elsewhere for a field training location. This headquarters has directed the Fourteenth Air Force to work in cooperation with the Air Proving Ground Command at Eglin Air Force Base in establishing revised standing operating procedures for the use of Eglin gunnery ranges during next summer's encampment.

b. This headquarters has requested Fourteenth Air Force to submit cost estimates for field training to be conducted at Regular Air Force AC&W locations. Upon receipt, this information will be forwarded to your headquarters.

c. The site surveys mentioned in Par. 3a of Inclosure 5 have been withdrawn as only one copy was furnished by the Fourteenth Air Force. These surveys will be reproduced and forwarded for your information.

8. First Air Force (Inclosure 6):

a. This headquarters has recently been advised by Headquarters USAF that Stewart Air Force Base is to be declared excess; therefore, the First Air Force will be requested to adjust the cost estimates originally submitted for the use of this installation and, in addition, will be requested to submit a list of buildings that should be made available at no cost to the United States Air Force for use during the field training period. (See msg Hq USAF AFMAI 1232, 12 Oct 49).

b. This headquarters has also been advised by your headquarters that Grenier Air Force Base is to be declared excess. It will therefore be necessary for the First Air Force to submit a list of additional buildings to be made available as indicated in Par. 8a above for use during next year's field training period.

c. As the eventual disposition of Grenier and Stewart Air Force Bases is not known, it is recommended that your headquarters take necessary action to insure that their use by the Air National Guard during the two (2) weeks field training period will be permissable.

d. As it may develop that the use of Grenier and Stewart Air Force Bases may not be feasible, this headquarters is requesting First

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A Mat______
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Others______

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By______

ConAC Form Hq-A6 0
14 December 1948

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Air National Guard Field Training Sites and Cost Estimates, Calendar Year 1950 (Cont'd)

Air Force to consider the possibility of using Pine Camp Air Force Base for the 107th and 102nd Fighter Groups in lieu of Grenier Air Force Base. In addition, this headquarters will contact the Air Material Command to determine the feasibility of utilizing Rome Air Force Base for the field training of the 106th Bomb Group (L) in lieu of Stewart Air Force Base. In the event that Pine Camp Air Force Base cannot be used, this headquarters will contact Military Air Transport Service to determine the feasibility of utilizing Westover Air Force Base as an alternate.

9. It is requested that this headquarters be advised immediately whether the action recommended in Par. 8e above will be approved. In this connection, it is also pointed out that San Marcos Air Force Base, Texas has been declared excess by Air Training Command. Twelfth Air Force has advised this headquarters informally that if your headquarters, in cooperation with the National Guard Bureau, is unable to make San Marcos Air Force Base available for the field training period, Twelfth Air Force will attempt to utilize Brooks Air Force Base, supplemented by Kelly Air Force Base, An immediate answer to this problem is also necessary.

FOR THE COMMANDING GENERAL:

V. R. MURPHY
LT. COL., USAF
ASST ADJ GEN

7 Incls:
1. Sgry of ANG Fld Tng (dup)
2. 1st Ind, Ninth AF, 9AF 121.2, 29 Sep 49 (dup)
3. ANG Fld Tng, Tenth AF Area (dup)
4. Ltr Twelfth AF, OG 121.2 30 Sep 49 (dup)
5. Ltr Fourteenth AF, DR, 30 Sep 49 (dup)
6. Ltr First AF, OG 353, 30 Sep 49 (dup)
7. Msg Fourth AF (dup)

Cy of ltr O&T 121.2
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Others____

C-302

Register No.____
Date Mailed____
By____

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14 December 1948

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Department of the Air Force
HEADQUARTERS UNITED STATES AIR FORCE
Washington

AFABF-B-1 10 May 1949

SUBJECT: Tentative Annual Funding Program FY 1950 for Air Force

TO: Commanding General, Continental Air Command,
Mitchel Air Force Base, N. Y.
Attention: Comptroller's Division.

1. There is transmitted herein your Tentative Annual Funding Program FY 1950 for Air Force ROTG.

TENTATIVE ANNUAL FUNDING PROGRAM FOR CONTINENTAL AIR COMMAND----$6,765,911)

* * * * *

BY COMMAND OF THE CHIEF OF STAFF:

/s/t/ W E CARTER
Lt Col, USAF
Chief, Budget Operations Division
Director of Budget
Comptroller

2 Incls
Programs for AMC & Hqs USAF

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TYPED	COORDINATION	STAFF ACTIVITY
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		Prog
		Stat
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		J/A
		Pers
		Surg
		WAF
		Serv
		DO
		Int
		Comm
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		MPS
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5		Civ/Per

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Coordinated With ______

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JUN 1949

SUBJECT: FY 1950 Personnel Funding Program

TO: Comptroller, Headquarters, USAF, Washington 25, D. C.
Attention: Director of Budget

1. Reference is made to your [illegible] FY 1950 Funding Program [illegible] for the Continental Air Command [illegible] [illegible]

2. [illegible]

3. For your information, [illegible]

FY 1949 Appropriations	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
Total [illegible] for FY 50)	[illegible]	[illegible]	[illegible]

[illegible]

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ConAC Form Hq-48 [illegible]
March 1949

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0450

[illegible] (contd)

[illegible]	[illegible]	[illegible]	[illegible]
[illegible] (Funds to [illegible] [illegible] FY 1950)	[illegible]	[illegible]	[illegible]

(Funds to include [illegible] civilians employed by the Army but paid by ConAC [illegible] [illegible] operations at Camp Kilmer, Pope AFB, [illegible] Lawson AFB, Marshall AFB, Camp Leroy Johnson, and A/C & W sites.

[illegible]	351	[illegible]	351
[illegible] (Funds to [illegible] FY 1950)	351	[illegible]	351

4\. In view of the data outlined in paragraph 3, above, it is requested that Column 9, Section II, of your analysis referred to in paragraph 1, above, be changed to reflect actual ConAC civilian employment as of 31 March 1949. In order to facilitate making these requested changes, the following is a summary [illegible] by FY [illegible] and [illegible] the actual number of civilians [illegible] employed within this command as of 31 March 1949, actual number of civilians employed as of 31 March 1949, less those civilians at March AF Base, and actual number of civilians employed as of 31 May 1949, less those civilians at March AF Base:

Appn and Project	Col 9, Sec II of your Analysis	Actual Emp as of 31 Mar 49	Actual Emp as of 31 Mar 49 Less Pers at March AFB	Actual Emp as of 31 May 49 Less Pers at March AFB
[illegible] -21	7,[illegible]	9,070	[illegible]	[illegible]
[illegible] -21	7,482	8,73[illegible]	8,073	7,083
[illegible]	[illegible]	2,[illegible]	2,[illegible]	2,470
[illegible]	5,[illegible]	5,797	5,[illegible]	5,326
[illegible]	71	77	77	77
[illegible] -21	351	351	351	340
[illegible]	351	351	351	360

5\. It is further requested that Column 4, Section I, of your analysis entitled "Cost of Funding Current Employees through FY 1950" be revised to reflect the total amount of funds required to pay those civilians on ConAC payrolls as of 31 May 1949, less those civilians employed at March AFB, as follows:

Appn and Project	Column 4, Section I of your Analysis	Cost of Funding through FY 1950 Those Pers on Payrolls as of 31 May 49 Less Pers at March AFB
[illegible] -21	[illegible]	[illegible]
[illegible] -21	23,369,425	24,951,465
[illegible] -21	7,815,100	8,410,900
[illegible] -21	15,375,000	16,346,700
[illegible] -21	179,575	194,425
[illegible] -21	1,140,750	1,170,000

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28 March 1949

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ORIG
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FY 1950 Personnel Funding Program (Contd)

The above amounts were calculated by the use of the average salaries applied by your headquarters in preparing referenced analysis, namely, $3,150.00, average annual salary under Project 431-01; $3,075.00, average annual salary under Project 430-01; $2,525.00, average annual salary under Project 434-01, and $3,250.00, average annual salary under Project 811-01.

6. A review of Column 13, Section II, of your analysis headed "Man Years in Staff Recommendation" discloses an error in totalling the figures in this column. Total man years opposite "Total Appropriation MMO-01" should be changed from 7,311 to 7,400 and total man years opposite "Grand Total -01" should be changed from 7,671 to 7,760.

7. The tentative annual civilian personnel funding program, as established by your headquarters, requires this command to reduce the number of civilians currently engaged in the maintenance of installations by 259 and reduce the number engaged in operation of installations and air force headquarters by 416 prior to 1 July 1949 in order to stay within the approved man year figures of 2,431 and 4,969 respectively as shown in Column 13, Section II, of your analysis. This command cannot absorb this contemplated reduction in number of civilian employees for FY 1950 and perform its assigned functions. This command has recently been assigned the responsibility of maintaining all Air Force reserve records and this function in turn has been assigned to each of the six ConAC Air Forces. It is estimated that approximately twenty-five (25) civilian employees per air force headquarters is the minimum number required to carry out this responsibility, or a total of one hundred fifty (150) civilians to be hired and paid from appropriation MMO P430-01 in addition to those currently employed within this command. Also, as an added responsibility, this command is required to conduct the USAF reserve corollary program and, in order to conduct this program, additional civilians are needed within this command to satisfactorily perform this assigned mission; such personnel to be paid from appropriation MMO P430-01.

8. In connection, it is requested that your headquarters reconsider the tentative annual personnel funding program established for this command. In the event no upward changes can be made, request this headquarters be notified immediately in order that separation notices may be given to six hundred seventy five (675) civilian employees within this command. Upon notification from your headquarters that personnel within this command must be reduced, this headquarters will submit a supplemental request for additional funds for the purpose of paying terminal leave to those terminated. This headquarters will also take necessary action to reduce activities within this command commensurate with the amount of funds available for the pay of civilian employees.

FOR THE COMMANDING GENERAL:

H. MURPHY
LT. COL., USAF
ASST ADJ GEN

ConAC Form Hq-66 5
March 1949

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L-49-340

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Remarks of
MAJOR GENERAL EARL S. HOAG
SPECIAL ASSISTANT TO THE CHIEF OF STAFF
FOR RESERVE FORCES

AT THE

AIR RESERVE ASSOCIATION CONVENTION
Long Beach, California

October 14, 1949

* * * * * *

Now I would like for a few moments to talk about military appropriations for the operation of the United States Air Force Reserve during the Fiscal Year 1949. You will note that the appropriated funds are issued for the direct support of the Air Force Reserve Program; consequently, the support given by the Regular Air Force to implement the Reserve plan is not contained in this total. Included in this support are such items as: pay, travel, allowances, subsistence, clothing, and so forth, of all Regular Air Force personnel on duty with the Air Force Reserve Training Centers; training centers operating from Regular Air Force bases which perform many services without charge as well as providing free space and facilities; and substantial numbers of personnel of Headquarters, USAF, the Continental Air Command and its numbered air forces devoting all of their time to the administration, development and operation of the reserve plan, all of which is accomplished without charge to the Reserve appropriation. In addition, during the current fiscal year, the Reserve appropriation will not include funds for the administration and operation of the Mobilization and Corollary Programs. Therefore, it is pointed out that the extent of Reserve appropriations will only indicate the direct dollar support necessary to operate the Reserve program, and the support given by the Regular Air Force will not be identified even though it amounts to a large amount of Regular Air Force dollars.

* * * * * *

Chart 30
July 1 - Dec 31, 1949

Chart 30

Command Group			
Command + Operational Hq	3246387		251
Sep Air Force Hq	8958758		692
Air Divisions	218456		17
Wing Headquarters	1395530		108
Total Command Gp		13819131	1068
Operations Group			
Combat	13217127		1021
Combat Support	3681373		285
Total Operations Gp		16898500	1306
Other Mission Group			
Air Force Reserve	18609917		1438
Air National Guard	1717920		133
Air ROTC	2373333		183
Air Scouts	25873		02
ORD's	1278885		99
Extension Courses	140593		11
All Other (Minor Activities)	3548663		274
Total Other Mission Gp		27695184	2140
Services Group			
Total Services Gp		46706733	3611
Charges Non-Controllable by ConAC			
Total ConAC Non-Controllable Charges		24266208	1875
Aggregate Expenditures			
Aggregate Expenditures		129385756	100.00

Fiscal Resources		
Obligations Incurred by ConAC	29404365	2273
Open Allotments	68779153	5315
Value of Supplies + Services furnished by other USAF Commands + By the Army	31204238	2412
	129385756	100.00

Categories of Expenditure		
Salaries + Wages	84287112	6498
Supplies	31204238	2412
Misc	8760921	693
Contractual Services	5135485	397
	129385756	100.00

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ComAC Form Hq-AG 5
28 March 1948

[illegible]ifications. Upon receipt of this information, action will be taken to obtain the additional funds you request or assist you in every possible way in the management of your available funds.

Sincerely,

[illegible] T. [illegible]
Major General, USAF
Vice Commander

	COORDINATION	STAFF ACTIVITY
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HEADQUARTERS
FOURTEENTH AIR FORCE
Robins Air Force Base, Georgia

FB 120

23 NOV 1949

SUBJECT: Requirement for Additional Funds for Ferrying of Reserve Aircraft

TO: Commanding General
Continental Air Command
Mitchel Air Force Base
New York

1. The recent restriction placed on pilot hours, which limits pilot and co-pilot flying-hours to four each per month, has created a need for additional air crews, which are required to pick up Reserve Aircraft at various points in the United States, and ferry same to 2587th AFRTC, Birmingham Municipal Airport, Birmingham, Alabama.

2. The need for additional air crews for above purpose, increases the requirements for TDY funds to cover per diem and travel costs in connection with above ferrying, in view of limitation of flying-hours, which will preclude utilization of military aircraft to the pick-up point. In this regard, it is the opinion of this headquarters that the most expeditious and economical mode of transportation for above air crews to arrive at the pick-up point is by Commercial Air.

3. Information relative to increased TDY requirements for above purpose is as follows:

a. Delivery of 11 - C46 aircraft from 2587th AFRTC, Birmingham Municipal Airport, Birmingham, Alabama to Mitchel AF Base, New York -

Travel of 33 personnel from Mitchel AF Base, New York to Birmingham, Alabama, via Commercial Air, @ $55.00 per person -	$1,815.00
22 Officers, approximately 3 days per diem @ $5.00 per day -	$330.00
11 Airmen, approximately 3 days per diem @ $4.00 per day -	$132.00
Sub-Total -	$2,277.00

b. Delivery of 11 - B25 aircraft from Mitchel Air Force Base to 2587th AFRTC, Birmingham Municipal Airport -

Travel of 22 personnel from Birmingham, Alabama to Mitchel Air Force Base, via Commercial Air @ $55.00 per person -	$1,210.00
11 Officers, approximately 3 days per diem @ $5.00 per day -	$165.00
11 Airmen, approximately 3 days per	

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diem @ $4.00 per day -	$132.00
Sub-Total -	$1,507.00
c. Delivery of 4 - T11 aircraft from either San Antonio, Texas, or Los Angeles, California, as may be directed, to 2587th AFRTC, Birmingham Municipal Airport, Birmingham, Alabama -	
Travel of 8 personnel from Birmingham, Alabama to San Antonio, Texas, via Commercial Air @ $52.00 per person -	$416.00
4 Officers, approximately 3 days per diem @ $5.00 per day -	$60.00
4 Airmen, approximately 3 days per diem @ $4.00 per day -	$48.00
Sub-Total -	$524.00
Travel of 8 personnel from Birmingham to Los Angeles, California, via Commercial Air @ $114.00 per person	$912.00
4 Officers, approximately 4 days per diem @ $5.00 per day -	$80.00
4 Airmen, approximately 4 days per diem @ $4.00 per day -	$64.00
Sub-Total -	$1,056.00

RECAPITULATION:

Costs relative to delivery of 11-C46 aircraft from Mitchel Air Force Base to Birmingham Municipal Airport, Alabama -	$2,277.00
Costs relative to delivery of 11-B26 aircraft from Mitchel Air Force Base to Birmingham Municipal Airport, Alabama -	$1,507.00
Costs relative to delivery of 4-T11 aircraft from San Antonio, Texas to Birmingham Municipal Airport, Alabama -	$524.00
Sub-Total -	$4,308.00
Additional requirement if aircraft are ferried from Los Angeles, California -	$532.00
Total -	$4,840.00

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FB 120

SUBJECT: Requirement for Additional Funds for Ferrying of Reserve Aircraft

4. In view of above, request authority to incur overobligations under AFR [illegible]421 in the amount of $4,840.00, pending receipt of sub-allocation advice.

FOR THE COMMANDING GENERAL:

THOMAS J. BARNHART
Lt. Col., USAF
Ass't Adj. Gen.

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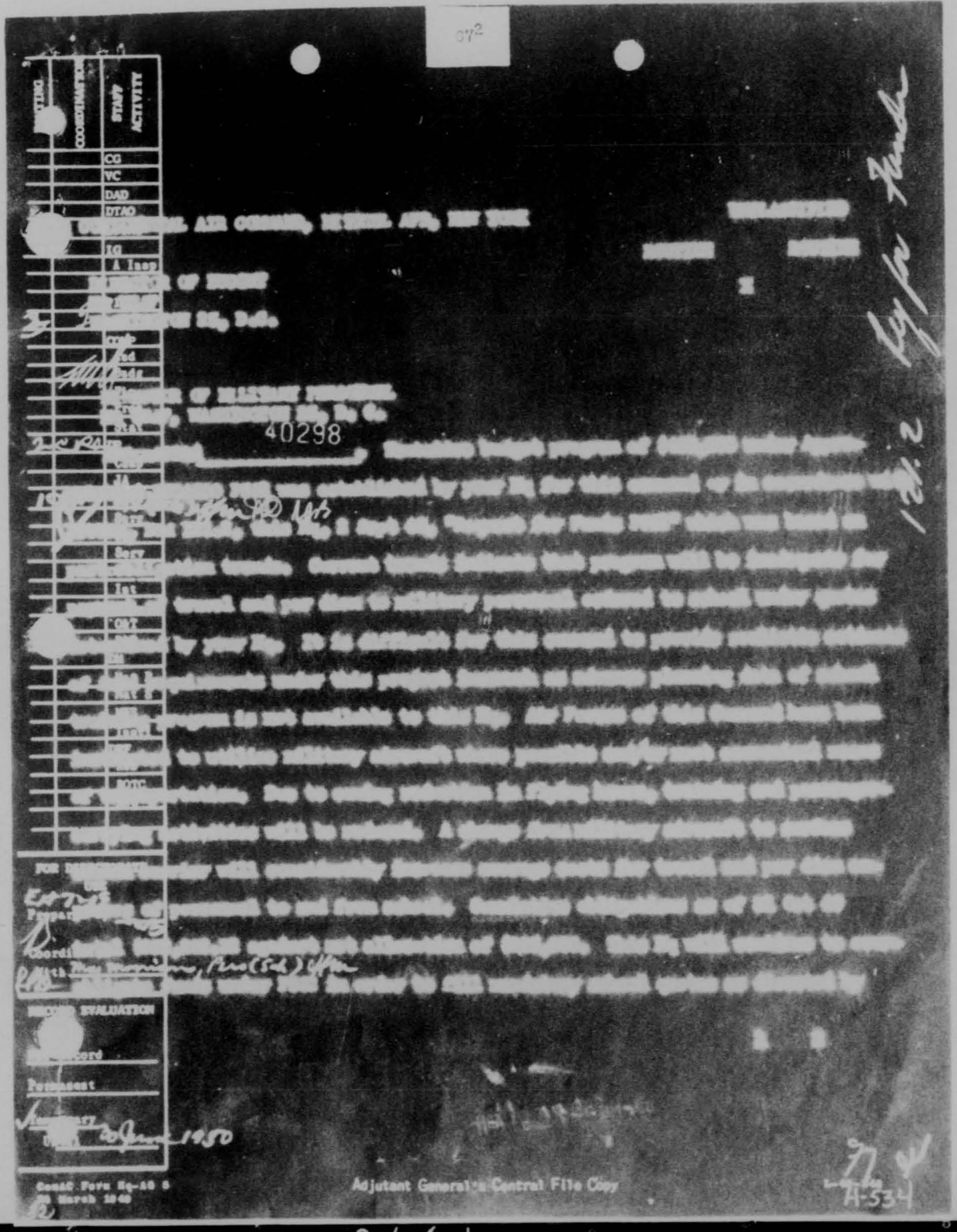

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[illegible] AIR COMMAND, MITCHEL AFB, NEW YORK

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HQ USAF
WASHINGTON 25, D.C.

[illegible] OF MILITARY PERSONNEL
HQ USAF, WASHINGTON 25, D.C.

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30 March 1949

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[illegible] instructions to the contrary are received from your Hq. Further, [illegible] [illegible] [illegible] contained in letter, [illegible], this Hq [illegible] [illegible] fiscal year.

[illegible]

[illegible]

J. H. BLOSS
Lt. Col., AGD (USAF)
Asst. Adj. Gen.

Adjutant General's Central File Copy

Office of the Commanding General
HEADQUARTERS, FOURTEENTH AIR FORCE
Orlando Air Force Base
Orlando, Florida

20 September 1949

Major General Charles T. Myers
Vice Commander
Continental Air Command
Mitchel Air Force Base, New York

Dear Charley:

By your headquarters' letter, Bud 121.2, "Sub-allocation of Funds, 1st Quarter, Fiscal Year 1950," 7 September 1949, you established a limit on obligations authorized for this Air Force. The sub-allocations received with the limitations therein, in some projects, were already over-obligated within minimum essential requirements of this headquarters and our installations. However, our preliminary analysis shows that within the total of all funds made available to us there is as yet no apparent over-obligation.

The present over-obligation occurs primarily in travel funds, particularly in operation of installations and school travel. It is obvious that travel must be continued by personnel of this headquarters and our installations in making scheduled inspections, audits, preparation and coordination of movement of units, and by continued mandatory quotas for schools.

Paragraph 6 of your letter states: "- aggregate obligations within an air force must not be incurred in the future in excess of the total funds sub-allocated to that air force --".

a. Does this mean that this Air Force may now over-obligate any specific appropriation, project or object class for which funds may have been sub-allocated, providing that by such over-obligation the sum total of all funds received is not exceeded?

b. Does it mean that a commander may now utilize his total funds to accomplish his mission without being restricted to specific amounts within an appropriation, project or object class unless a higher headquarters has established such a restriction as was done in paragraph 8 of your letter relating to civilian employees?

Answers to the above questions are desired so that my installation commanders may be informed and thus use their funds efficiently and economically.

Sincerely,

Ralph F. Stearley
RALPH F. STEARLEY
Major General, USAF
Commanding

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FILE:

CONTINENTAL AIR COMMAND
INTEROFFICE ROUTING SLIP

STER NO	
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CLASS	ADM	MISC	HIST	PERS

JECT: Ltr to Gen. Myers from CG, Fourteenth AF
20 September 1949

	TE	FROM	TO	Number and date each entry - show date of dispatch. Show staff division or office in FROM-TO columns. Sign each entry legibly - show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
1	23/9	VC	Compr	1. Will you have your people look into over-obligation of funds for all the numbered Air Forces. I am sure it has gotten out of hand everywhere. CHARLES T. MYERS Major General, U. S. Air Force Vice Commander
2	28Sep	Compr	VC	Major E T Bydala/7112/295 1. Attached for your signature is recommended reply to General Stearley, in answer to his personal letter dated 20 September. 2. A review of Column 12 of monthly Comptroller Chart 1, Status of FY 1950 Appropriated Funds, (copy previously furnished but another attached for your convenience), for the period ending 31 August 1949, will reveal that the over-all fund situation within this command is well in hand when you consider that no annual budget authorizations or annual funding programs have as yet been received from Hq USAF and 1st quarter allocations were not received until the middle of the 1st quarter. A review by the Director of Budget reveals that during the period in which 1st quarter funds were lacking and the air forces were operating under authority of this headquarters to incur obligations to cover "minimum essential requirements," the air forces in some instances apparently interpreted this to mean that the era of free spending had arrived, particularly in connection with temporary duty travel. In those cases where exceptionally high obligations have been reported, action has already been taken to call this situation to the attention of the air force and requested economy measures be placed into effect immediately. 3. However, as stated above, although obligations reported by some air forces exceeded their available funds under some appropriations and projects, other air forces under the same appropriations and projects have reported a balance during the same period and the net result is reflected in Column 12 of Comptroller

This is in reply to
correspondence bearing
AG Register No.__________
which was suspended
to (date)__________

CONAC FORM HQ-AG 1
10 December 1948

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FILE: -

HEADQUARTERS
CONTINENTAL AIR COMMAND
INTEROFFICE ROUTING SLIP

SUBJECT: Ltr to Gen. Myers from CG, Fourteenth AF
20 September 1949

REGISTER NO	
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2	28Sep	Compr	VC	(Cont'd)

Chart 1. Once again you will note that there are but a few accounts in which this command shows a "red" balance. One of the largest overobligations occurs in temporary duty travel expenses of personnel attending schools (Appropriation 5704500, Project 552-02). However, Hq USAF has, during the month of September, issued this command another $120,000 which is believed to be sufficient to cover this command's quarterly requirement and was received too late to be reflected on Comptroller Chart 1 for the month ending 31 August. Another travel account that is currently overobligated, is the one established to cover temporary duty travel expenses in connection with National Guard activities. Action has been taken to request additional funds from Hq USAF by our message dated 15 September and a follow-up message submitted on 23 September, to alleviate this situation but to date no reply has been received to either of these messages. The only other accounts which show a relatively high overobligation are found under Appropriation, Air Reserve Officer's Training Corps, Project 448, Object Class 01, for pay of civilian personnel at ROTC summer camps and Object Class 02, for travel of students and other personnel to and from these camps. The majority of AROTC summer camps were completed prior to receipt of 1st quarter allocations and informal information received from Hq USAF indicates that the annual budget authorizations to be issued this command and 2nd quarter allocations will be sufficient to cover this overobligation.

4. In anticipation that some air forces would be overobligated under certain appropriations and projects at the time of receipt of 1st quarter suballocations, and a few other appropriations and projects would in all probability be overobligated by the end of the quarter, if the current rate of obligations continued unabated, a provision was included in paragraph 6 of our letter to all air forces dated 7 September 1949, subject: "Suballocation of Funds, 1st Quarter, FY 1950," for the air forces to notify this headquarters of the amount of additional funds they require for the quarter, supported by detailed justification for the need for such additional funds. To date no air force has submitted any such request containing this data and in those instances where requests for funds have been received by message, all have received expeditious handling.

E Black Col USAF
for R. C. CANDEE
Brig. General, USAF
Comptroller

This is in reply to correspondence bearing AG Register No.________ which was suspended to (date)________

CONAC FORM HQ-AG 1
10 December 1948

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121.6

14th AF Regulation 170-2, Reporting of Civilian Personnel Costs, 18 July 1949
Prog 121.6 (8 Aug 1949) 2nd Ind. 8 Sep. 1949

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Commanding General, Fourteenth Air Force, Orlando Air Force Base, Orlando, Florida.

1. The procedures set forth in paragraph 20 of ConAC Letter 170-1 18 July 1949 were developed in order to standardize the cost reporting procedures and to insure a greater degree of accuracy in reporting payroll costs. In the pst, Cost Reporting Sections have experienced considerable difficulty in getting complete payroll costs on civilian personnel when they were required to depend on the civilain personnel payroll sections. In addition to this, the Director of Civilian Personnel, this headquarters, has strongly complained on the additional work load imposed on the civilian payroll sections in maintaining accurate and timely cost information. Since the military and civilian payroll costs are approximately 65% of the operating costs of this command, it is important that the most accurate payroll costs be reported. Therefore, the control established by making cost control sections responsible for maintaining card files on both military and civilian personnel are advisable.

* * * * *

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

/s/ W. R. Purpus
/t/ W. R. PURPUS
Major, USAF
Asst. Adj.Gen.

HEADQUARTERS
56TH FIGHTER WING
SELFRIDGE AIR FORCE BASE, MICHIGAN

WSC 121.6

SUBJECT: Cost Analysis Study

TO: Commanding General
10th Air Force Headquarters
Benjamin Harrison Air Force Base, Indiana
Attention: Director of Programs and Costs

1. In compliance with 10th Air Force letter, AF 121.6, 23 July 1949, Cost Analysis Study, a survey was made of the Finance Function at this installation and the following factors were found to have an effect on the performance rating.

a. Chart CA-11-1. The average number of work units, 702, and the average per man hour, 4.2, for this base compared with the possible standards of 931 and 6.5 seems to indicate that Selfridge Air Force Base has a substandard performance. However, these possible standards were computed including accountable offices having Class B Agents and the work loads of the Class B Agents are included. Since Selfridge Air Force Base has no Class B Agents, this would tend to lower the average number of work units per person and per man hour. In Addition, all checks prepared in this Finance Office are typed and signed by hand. In making a comparison with the other Accountable Offices, it was noted that in all offices having a higher performance than Selfridge Air Force Base, the number of operating personnel supervised by each administrative person was considerably lower. This seems to indicate that section chiefs are considered administrative by some installations. However, at Selfridge Air Force Base, section Chiefs were considered operating personnel since a portion of their time is spent on actual operations. Clarification is requested regarding the proper classification of this type of personnel.

b. Chart CA-11-2. Not applicable to Selfridge Air Force Base.

c. Chart CA-11-3. The average cost per man hour of $0.96 At Selfridge Air Force Base, which is the lowest man hour cost for Accountable offices, is due to the fact that many of the positions are being filled by airmen of the lower ranks. In addition, there were only five (5) civilians in the department with only CAF-4 ratings.

Incl #1

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WSC 121.6
Subj: Cost Analysis Study

d. <u>Chart CA-11-4</u>. The average of 1.73 Travel Payments processed per man hour is somewhat lower than the possible standard of 2.08. However, in this case, as in Chart CA-11-1, the work load of Class B Agents is included. The monthly report of operations shows two (2) men assigned to the Travel Section, while one of these men is also assigned to act as a part-time cashier. Due to the small number of people assigned to the Finance Function at this base it is impossible to have all operations clearly separated because it is necessary to have a replacement in case the person assigned full time is absent.

e. <u>Chart CA-11-5</u>. See paragraph 1c., Chart CA-11-3.

f. <u>General</u>. In addition to the factors pointed out in paragraphs 1a. through 1e., the Finance Office at this base has had to train all of the personnel that have been assigned to them. There is also a pipeline organization on this base which requires the processing of a large number of time consuming work units. In this connection, it is noted that in the case of Civilian Payroll very little time is consumed by the Finance Office in accomplishing this work unit since the computing is done by the Civilian Payroll Section and only the checks are prepared by the Finance Office. At the installations having a large number of civilians, this fact would tend to increase the number of work units per person and per man hour. In order that a more equal analysis may be made it is suggested that the advisability be discussed of assigning point values to each work unit based on average amount of time consumed or greater emphasis be placed on an analysis by section.

2. On the basis of the above findings, it is the opinion of this office that:

a. The reasons for the difference between Selfridge Air Force Base averages and the possible standards has been fully explained.

b. The office is operating as efficiently as possible considering the nature of the operations at this base and the factors previously stated which affect the comparative analysis of the offices considered.

FOR THE WING COMMANDER:

Edward C. Unger
EDWARD C. UNGER
Captain, USAF
Adjutant

0469

HEADQUARTERS
4408TH AIR BASE SQUADRON
LAWSON AIR FORCE BASE,
FORT BENNING, GA.

AVN/sju

LBFO 15 July 1949

SUBJECT: Work Performance Report, AF Form 323 (Test)

TO : Commanding General
14th Air Force
Orlando Air Force Base
Orlando, Florida
ATTN: Comptroller

121C Entries

1. The work performance for Lawson AFB have been recieved and reviewed.

2. The organization cost of $2.03 in account 01004 was investigated and found correct. The cost of $753.00 was for the salaries of the A-1 officer (Major on Flying Status, and a civilian secretary). The only obvious relief would be to assign a lower ranking officer to this duty or to eliminate his secretary neither of which would be practical. This section could, without increasing the monthly cost, administer twice as many military personnel as are presently assigned.

3. Account 05450 was resurveyed and was found correct. The high cost is attributed to the handling of many items of supply stocked for issue to units at Fort Benning, Ga. These items include, T/A items for Airborne units, materials for parachutes used in Airborne training, and parts for the liaison aircraft assigned to Fort Benning. As of 1 July 1949 Fort Benning assigned accountability for AF supplies and are obtaining their stocks direct from WRAMA. This relief, however, is not causing a reduction in personnel assigned to Supply as the decrease in items stocked was offset by the assumption of accountability for QM, Engineer, Ordnance, Signal and Medical supplies which were previously carried by Fort Benning. The total number of items handled in Base Supply has not appreciably decreased and the present personnel are at a minimum to properly control the present inventory. It seems that relief of this high cost can only be obtained by a substantial decrease in the variety of the items stocked. The present supply organization could supply a substantial increase in personnel without increasing the Supply staff.

4. A review of the other accounts shows this base to be low in performance rating in all of the accounts tested. This seems due to the fact that this base must maintain all the functions of a larger organization with steadily decreasing military personnel. The functions of this unit could support a much larger number of personnel with very slight if any augmentation of the present functional staff.

FOR THE COMMANDING OFFICER:

/s/t/ JOHN W. MC LENDON
1st Lieut. USAF
Asst. Adjutant

H-556

FP 319.1/152 1st Ind 22 JUL 1949
SUBJECT: Work Performance Report, AF Form 323 (Test)

Hq Fourteenth Air Force, Orlando, Fla.

TO: Commanding General, Continental Air Command, Mitchel Air Force Base, N.Y.

1. Forwarded for your information.

2. This headquarters is very interested in the recommendations of your headquarters pertinent to paragraph 2 of basic communication.

FOR THE COMMANDING GENERAL:

/s/t/ O. P. SHAFFER
Major, USAF
Acting Comptroller

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ROUTING	COORDINATION	STAFF ACTIVITY
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28 March 1949

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Wk Performance Rpt, AF Form 323 (Test)
Prog 121.6 (15 July 1949) 2d Ind.

HEADQUARTERS CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Comptroller, Headquarters, United States Air Force,
Washington 25, D. C.

1. Forwarded for your information.

2. The comments outlined in basic communication were submitted to this headquarters in partial explanation of extremely high or low work performance ratings. It is noted that some of the circumstances which tend to lower the work performance ratings in certain of the reported activities are ones which are not subject to the control of the reporting base.

FOR THE COMMANDING GENERAL:

W. R. PURR
Major, USAF
Asst Adj

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

17 Feb 1949

Lt. General E. Stratemeyer
Commanding General
Continental Air Command
Mitchel Air Force Base
Hemsptead, New York

Dear Strat:

The Cost Control Program on which so much effor has been expended both in the Commands and this Headquarters, has been leading up to the development of cost standards. When we instituted the program of cost control, we recognized that one of the difficulties facing a Government organization was that, without the profit motive, we would need some means of relating cost to successful operation. In business, cost is an essential element in profit, which is the ultimate measure of success. In the Air Force, cost is just as vital a measure of success because cost determines whether we are getting the maximum Air Force for the country's money. But cost does not show up in profit and loss statement.

Not only is the profit motive absent from our operations, but a large portion of the resources expended by a commander are not directly paid for by him so that control of expenditure of budget funds allotted to him covers only a small part of the total he is expending. In view of this situation, we determined that the best procedure would be to develop some standards of performance which would provide a target at which a commander could shoot and give him a direct use of his cost figures in determining the degree of his success. We must remember in this connection that there is no benefit from appearing to hit the target if it is done by reducing the quality to cut the cost. The quality which we must hold is difficult to define, but the objective is to do away with inefficiency and luxury and maintain the essentials of the operation at the highest level.

Within the next few days, you will receive an official letter outlining the development of our "Work Performance Program." We are also sending you under separate cover, copies of the first ten Work Performance studies and will greatly appreciate your reviewing them and giving us your own comments on the effort. These are based upon the cost reports which have been supplied by the field during the past year, and we hope their use will begin to repay your command for its cooperation in the program.

Obviously the first ten studies are not perfect and may not

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Lt.Gen. E. Stratemeyer 2-17-49 cont.

represent the final selection of work units. They do, however, indicate the direction of our thinking and will give you an opportunity to determine the validity of our belief that standards can be of considerable value in getting over to field commanders the necessity of conserving the Air Force resources by holding down costs. You know as well as I do that for a long time to come we can never expect to have all the money we will need for the kind of Air Force we want, and economy will become increasingly vital.

The official letter will give you our thoughts on how these studies can be used. They should not be considered as firm nor final, but rather should be regarded as the first move in a direction toward which we have all been working for several years. The Work Performance Report (AF Form 323) which will be prepared in your command (in accordance with AFR 170-9) will provide you with summary information on work performance at your subordinate echelons. It is also desinged to yield information from which we can periodically adjust existing standards and also develop additional ones.

Sincerely,

/s/ Ed
/t/ E. W. RAWLINGS
Lt. General, USAF
Comptroller

C O P Y
121.6

Dept. of Air Force, Hdqtrs. USAF, Wash. 21 Apr 49 subj:Work Performance Studies

Work Performance Studies
Compr 121.6 (21 Apr 49) 1st Ind.

HEADQUARTERS CONTINENTAL AIR COMMAND, Mitchel Air Force Base, N. Y.

TO: Chief, USAF Manpower Group, Headquarters USAF, Wash., 25, DC

1. The ten Work Performance Studeis were given careful consideration when they were received at this headquarters in February 1949. As was pointed out by the Comptroller in transmitting these studies, they were designed cheifly to develop a method for analyzing costs since the data on which the studies were based were insufficient to warrant definite conclusions as to cost or efficiency or to serve as a complete basis for remedial action. This situation is also pointed out in paragraph 2 of basic letter.

2. It is doubtful that these Work Performance Studies would be successful in disclosing faults or in pointing out where remedial action may be necessary. This doubt is based on the limitations presently imposed by the variance in the organic structure of the USAF and the changes which have taken place since the period covered by the data included in the studies. If studies of this nature are to be used as a concrete basis for comparison or action, the standards must be very accurately formulated and comparisons made between precisely defined operations, activities, processes, units of production or workloads. This is not a practicable possibility under the conditions that exist at various stations because of local interpretations of, and deviations from, prescribed Tables of Organization, Tables of Distribution, staff duties and service functions. Because of this situation each function should be analyzed on-the-spot at each base by Air Force management experts to determine any unusual conditions present.

3. There is plenty to be learned about the cost of operating Mitchel Air Force Base, as well as other bases. It is also true that there exist at Mitchel unusual conditions, verified by investigation, which make comparisons with similar type bases impracticable, unless consideration is given to local circumstances. For example, consideration must be given to the number and type of transients which are serviced by the base, the adequacy of the buildings and physical layout of the base, and the types of organizations which are housed on the base.

4. I believe larger economies can be achieved quicker through sounder organization and manning of units and bases, and better location of some activities than through the attempt to meet untested and doubtful standards.

ENNIS C. WHITEHEAD
Lieutenant General, U. S. Air Force
Commanding

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C O P Y
121.6

HEADQUARTERS
NINTH AIR FORCE
Langley Air Force Base, Virginia FP

9AF 121.6
SUBJECT: Analyxyes of Cost Control Reports 15 Mar 49

TO: Commanding General
Continental Air Command
Mitchel Air Force Base
Hemptead, New York

1. The following comments relative to anaylses of Janyary Cost Control Reports cited in your message AFCOMACFP 4611 are forwarded for your consideration.

a. This headquarters is not in possession of the necessary data required to prepare an analysis of January costs of Headquarters and Headquarters Squadron Ninth Air Force. The Cost Control Report AF Form 321 for Headquarters Ninth Air Force, January 1949 was prepared at Greenville Air Force Base by personnel assigned to 316th Troop Carrier Wing. Such personnel are no longer under this command.

b. Organizations listed as special mission units were not required under Tactical Air Command to submit analyses and no instructions to the contrary were ever received prior to receipt of subject teletype listing them as delinquent. The lack of analyses on special mission units was never questioned by Headquarters, USAF. This headquarters is of the opinion that prior to listing any organizations as delinquent due to nonconformance with any directive, organizations should be notified prior to such listing where nonconformance has been brought about through a change in concept or interpretation by a headquarters.

c. The personnel responsible for the preparation of the 363d Tactical Reconnaissance Wing Cost Control Reports are presently responsible for the preparation and submission of twelfe (12) Cost Reports and twelve (12) Cost Control Reports Payroll encompassing approximately 5,000 individuals. In the past, these personnel, namely three, prepared analyses on the 363d Tactical Reconnaissance Wing and Haedquarters Tatctical Air Command only. Subject teletype infers that it is now expected that analyses on all special mission units will also be prepared. It is the opinion of this headquarters that intelligent analyses of Cost Reports cannot be prepared when Cost Analyst is employed full time, and overtime, collecting and compiling data necessary for reports. It would appear that in order for additional analyses of Special Mission Units be made, some steps must first be taken toward augmenting the section responsible for preparing the reports.

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9AF 121.6 Hq 9AF Langley AFB, Va, "Analyses of Cost Control Reports
16 Mar 49 cont.

d. This headquarters is in receipt of a request from the Commanding Officer, 4404th AF Standby Base Squadron to be excused from requirement to submit analysis of Cost Report. This request was based on the fact that no qualified Cost Personnel are assigned this unit and that reports are prepared presently as an additional duty by the Adjutant. Organization was advised that analytis will be required, however, the matter is called to your attention as it typifies a critical shortage of such personnel throughout the reporting agencies.

2. Plans and Requirements Directorate, Headquarters Ninth Air Force, has informed the Comptroller to the effect that the authorizations for Cost personnel in organizations under this command is controlled by your headquarters. Authorizations for Cost Reporting Personnel currently in effect at organizations within this command are in the opinion of this headquarters insufficient to handle present workload let alone additional work necessitated by requirements for additional analyses from your headquarters. Concurrence is given to the fact that analyses from most organizations are required in order to properly evaluate reported costs, however worthwhile analyses cannot be achieved by unskilled personnel or when analyses is being prepared by personnel already engaged in other full time tasks.

3. This headquarters requests that a list of units of this command required to submit analyses in the future, be furnished this headquarters in order that such units may be notified of their additional responsibilities in sufficient time to complete same and that the submission of said analyses not be retroactive.

FOR THE COMMANDING GENERAL:

/t/ Erlath W. Zueill
Lt. Col. USAF
Adjutant General

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C O P Y
121.6

Analyses of Cost Control Reports

PP 121.6 (15 March 1949)   1st Ind   12 Apr 1949

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

To: Commanding General, Ninth Air Force, Langley Air Force Base,
Virginia

1. This headquarters is congizant of the Cost Analyses required by other commands, including those required by the former Tactical Air Command Headquarters.

2. The problems as presented in basic communication appear to resulve into a local air force problem of personnel availability.

3. Field trips to installations of this command reveal the fact that Cost Analysts are in many instances spending too much time in attempting to redesign the Cost Reporting System into a complicated Cost Accounting System. This has resulted in a failure to spend the time required to make complete and adequate analyses.

4. Reference paragraph 2, basic communication , distribution of personnel authorizations is made by Headquarters, United States Air Force to Continental Air Command in bulk, and distributed to the Air Forces in like manner. Adjustments of authorizations can be effected by your headquarters providing the ceiling for the command is not exceeded.

5. It is suggested that in view of the shortage of Cost Reporting personnel referred to in paragraph 1c of basic communications, that a careful review be made of all T/D's and T/DA's in order that personnel authorizations can be adjusted to workload, reference letter this headquarters, File OS320.3, 11 January 1949, Subject: "Non T/O and E Personnel authorizations."

6. It should also be noted that Cost Reporting personnel are not included in T.O and E authorizations and all personnel required for Cost Reporting and Cost Analyses work must be obtained throuhg adjustments in T/D's and T/DA's.

7. Analyses to be of any value to this headquarters must be complete in nature, and must be prepared for all Continental Air Command organizations preparing cost reports. The analysis, reference paragraph 5, Chapter I, section A, AF Manual 170-5 is and integral part of each AF Form 320, 321 and 322 submitted to this headquarters.

BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

/t/ W. R. PURPUS
Major, USAF
Asst Adj Gen

HEADQUARTERS
FIRST AIR FORCE
Slocum Air Force Base
New Rochelle, New York

OCT 18 19

121.6 C/R

Prog 121.6

SUBJECT: Cost Analysis Review, July 1949

TO : Commanding General, Continental Air Command, Mitchel Air Force Base, New York
ATTENTION: Director, Programs and Costs, Comptroller

1. From observations made of the Cost Analysis Review for July 1949 an important factor appears to be overlooked in the comparative analyses of wings. It is the existing conditions at a base which the 52nd Fighter Wing so well typifies. Situations of this kind that must exist at other bases will cause large variations from Work Performance standards and will continuously require explanations.

2. In the case of the 52nd Fighter Wing, this organization is so situated that it not only services its own military personnel but is responsible for supplying many services to Headquarters ConAC, Headquarters, EADC, eight (8) tenant and special mission organizations, the 503rd Aircraft Control and Warning Group and several off-base installations (Revenue Traffic Division, 4201st Motion Picture Unit, etc.). The workload and cost involved in administering and rendering services to organizations other than those assigned to the reporting unit should be incorporated in any Work Performance standard developed for this type of organization. Likewise, all off-base military personnel administered and serviced by the reporting organization should be included in Work Performance standards.

3. Reference is made to chart CA-16-4. In computing the average cost of field maintenance per aircraft on hand, no consideration was given to field maintenance performed on aircraft other than those reported on hand by the reporting unit. During the month of the analysis in question, the 52nd Fighter Wing performed field maintenance on an average of 143 aircraft other than those reported on hand by this organization.

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Prog 121.6 Subject: Cost Analysis Review, July 1949

Therefore, in order to ascertain a more accurate maintenance cost figure per aircraft, the additional 148 aircraft serviced should be added to those reported as on hand by the 82nd Fighter Wing.

4. It is felt that consideration should be given to these existing conditions and that some kind of reporting procedure be developed to present a more accurate picture for comparative analyses.

FOR THE COMMANDING GENERAL:

R. J. [illegible]
Colonel
[illegible]

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		CG
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Prog 121.6 (13 Oct 49) 1st Ind. HW/adm

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York.

TO: Commanding General, First Air Force, Mitchel Air Force Base, N.Y.
ATTENTION: Director of Programs and Costs.

1. With reference to comments of paragraphs 1 and 2 of basic letter, it is recognized that situations such as those mentioned are prevalent at other bases. It is impossible to adequately weight all factors where these special situations exist, however, consideration is given to conditions of this nature where supporting information is noted in the cost reports or is available through other media at this headquarters. Where any such condition is unreported, it is assumed that the reporting unit, in evaluating its particular work performance, will call attention to the influencing factors in separate correspondence when it exists and affects the work performance rating appreciably.

2. This headquarters remains aware of conditions at ConAC bases which may materially affect any analysis and for that reason has been careful to point out that all standards, work performance ratings or other evaluations of operations at individual bases are subject to adjustment depending on the situation as it exists at each base.

3. In view of the fact that a clear picture may not normally be

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ConAC Form Hq-AG 6
29 March 1949

Adjutant General's Central File Copy

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Prog 121.6 (13 Oct 49)
Subject: Cost Analysis Review, July 1949.

reflected through the medium of account codes available in the USAF Cost Report, it is urged that reporting units utilize to the fullest extent the remarks section as well as other sources of data which are made available for analysis in detailing those conditions which may have some bearing on the activities to which comparative analysis will direct attention.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

7

ConAC Form Hq-AG 5
26 March 1949

902

HEADQUARTERS
648TH AIRCRAFT CONTROL AND WARNING SQUADRON
603D AIRCRAFT CONTROL AND WARNING GROUP
Pine Camp, New York

WRP/of

121.6

28 October 1949

SUBJECT: Delinquent Cost Control Report

TO: Commanding General
First Air Force
Mitchel AF Base, New York
ATTENTION: Director of Programs and Costs

121.6 C/Rc

1. The following information is submitted pertaining to the delinquency of the Cost Control Report for September 1949 in accordance with paragraph 6, First Air Force Letter 11-6, 11 March 1949.

a. Difficulty has been experienced in coordinating due dates between this headquarters and its subordinate units as these detachments rely on Ground Force installations for information pertaining to costs of operating the detachment.

b. Information pertinent to Cost Control functions orginate from numerous sources and normally the data cannot be obtained until these sources prepare reports which contain the information necessary for the preparation of our reports. The only course open to this headquarters is to have its detachments submit Cost Control data one month in the arrears.

2. In the future every effort will be made to prevent reocurance of delinquent reports.

cy furn:
CO, 503d

/s/ WILFRED R PIEPER
Major, USAF
Commanding

C O P Y

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Freq 121.6 (28 Oct 49-- 648th AC/WSq) 1st Ind.
Subject: Delinquent Cost Control Report

HEADQUARTERS, FIRST AIR FORCE, Mitchel Air Force Base, N.Y.

TO: Commanding Officer, 648th Aircraft Control and Warning
Squadron, Pine Camp, Great Bend, New York

Detailed information is requested concerning difficulties mentioned in paragraph a and b of basic communication.

BY COMMAND OF MAJOR GENERAL BARCUS:

/s/R. J. Erickson
/t/R. J. ERICKSON
Colonel, USAF
Adjutant General

121.6(Hq FAF Nov 49) 2nd Ind. WRP/mfn

HQS, 648TH AC & W SQ, Pine Camp, New York, 22 November 49

TO: CG, First Air Force, Mitchel Air Force Base, N.Y.

1. The following information is submitted concerning difficulties mentioned in paragraph a and b of basic communication:

a. This Headquarters and Detachments are based on Ground Force installations and receive services from these installations which requires this organization to rely on Ground Force Engineers to submit costs of services furnished to this Headquarters and its subordinate units once a month. Reports which contain information on services rendered to Air Force Units by Ground Force Engineers are usually prepared on the 15th of the subsequent month. If Detachments were to submit costs for November 1949 to be incorporated in Costs Control Report for November 1949 they would cause the report to be delinquent by at least three (3) or four (4) days since they cannot begin to compile data for November 1949 until 15 December 1949.

b. When the time element permitted, this Headquarters has reported for itself on the basis of actual costs incurred during the month but at times has reported costs on the strength of a three month Budget and Fiscal estimate received from Headquarters, First Army when the use of actual costs were not available in sufficient time

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121.6 [illegible] Nov 49
Subject: Delinquent Cost Control Report

to allow this Headquarters to meet due dates prescribed by Higher Headquarters.

2. It is requested that instructions and permission be use a reporting system based on estimated costs on the strength of a Budget and Fiscal estimate for a three month period or to submit costs one month in arrears. Complete remarks would be inclosed in the remarks section, Cost Control Report, giving details on system used.

WILFRED H. [illegible]
Major, USAF
Commanding

Prog 121.6 (648th, 28 Oct 49) 3rd Ind. 7 DEC 1949

HEADQUARTERS, FIRST AIR FORCE, Mitchel Air Force Base, New York

TO: Commanding General, Continental Air Command, Mitchel Air Force Base, New York

1. This headquarters concurs with the contents of preceding indorsement.

2. The 648th Aircraft Control and Warning Squadron, because of its physical location, encounters considerable difficulties in assembling and compiling data for inclusion on Cost Control Report, AF Form 320.

3. As prescribed in AFM 170-5, the Cost Control Section must receive cost data from the various servicing offices, i.e. Finance Office and Transportation Office. This is further complicated, insofar as the 648th Aircraft Control and Warning Squadron is concerned, by the fact that the organization consists of a squadron headquarters and three (3) detachments, all of which are located at different bases some of which are Department of the Army installations.

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Prog 121.6 (648th, 28 Oct 49) 3rd Ind.
SUBJECT: Delinquent Cost Control Report

4. Reference paragraph 1a, second indorsement, in the course of a recent field examination by this headquarters of the 648th Aircraft Control and Warning Squadron Cost Control Reports, the following was determined:

a. The Squadron Headquarters can readily obtain its costs from the Department of the Army at Pine Camp with the exception of Air Installation's costs. In order to report the Air Installations costs, they would either have to be estimated or reported one month in arrears.

b. Neither supply vouchers, nor finance costs are supplied to this Squadron by the AMC installation at Griffiss Air Force Base, Rome, New York and the Schenectady General Depot (Army installation) either on time or in the manner prescribed in AFM 170-5, Draft Series A and C to AFM 170-5, and ConAC Letter 170-1, 18 July 1949, e. g. no costs were reported from these sources for the month of October 1949.

c. The greatest problem facing the Cost Analyst of this organization is the reporting of costs of detachments located on installations other than that where the Squadron Headquarters is located. The problem here is the lack of knowledge at the detachments as to what is required to be reported and lack of sufficient and qualified personnel to assemble and transmit cost data.

FOR THE COMMANDING GENERAL:

R. J. ERICKSON
Colonel, USAF
Adjutant General

//

13667

Major R.A.Shane/Ext 1219/bk

121.6 (28 Oct 49)
Subject: Delinquent Cost Control Report

22 DEC 1949

Prog 121.6 (28 Oct 49) 4th Ind.

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Director of Program Standards and Cost Control, Headquarters
United States Air Force, Washington 25, D. C.

1. This correspondence confirms the problem of applying the USAF Cost Control System in its present form to Aircraft Control and Warning organizations. This problem has been a topic of several conversations between Mr. Levenson and Mr. Payne, your directorate, and Major Shane and Captain Klotzbach, Directorate of Programs and Costs, this headquarters.

2. Since AC&W Groups and Squadrons normally operate their own installations, they have been treated as other air force units which operate a base and have been required to submit cost control reports. In addition, some of these units are in the Special Mission and Tenant categories. AC&W Squadrons are futher separated into several teams for operational purposes, reference T/O&E 1-600. These teams are often located at some distance from their parent squadrons. This separation of a squadron complicates cost reporting, since logistical support may be obtained from a combination of other government agencies.

3. Considerable difficulty has been encountered by each AC&W Squadron in fulfilling cost control reporting responsibilities due to the lack of Cost and Analysis Technicians or other administrative personnel. Personnel in this category are not authorized in T/O&E 1-600. The preparation of cost control reports is an additional duty assignment, consequently it does not receive the attention that it should. This procedure is practicable while the AC&W organization is in a formative period, as the organization is not completely equipped, and personnel are not fully employed in their authorized duties. A different situation prevails after the AC&W organization is established. If the mission of the AC&W system is to be achieved, all personnel are required for duty and training in their authorized T/O&E positions.

4. There seem to be two solutions to the above problems at this time, i.e.,

a. Simplify cost reporting requirements for AC&W organizations by requiring the group headquarters to submit cost control reports for the entire group, disregarding the procedures of AFM 170-5 as they

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28 March 1949

Adjutant General's Central File Copy

Prog 121.4 Delinquent Cost Control Report

pertain to tenant and special mission organizations. Further, simplify the reporting procedures by only requiring costs to be reported for payroll, separate rations, subsistence, rental, leases, fuel and lubricants for power plants and vehicles, etc.

b. Change the T/O&E's of the ACW organization to authorize a space for a Cost and Analysis Technician, SSN 9060, in the group headquarters, and squadron headquarters separated from their parent groups.

5. It is requested that the procedures in Paragraph 4a above be placed in effect immediately. It is recommended that consideration be given to changing the T/O&E of ACW organizations as set forth in Paragraph 4b above.

FOR THE COMMANDING GENERAL:

V. E. MURPHY
Lt. Col., USAF
Asst. Air Adj Gen

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25 March 1949

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R/L fr Hq, [illegible] AC&W Squadron - [illegible] AC&W Group to Hq ConAC [illegible]
Subj: Delinquent Cost Control Report

[illegible] Ind. JAN 24 1950

Headquarters USAF, Washington 25, D. C.

TO: Commanding General, Headquarters, Continental Air Command, Mitchel AFB, New York
ATTN: Comptroller

1. This headquarters is cognizant of the difficulties involved in obtaining accurate costs of Aircraft Control and Warning organizations and appreciates the recommendations of your command. However, in the interest of uniformity it is not deemed advisable at this time to require AC&W group headquarters to submit cost control reports for the entire group, disregarding the special mission and tenant provisions of AFM 170-5.

2. The location of AC&W units on non-Air Force installations admittedly aggravates the cost collecting problem, however, in view of the small number of such situations and variety of types of supporting activities, it is believed that procedures should be developed on an individual basis rather than to change the cost requirements for all AC&W organizations.

3. In cases where other governmental agencies cannot supply logistical support costs in time to meet reporting deadlines, authority is granted to report such costs one month in arrears with appropriate explanation in the remarks section of the cost control report. This applies only to those costs which are not available on a current basis, and does not alter the reporting deadlines established by reports control symbol AF-FO-F22E.

4. The Organization Division, DCS/Operations, advises that a proposed revision of T/O&E 1-400 is currently at Headquarters ConAC for review. It is suggested that your office prepare complete detailed justification for inclusion of SSN 9268 in AC&W organizations and submit to the Organization Division, DCS/O, with comments by your headquarters on the proposed T/O&E. This office will render all possible assistance in support of your requirements by coordination with DCS/O.

BY COMMAND OF THE CHIEF OF STAFF:

BENJAMIN J. WEBSTER
Colonel, USAF
Deputy, Program Standards & Cost Control
Comptroller

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5 Dec

HEADQUARTERS NINTH AIR FORCE
LANGLEY AIR FORCE BASE, VIRGINIA

EP

9AF 121.6 26 NOV 1949

SUBJECT: Continental Air Command Cost Analysis Review

TO: Commanding Officer
4th Fighter Wing
Langley Air Force Base
Virginia

1. Forwarded herewith are two copies of Continental Air Command Cost Analysis Review for September, 1949.

2. It is requested that necessary action be taken by your organization to insure thorough reviewing of same and that comments be forwarded to this Headquarters.

BY COMMAND OF MAJOR GENERAL HALE:

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1 Incl:
Cost Analysis Review (2 cys)

John L Brooks
JOHN L. BROOKS
CAPTAIN, USAF
ASST. ADJ. GENERAL

121.6 [illegible]t Recds > Rpts

CT 121.6 1st Ind

Hq 4th Fighter Wing, Langley AF Base, Virginia

TO: CG, Ninth Air Force, Langley AF Base, Virginia

1. The Continental Air Command Cost Analysis Review for September 1949 has been thoroughly reviewed and comments and recommendations are forwarded hereon.

2. This headquarters feels that the Cost Analysis Review shows a good comparison between bases; however, for a better comparison for Wings and Bases of similar population, the following general recommendations are submitted;

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a. Breakdown of the number of personnel working in each function for better analysis purposes. (Perhaps one statistical table similar to Comptroller Chart 6 of Summary of ConAC operating costs showing the personnel breakdown would serve this purpose.)

b. That Wing, Air Base Groups, and AFRTC's be grouped separately for comparison on all relative work performance ratings.

3. Comments and/or recommendations pertaining to charts are as follows:

a. Costs by Functional Grouping Wing Bases. A rather lean month for F-86 aircraft flying time was a decided factor in the lower costs of the 4th Fighter Group and thereby a low percentage for operations and training. For instance, if the 4th Fighter Group had flown the total number of hours as the 78th Fighter Group, the percentage for operations and training would increase to an estimated 28% for the 4th Fighter Group, considering the increased cost for jet fuel. Another factor to be considered is a higher cost for Maintenance and Supply (also Air Installations, Base Operations and Motor Pool) due to Special Missions and tenant aircraft and personnel which affects the percentage for operations and training adversely.

b. Cost of Organizational Maintenance Per Operational Flying Hour. The higher cost per flying hour is due to a rather lean month for flying which affects the organizational maintenance cost adversely. For instance, if 1,000 hours had been flown, the maintenance payroll remaining constant, no doubt, the average maintenance payroll cost would be reduced to $24.35 per flying hour. The small amount of flying is due primarily to a change in the predominant type of aircraft.

c. Cost of Serving the Ration at ConAC Bases. Request clarification on computation of the number of rations served. This headquarters has failed to arrive at the figure 48032 ration served as shown on Chart CA-9-7. WD AGO Form 10-133 shows 80,580 rations issued at this base. All of the rations were served by mess halls operated by 4th Food Service Squadron and Hq 9th Air Force. It is believed that the subsistence for all tenants and Special Missions at this base was not used in determining the number of rations served. If this headquarters is in error, request clarification. Although by using our own computations the cost per ration served is still high, it is believed that it is due to the physical layout of the base, and the size of buildings in certain locations prohibits large consolidated mess halls.

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9AF 121.6 26 Nov 49

Subj: Continental Air Command Cost Analysis Review, 9AF, LAFB, Va.

d. Relative Work Performance of A-1 and S-1 Function, All Squadron Administrative Overhead, Adjutant Function. Recommend that Command Total Account 13184 be used in place of Total Military Personnel Account 15196 in view of the fact the above Wing functions do not administer (or provide very little services for) tenant units. It is believed that by using Command Totals will give a better comparison between Wings. It is also pointed out that a chart combining the three functions, or one combining A-1, S-1 and the Adjutant function, may give a better comparison of overall administration.

e. Relative Work Performance of Personnel Services. It is assumed that a low work performance rating is due to the fact that this account includes the monthly obligation for teaching services (some $1900) for the Post School, as this is the most applicable account for this charge. Recommend that a new account in Additional Charges be set up for this charge. Quartermaster Supplies, totaling $2299, drawn for welfare of airmen, was also charged to this account in September.

FOR THE COMMANDING OFFICER:

6691

1 Incl w/d

9AF 121.6 2nd Ind. FP

HEADQUARTERS, NINTH AIR FORCE, Langley Air Force Base, Virginia 8 DEC 1949

TO: Commanding General, Headquarters, Continental Air Command, Mitchel Air Force Base, New York

Forwarded for your information.

FOR THE COMMANDING GENERAL:

JOHN L. BROOKS
CAPTAIN USAF
ASST. ADJ. GENERAL

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3

Hq 9AF, 9AF 121.6
Subject: Continental Air Command Cost Analysis Review

Prog 121.6 (26 Nov 49) 3rd Ind 28

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

THRU : Commanding General, Ninth Air Force, Langley Air Force Base, Virginia
ATTENTION: Comptroller

TO : Commanding Officer, Fourth Fighter Wing, Langley Air Force Base, Virginia

1. With reference to Paragraph 2a, 1st Ind, this headquarters cannot at the present time, due to necessary work load, provide a personnel breakdown by functions or account codes for individual bases.

2. With reference to Paragraph 2b, it is felt that the present procedure followed, providing a separation of bases by volume of work load is a better indication for comparative analysis purposes than a breakdown by similar type organizations; this is particularly the case in similar type units where missions are not similar.

3. Reference Paragraph 3c, the number of rations, as described in the explanation page facing Chart CA-9-7, was obtained by dividing the cost of subsistence furnished (ration cost) for all organizations being furnished rations (account codes 04112 and 20519) by the value of the field ration (which value was furnished by the Food Service Branch, this headquarters). Reference to WD AGO Form 10-133 indicates that the number of rations and value does not agree with that reported on the cost reports for all units serviced. AF Manual 170-5 states that the subsistence may be prorated to tenants and special missions on the basis of strength. However, the total charged on the cost reports for all units serviced should equal the total number and value of rations served and reported on WD AGO Form 10-133 (Items 20 and 22). During the period July and August it was observed that the data reported on WD AGO Form 10-133 did not agree with cost reports. For that reason cost report figures were used in the analysis of cost of serving the ration for this period. Examination of cost reports for all units serviced by the Fourth Fighter Wing, including tenants and special missions, discloses that charges to account code 04112 and 20519 totaled approximately $43,800. A ration value of $.9114 was used by this headquarters in determining the number of rations served of 48,000. Clarification of the apparent discrepancy is requested.

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Hq 9AF, 9AF 121.6
Subject: Continental Air Command Cost Analysis Review

28 DEC 1949

Prog 121.6 (26 Nov 49) 3rd Ind (Cont)

4. Reference Paragraph 3d, this headquarters does not feel that the elimination of tenant organizations in the analysis of A-1, S-1, Adjutant and Squadron Administrative Overhead functions would result in a better comparison. Investigation has revealed that considerable service is being rendered personnel of tenant units by these activities at some ConAC installations. The Cost Analysis Review, November, will include a study on the combined functions noted.

5. Reference Paragraph 3e, this situation is recognized as prevalent at many bases and due allowance should be made for this as well as any other unusual factors by the analyst at air force and wing base headquarters in evaluating the Work Performance Ratings for comparative analysis purposes.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

11075

Tom R. Taylor
TOM R. TAYLOR
Lt. Col. USAF
Director, Programs and Costs

121.6

9AF 121.6 4th Ind FP

HEADQUARTERS NINTH AIR FORCE, Langley Air Force Base, Virginia

TO: Commanding Officer, 4th Fighter Wing, Langley Air Force Base, Virginia

Forwarded for your information and further review. Request this headquarters be advised concerning discrepancy cited by Command Headquarters in computation and reporting of subsistence costs in August 1949.

BY COMMAND OF MAJOR GENERAL HALE:

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ASST. ADJ GENERAL

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Basic Ltr. FP 121.6, 4 Mar 49, sub: Quarterly Aircraft Flying Time Factors, Air Force Letter 150-10

AFAPA 1st Ind.

Hq, USAF, Washington 25, D. C. 6 APR 1949

TO: Hq, Continental Air Command, Mitchel Air Force Base, New York

1. In response to request contained in basic communication, as well as your request dated 18 January 1949, file as above, tables are attached which show Quarterly Aircraft Flying Time Factors for Air National Guard and Air Reserve.

2. Subject tables were developed for inclusion in the revised Air Force Letter 150-10, which is currently being published. Release of data was necessarily withheld until Staff coordination had been achieved on the revised publication.

3. The inclosed tables may be reproduced locally for use in preparation of program estimate forms required by letter this Headquarters, dated 24 March 1949, subject: FY 1951 Program Estimating Procedure and Forms 75A through F. X

BY COMMAND OF THE CHIEF OF STAFF:

F. J. DAU
Colonel, USAF
Director, Program Standards & Cost Budget
Comptroller

3 Incls:
Ltr, ConAC, 18 Jan 49
Table XIII
Table XVI

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TABLE XVI - AIR RESERVE QUARTERLY AIRCRAFT FLYING TIME FACTORS

1. The factors shown - the average flying hours per quarter - are applicable to authorized aircraft.

2. Utilization of Air Reserve aircraft in calendar year 1948, is, in general, the basis of the planning factors. Rates for C-46 and C-47 aircraft, however, are based upon Regular Air Force standards. The planning factor was standardized for all trainer models for fiscal years 1950 and 1951.

3. Seasonal factors for USAF Zone of Interior Commands shown in Table VII, paragraph 5a, are applicable to the Air Reserve flying time factors shown below.*

AIRCRAFT MODEL	HOURS PER QUARTER PER AIRCRAFT	
	FY 1949	FY 1950 & 1951
B-26, TB-26	75	75
C-46	150	150
C-47	150	150
T-6	105	105
T-7	~~150~~ 105 K&R	105
T-11	105	105

* The following seasonal factors for Zone of Interior Commands are applied as a percent of flying hours per quarter per aircraft:

Calendar Year

First Quarter	86%
Second Quarter	109%
Third Quarter	112%
Fourth Quarter	93%

5 Incl 3

HEADQUARTERS
56TH FIGHTER WING
SELFRIDGE AIR FORCE BASE, MICHIGAN

WSC 121.6 16 December 1949

SUBJECT: Continental Air Command Cost Analysis Review, September 1949

TO : Commanding General, Tenth Air Force Headquarters, Benjamin Harrison AFB, Indiana
Attn: Director of Programs & Costs

131.6 Cost Records & Reports

1. In compliance with paragraph 3 of Tenth Air Force letter, AF10FP 121.6, dated 1 December 1949, Subject: Continental Air Command Cost Analysis Review, September 1949, the following information is submitted:

a. Chart CA-9-3. Comparison of this chart with Cost Control Report on file for month of September 1949 shows:

	Chart	Cost Rpt.	Difference
CO & Staff	10045	14045	(4000)
A & S	206474	206474	
Op. & Tr.	188360	188360	
M & S	72175	72175	
Medical	16974	16974	
Undistributed	180840	130848	49992
Total	674868	628876	45992

Clarification requested.

b. Chart CA-9-4. No comment necessary.

c. Chart CA 9-5. The average cost of Fuels and Lubricants per Operational Flying Hour is somewhat higher than the average due largely to the fact that one of the fighter squadrons was TDY to Tyndall Air Force Base, Florida for participation in GCI course while another squadron was TDY to Oscoda Air Force Base for gunnery practice. There has been little change in the cost per hour for the past three months. The average cost per operational flying hour for the month of July, August and September were $59.75, $58.84, and $59.06.

12

H-562

d. Chart CA 9-6. The organizational maintenance cost per operational flying hour is low due to the large number of hours flown compared with all the fighter groups except the 78th. As the number of hours flown increases, the cost per hour decreases because the pay-roll cost, the largest portion of the total cost, remains the same, while the flucuation is in the supplies consumed in making repairs.

e. Chart CA-9-7. No comment necessary.

f. Chart CA-9-8. The high cost per mile at Selfridge Air Force Base is due to a number of conditions.

First on the list is the fact that 12,746 miles operated by the 645th AC&W Squadron and its detachments were not included in the AF Form 122A submitted for the month of August. (4248 of these miles at Selfridge, the balance, 8498, at the detachments). The 645th Squadron and Detachment costs from account 02136 were included in the total cost used to compute the per mile cost. Including these miles reduces the per mile cost to $0.397. Investigation also shows that no miles have been reported for Air Installations vehicles. It is estimated that these vehicles operate from 6000 to 8000 miles per month. Steps are being taken to correct this reporting situation.

Another point is the hourly wage rate for civilian employees. Due to the fact that Selfridge Air Force Base is located so near to Detroit, Michigan, the locality wage rate is higher than at most of the other installations included in the analysis.

In addition to servicing the 56th Fighter Wing, including all special mission and tenant vehicles, this station services 5 vehicles for CAP, 7 vehicles for OSI and 4 vehicles for ROTC.

Since February 1949 this station has reconditioned approximately 450 excess vehicles (no miles involved). Some of the vehicles were shipped to other stations while others were sent to salvage, after reconditioning.

This station also makes two weekly round trips of 310 miles each to the QM laundry located at Percy Jones General Hospital. This involves courtesy card purchases of fuel and oil at higher unit costs plus contractual service maintenance.

Also, a trucking service, for laundry, supplies and rations, is operated to Oscoda Air Force Base, approximately 400 miles per round trip.

Another significant point brought out in this investigation is the number of personnel assigned to the Motor Pool and 3rd Echelon Maintenance who are actually performing Air Installation functions.

It has been suggested by personnel actually working in and more familiar with the Motor Pool and Maintenance activities that a more accurate work unit for this station would be number of hours operated, rather than number o miles since the major maintenance problems are on vehicles which do not operate on a mileage basis.

g. Chart CA 9-9. No comment necessary.

h. Chart CA 9-10. No comment necessary.

i. Chart CA 9-11. See comments submitted for October Work Performance Report.

j. Chart CA 9-12. Same as i., Chart CA 9-11.

k. Chart CA 9-13. Charts CA 9-15, 16, 17, & 18 cover four of the functions included in this one activity. It is significant to note that on these four charts, using different work units, the Work Performance Ratings for the 56th Fighter Wing are 90, 131, 179 and 90. The average of those four ratings is 122 1/2. This seems to indicate that an analysis should be made of each of the other accounts in this activity to determine if the performance in those accounts in this activity to determine if the performance in those functions is low. If not, it would appear that a collective work unit, such as total number of personnel serviced, does not present a true picture, or else the individual work units established tend to indicate an exaggerated amount of work accomplished in some cases. For instance, at this station, it is the policy to assign a new voucher number to a Back Order Issue Slip, which is entered in the Voucher Register. This results in one item being counted as many times as it takes Back Orders to fill the original amount requested. This station does not know if this practice is prevalent at all stations or not. If not, this fact alone could account for a portion of the high Work Performance Rating in the Supply Control Function.

l. Chart CA 9-14. No comment necessary.

m. Charts CA 9-15, 16, 17, & 18. See paragraph k, Chart CA 9-13.

FOR THE COMMANDING OFFICER:

/s/t/ EDWARD C. UNGER
Captain, USAF
Adjutant

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2472d AF RES TNG CENTER
CONTINENTAL AIR COMMAND
FAIRFAX FIELD
Kansas City 15, Kansas

RAM/GAS/ren
17 Oct 1949

FP 121.6

SUBJECT: Explanation of Continental Air Command Cost Analysis Review, July 1949

TO: Commanding General
Hq Tenth Air Force
Benjamin Harrison Air Force Base
Indiana

1. Reference is made to AF10FP 121.6 message dtd 21 Sep 49, subj: Continental Air Command Cost Analysis Review, July 1949.

2. Account Code 02124 shows a low cost at this installation due to the shortage of space and shortage of officer personnel to maintain the following officers, except as additional duties: (a) Special Services (b) Information and Education (c) Post Exchange (d) Theater (e) Billeting (f) Off-base housing (g) library.

3. Account Code 02136 shows a low cost at this installation due to the shortage of personnel for drivers. In many instances, mechanics and the various department personnel have to fill in as drivers.

4. Account Code 02302 shows a low cost at this installation due to the shortage of personnel to perform all line maintenance required, therefore lowering the cost of maintenance supplies. All field maintenance is performed by Fort Leavenworth, Kansas.

5. Account Code 05450 shows a low cost at this installation caused by drawing the base subsistence through Fort Leavenworth which does not require additional personnel in Subsistence Handling and by not operating a Commissary Sales. The base laundry is handled by Ft. Leavenworth which does not require additional personnel at this installation, therefore lowering the cost, and no facilities for dyr cleaning are available.

FOR THE COMMANDING OFFICER:

/s/ Frank G. Danford
/t/ FRANK G. DANFORD
WOJG, USAF
Adjutant

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HEADQUARTERS
MARSHALL AIR FORCE BASE
Fort Riley, Kansas

MAFBBF 17 October 1949

SUBJECT: Continental Air Command Cost Analysis Review, July 1949

TO: Commanding General
Tenth Air Force
Benjamin Harrison AFB
Fort Benjamin Harrison, Indiana

1. Reference is made to your letter, subject as above, dated 21 September 1949.

2. Deviations from USAF standards at this station are occasioned by circumstances outlined below:

a. Due to the small assigned strength of this base, officer personnel are required to serve in several capacities, and are costed to their primary duty. For instance, the Adjutant also serves asS-1 Officer, but on the cost reports no officer personnel are costed to S-1. As this situation exists throughout the base, an apparent deviation appears on the work performance reports, which is occasioned by the small size of the base. It is believed that if a standard performance rating was effected for bases with personnel strength of 500 or less, in which dual positions could be considered, that a more effective manner of rating the performances of smaller bases would evolve.

b. It has also been noted that this station, based as it is on a large Army installation, receives services, costs of which are borne by the Army post. For instance, such services as Chaplains, Theater Officers, Hospital, and other welfare activities are furnished by Army personnel stationed at Fort Riley. Therefore, the work performance reports prepared by this station will, of necessity, reflect a much smaller cost than the USAF standards. If a sufficient number of bases have this situation, it is felt that a separate performance standard should be used.

/s/ Everett K. Jenkins, Jr.
/t/ EVERETT K. JENKINS, JR.
Major, USAF
Commanding

C O P Y
121.6

Prog 121.6 (2 Nov 49) 2nd Ind RAS/bk 23 Nov 49

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Commanding General, First Air Force, Mitchel Air Force Base, New York

1. Reference 1st Indorsement, this headquarters concurs in statement that it is imperative that all organizations be standardized in reporting of costs. The first step in obtaining this standardization is to insure that all like activities are organized similarly. All cost authorizations as provided by T/O&E's, T/DA's, T/D's, and T/A's, as a means of ascertaining reasons for appreciablbe variance in field maintenance activities, for like units.

2. Reference paragraph 1, basic communication, this headquarters does not concur in statement "this wide range must be due to incosistencies in coding personnel in field maintenance activities". The assumption that incosistencies in codification of personnel are responsible for the variances in costs among bases must be supported by specific comparative examples which have not been presented in attached correspondence. The wide range in field maintenance costs acan be traced to the influence of various other factors, viz:

a. Variance in workload of the different M&S Groups.

b. Variance in field Maintenance activities mecessitating the establishment of various TD/A's.

c. Inefficiencty of operation of the field maintenance control activity.

d. Functional unit costing procedures as set forth in AF Manual 170-5 may affect costs reported in Field Maintenance activities, for example, if supervisory personnel perform actual work in the accomplishment of work orders cover 50% of the month, the codes instead of appearing in Account Code 05202 will appear in the 05100 series of accounts.

3. Reference paragraph 2, basic communication, it is not practicable for this headquarters to assign cost account codes to job titles, without an on-the-job survey of the duties of the individual concerned. The establishment of the USAF Coast Control System was predicated on the "Functional Unit" as a basis for cost control purposes. Field Maintennance Personnel may have one job title and may be performing 3 or 4 functions. In order to solve this problem, recommend that personnel responsible for the preparation of Cost Control Reports visit maintenance control

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Prog. 121.6 (2 Nov 49 - 2500th ABG) 1st Ind. 5 Nov 1949

HEADQUARTERS, FIRST AIR FORCE, Mitchel Air Force Base, New York

TO: Commanding General, Continental Air Command, Mitchel Air Force
Base, New York
ATTENTION: Director, Programs and Costs

This headquarters concurs with the statement made in paragraph 1 of basic letter. If the Cost Analysis Review is to be used as a means for comparing cost to like activities, it is imperative that all organizations be standardized in the reporting of costs.

FOR THE COMMANDING GENERAL:

W. T. COLEMAN
Lt. Col., USAF
Asst Adj Gen

C O P Y
121.6

Prog. 121.6 (2 Nov 49) cont. 2nd Ind. RAS/bk 23 Nov 49

officers and other supervisory personnel for advise on proper coding of individuals. If a close liaison is maintained with maintenance supervisors, correct reporting of costs in the 05100 series of accounts can be effected on subsequent reports.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

s/t/ BRUCE H. GEMMEL
Capt., USAF
Asst Adj Gen

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HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, N. Y.

N/C

CG FIRST AF, SLOCUM AFB, FT SLOCUM NY
CG FOURTH AF, HAMILTON AFB, HAMILTON, CALIF.
CG NINTH AF, LANGLEY AFB, VA.
CG TENTH AF, BENJAMIN HARRISON AFB, FT. BENJAMIN HARRISON, IND.
CG TWELFTH AF, BROOKS AFB, TEXAS
CG FOURTEENTH AF, ORLANDO AFB, ORLANDO, FLA.

PRIORITY
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INFORMATION TO: COMPTROLLER, HQ USAF, WASHINGTON, D. C.

AFCONACCOMPR 16112 PD PENDING ALLOCATION OF FY 1950 FUNDS FROM USAF AND PENDING SPECIFIC AUTHORITY TO INCUR OBLIGATIONS AGAINST FY 1950 FUNDS CMA YOU ARE AUTHORIZED TO CONTINUE NORMAL OPERATIONS WITHIN YOUR COMD LIMITING THE OBLIGATION OF FUNDS TO COVER MINIMUM ESSENTIAL REQUIREMENTS PENDING RECEIPT OF ALLOCATION DOCUMENTS PD CIVILIAN PERSONNEL CURRENTLY EMPLOYED WITHIN YOUR COMD MAY CONTINUE TO BE CARRIED ON THE PAYROLLS CMA HOWEVER CMA NO ADDITIONAL PERSONNEL SHOULD BE HIRED EXCEPT UPON SPECIFIC APPROVAL OF THIS HQS PD USAF RES PERSONNEL CURRENTLY ENGAGED IN ACTIVE AND INACTIVE DY TRNG ARE AUTHORIZED TO CONTINUE SUCH TRNG AND YOU ARE AUTHORIZED TO OBLIGATE FUNDS FOR THIS PURPOSE PD RES PERSONNEL SCHEDULED FOR ACTIVE OR INACTIVE DY TRNG DURING MONTH OF JULY MAY RECEIVE THIS TRNG AND YOU ARE AUTHORIZED TO INCUR OBLIGATIONS FOR PAY OF SUCH PERSONNEL PD END SIGNED WHITEHEAD

CG CONAC

OFFICIAL BUSINESS:

N/C

Compr/Gen Candee/3140/60　　30 June 49

FREDERICK W. GERHARD, JR.
Captain, USAF
Asst Adj Gen

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HEADQUARTERS
CONTINENTAL AIR COMMAND
INTEROFFICE ROUTING SLIP

FILE: Bud 121.2

SUBJECT: Mid-Year Evaluation of FY 1950 Appropriated Funds

REGISTER NO				
SUSPENDED TO				
EXTENDED TO				
CLASS	ADM	MISC	HIST	PERS

	DATE	FROM	TO	Number and date each entry - show date of dispatch. Show staff division or office in FROM-TO columns. Sign each entry legibly - show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
1	26Jan	Bud	Compt	Mr. L. Gilgoff/7112/fmp

1. The receipt of annual budget authorizations from Hq USAF makes possible an evaluation of the status of FY 1950 appropriated funds of this command. For the purposes of this study, funds will be classified under four categories:

a. Critical - representing projects under which estimated requirements are considerably in excess of the annual budget authorization.

b. Surplus - representing projects under which the annual budget authorizations are considerably in excess of the estimated requirements.

c. Adequate - representing projects under which estimated requirements and annual budget authorizations do not vary more than 5%.

d. Undetermined - representing projects under which either the estimated requirements or annual budget authorizations are presently undetermined.

2. It should be stressed that any evaluation of the status of funds is based upon the relationship of presently known requirements to annual budget authorizations as received from Hq USAF. Any appreciable change in requirements without corresponding change in annual budget authorizations may result in a project which was previously classified as "Surplus" being changed to "Critical" and vice versa. The status of a project is not static but is affected by any number of forces and therefore requires constant surveillance.

3. Generally, the types of control which will be exercised by the Director of Budget over the four categories is as follows:

a. The "Critical" category - Recommend adoption of a program of retrenchment and widespread economy in an effort to remain within approved annual budget authorization; present Hq USAF with justification for additional allocation of funds and annual budget authorizations; and seek possible

This is in reply to
correspondence bearing
AG Register No.__________
which was suspended
to (date)__________

ConAC FORM HQ-AG 1
20 December 1948

Do not detach from correspondence

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FILE: Bud 121.2

HEADQUARTERS
CONTINENTAL AIR COMMAND
INTEROFFICE ROUTING SLIP

SUBJECT: Mid-Year Evaluation of FY 1950 Appropriated Funds

REGISTER NO				
SUSPENDED TO				
EXTENDED TO				
CLASS	ADM	MISC	HIST	PERS

	DATE	FROM	TO	Number and date each entry - show date of dispatch. Show staff division or office in FROM-TO columns. Sign each entry legibly - show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
1	26Jan	Bud	Compr	(Continued)

sources of transfer of "Surplus" funds within the prerogatives of Hq USAF.

b. The "Surplus" category: - Issue the bulk of the allocated funds and annual budget authorizations retaining only a small reserve, in a primary effort to utilize funds as they have been defended before the Bureau of the Budget and Congress; seek transfer of surplus funds to the "Critical" projects within the prerogatives of Hq USAF; and failing both of these, make surplus funds available to Hq USAF for withdrawal and effective utilization elsewhere.

c. The "Adequate" category: - Maintain close watch over requirements and accumulating obligations to insure continuation of proper balance between requirements, obligations and available funds.

d. The "Undetermined" category: - Secure sufficient information from either staff agencies or field to enable development of estimated requirements.

4. The Director of Budget will notify your office and all interested staff agencies of any changes in the classification of funds, as established by this study together with reasons therefor. The category of all appropriated funds projects will be indicated on all subsequent issues of Comptroller Chart I, Status of Fiscal Year 1950 Appropriated Funds.

s/ E H BUTLER
Major, USAF
Director of Budget

This is in reply to
correspondence bearing
AG Register No.__________
which was suspended
to (date)__________

ConAC FORM HQ-AG 1
10 December 1948

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Mid-Year Evaluation of FY 1950 Appropriated Funds

"CRITICAL FUNDS"

ri-	Project Title	Annual B/A	Est. Annual Reqmts.	Deficit	% of B/A to Est.Ann. Reqmts.
M&O	412-02-Operation of Instl	$677,552	$734,000	$ 56,448	92%
M&O	451-99-AF Com'l Transp Within ZI	700,000*	1,235,000	535,000	57%
S&EA	811-01-Personnel Services	1,206,686	1,232,022	25,336**	98%
AFR	442-99-Operation of Instl	225,600***	405,000	179,400***	56%

* Does not include $300,000 increase in annual B/A and 3rd quarter allocations received as a result of transfer from P412-99.

** Letter being dispatched to Hq USAF requesting additional funds under this project.

*** Transfer of $200,000 from P441-99 requested of Hq USAF. (Reference: Message Bud 1457 20 January 1950).

LEGEND

M&O	- Maintenance and Operations (Regular)
S&EA	- Salaries and Expenses, Administration
AFR	- Air Force Reserve
01	- Personnel
02	- Travel
99	- Non-personnel

EXHIBIT "A"

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Mid-Year Evaluation of FY 1950 Appropriated Funds

"SURPLUS FUNDS"

pri- n	Project Title	Annual B/A	Est. Annual Recmts.	Surplus	% of B/A to Est.Ann. Recmts.
M&O	411-99-Aircraft Supplies and Equipment	$ 81,400	$ 27,357	$ 54,043	298%
M&O	446-01-) Field Printing 446-99-) Plants	116,296 6,000	99,342) 10,600)	12,354	111%
MPR	551-02) Organizational 551-99) Movement Training	137,000 -	40,479) 3,164)	93,357	314%
AFR	421-02-Ferrying of Aircraft	60,000	39,995	20,005	150%
AFR	441-01-) Maintenance 441-01-Sp Proj) of Instl.	1,712,880	1,524,361	188,519	112%
AFR	441-99-) Maintenance 441-99-Sp Proj) of Instl.	2,620,282	2,370,282	250,000*	111%
AFR	451-99-Com'l Transportation	139,311	124,500	14,811	112%
	522-01-Pay of AFR on Active Dy for Training Purp.	6,854,271	5,941,145	913,126	115%
AROTC	447-02-Operating Expenses at AROTC Institutions	66,463	31,018	35,445	214%
AROTC	447-99-Operating Expenses at AROTC Institutions	301,196	191,000	110,196	152%
AFR	484-99-Training Aids, Publications & Extension Courses for AFR	17,500	3,180	14,320	550%

*This amount was indicated by Director of Installations as surplus to their requirements. Of this amount $200,000 was requested for transfer to P442-99. (Reference: Message Bud 1457, 20 January 1950).

LEGEND
M&O - Maintenance and Operations
MPR - Military Personnel Requirements
- Air Force Reserve
- Air Reserve Officers' Training Corps
01 - Personnel
02 - Travel
9 - Non-personnel

EXHIBIT "B"

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Mid-Year Evaluation of FY 1950 Appropriated Funds

"ADEQUATE FUNDS"

Appropri-n	Project Title	Annual B/A	Est. Annual Recmts.	Deficit	Surplus	% of B/A to Est.Ann. Recmts.
[illegible]	412-99-Aircraft Fuel & Oil	$35,000	$ 33,500		$ 1,500	104%
M&O	421-02-Ferrying of Aircraft	91,000	91,000		-	100%
M&O	441-01) 441-01 Sp Proj) Maintenance of Instl.	7,703,829	7,702,655		1,174	100%
M&O	441-99) 441-99 Sp Proj) Maintenance of Instl.	5,984,554	5,984,554		-	100%
M&O	442-01-Operation of Instl.	13,994,750	13,524,642		470,108	103%
M&O	443-99-Leased Property Rentals	76,450	78,780	2,330		97%
M&O	488-02 & 99-Air Combat Maneuvers	716,315	711,000		5,315	101%
M&O	496-02-Aviation Cadet Recruitment	122,570	122,570		-	100%
[illegible]	552-02-Individual or Gp Movements for Attendance at School	720,000	720,000		-	100%
MPR	572-99-Individual Clothing Uniforms & Allowances	5,460	5,460		-	100%
S&EA	421-02-Ferrying of Aircraft	1,580	1,580		-	100%
S&EA	821-02-Temporary Dy Travel	77,000	77,000		-	100%
S&EA	841-99-Other Admin. Exp (Comm. Services)	18,000	17,258		742	104%
Cont.	861-99-Public Relation Activities	1,375	1,375		-	100%
AFR	411-99-Aircraft Supplies & Equipment	4,899	4,899		-	100%
	412-99-Fuel & Oil Aircraft	7,866	7,500		366	105%
AFR	442-01-Operation of Instl.	6,176,250	6,061,637		114,613	102%

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[illegible]ropriation	Project Title	Annual B/A	Est. Annual Recmts.	Deficit	Surplus	% of B/A to Est. Ann. Recmts.
AFR	442-02-Operation of Instl.	$64,400	$ 66,136	$ 1,736		97%
AFR	562-02-Travel & Other Exp. of Pers Air Res Activities	216,000	216,000		-	100%
AROTC	451-99-Com'l Transportation	15,000	15,000		-	100%
AROTC	524-01-Pay & Allowances of AROTC Students	3,725,394	3,641,552		83,842	102%
AROTC	524-99-Pay & Allowances of AROTC Students	411,585	397,050		14,353	104%
ANG	421-02-Ferrying of Aircraft	50,000	48,000		2,000	104%
ANG	563-02-Travel ANG	162,300	170,000	7,700		95%

LEGEND

M&O - Maintenance and Operations
MPR - Military Personnel Requirements
S&EA - Salaries & Expenses, Administration
Cont. - Contingencies
AFR - Air Force Reserve
AROTC - Air Reserve Officers' Training Corps
ANG - Air National Guard
01 - Personnel
02 - Travel
99 - Non-personnel

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Mid-Year Evaluation of FY 1950 Appropriated Funds

"UNDETERMINED"

ropriation	Project Title	Annual Budget Authorization
M&O	442-99-Operation of Installations	$ 3,377,755*
M&O	496-99-Aviation Cadet Recruitment	83,255
Cont.	881-99-Official Entertainment	3,700
AFR	443-99-Leased Real Property Rentals	403,000
AFR	521-01-Pay of AFR on Active Duty for Training Purposes	5,133,231
AFR	523-02-Other Expenses of AFR on Inactive Dy	9,750
AFR	561-02-Travel of AFR Personnel	1,722,089
AROTC	448-01-Operating Expenses at AROTC Summer Camps (Personnel)	91,850
AROTC	448-02-Operating Expenses at AROTC Summer Camps (Travel)	413,202
AROTC	448-99-Operating Expenses at AROTC Summer Camps (Non-personnel)	383,720

*Withdrawal of $300,000 B/A has been recommended to Hq USAF with commensurate increase to "critical" P451-99. Withdrawal is not reflected in above figure.

LEGEND
M&O - Maintenance and Operations (Regular)
Cont. - Contingencies
AFR - Air Force Reserve
AFROTC - Air Reserve Officers' Training Corps
01 - Personnel
02 - Travel
99 - Non-personnel

EXHIBIT "D"

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EXPLANATORY REMARKS
F.Y. 1950 APPROPRIATED FUNDS
AS OF 24 JANUARY 1950

1. Appropriation 5704400 - Maintenance and Operations

a. Project 411-99 Aircraft Supplies and Equipment. "Surplus". Estimated annual requirements are based on past obligations. Simce this funds is for emergency requirements of aircraft supplies and equipment which are normally furnished by AMC, the past obligations are not a firm indication of the ultimate requirements. It is therefore possible that future needs under this project may be such as to utilize the apparent surplus.

b. Project 412-99 Fuel and Oil, Aircraft. "Adequate". Estimated annual requirements are based on past obligations. The current problem on this project is whether solvents procured locally are properly chargeable to this fund or should be funded by AMC. Recently received Hq USAF decision is in conflict with supply directives on this subject. Status of this fund is therefore subject to change based upon final resolution of this matter. Also, obligations under this project cannot be expected to follow any established pattern in view of the fact that these funds are for the emergency procurement os aircraft fuel and oil.

c. Project 421-02 Ferrying of Aircraft. "Adequate". Estimated annual requirements are based upon a program worked up by DM, this headquarters, and are supported by first half year obligations of $49,814. It is estimated that annual budget authorizations received from Hq USAF are sufficient to cover the cost of ferrying of aircraft outside the continental limits of the United States, However, it is not anticipated the B/A will be sufficient to cover additional new requirement for the ferrying of 180 aircraft from Replublic to Bergstrom AFB (FA-3).

d. Projects 441-01 and 441-01 Spec. Proj., Maintenance of Installations (Personnel). "Adequate". Estimated annual requirements of $7,702,655 are computed as follows:

Obligations Incurred 1 Jul to 31 Dec	-	$4,046,493
Estimated Requirements, 3rd Quarter, FY 1950, 2,154 personnel x $849 average quarterly salary	-	1,827,700
Estimated Requirements for month of April 2,154 personnel x $283 average monthly salary	-	609,582
Estimated Requirements for months of May and June, 2,080 x $566	-	1,177,280
Terminal Leave Requirements for 104 x $400 per employee	-	41,600
Total		$7,702,655

The reasoning behind using 2,154 employees rather than the 2,184 authorized this command by Hq USAF if first, due to the fact that only 2,154 personnel authorizations have been distributed as of 31 December , 30 being held in reserve at this headquarters for purchase and hire projects and, second, to provide for normal lapses which may occur.

EXHIBIT "E"

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e. Projects 441-99 and 441-99 **Spec.** Proj., Maintenance of Installations (Non-personnel). "Adequate". Estimated annual reuqirements of $5,984,554 are computed as follows:

Normal R&U, based on past obligations, is approximately	-	$4,610,650
FY 1950 Coal Requirements	-	531,225
Special Projects Requirements other than deferred maintenance projects	-	711,491
Program in effect in Instal Office, this headquarters, to utilize remaining funds available for additional special projects, other than deferred maintenance projects	-	131,188
Total		$5,984,554

f. Project 442-01 Operation of Installations (Personnel). "Adequate". Estimated annual requirements of $13,524,642 are computed as follows:

Obligations Incurred 1 Jul to 31 Dec	-	$7,630,432
Estimated Requirements for 3rd and 4th quarters, FY 1950, 3,661 personnel x $1,610, average salary for half-year	-	5,894,210
		$13,524,642

The average annual salary of $3,220 may prove to be low, however, the $470,108 anticipated surplus under this project is considered **sufficient** to take up any increase in average annual salary.

g. Project 442-02 Operation of Installations (Travel). "Critical". Requirements under this project were based on past obligation experience.

h. Project 442-99 Operation of Installations (Non-personnel, exclusive of travel). "Undetermined". If estimated annual requirements were based solely on past obligation experience, there would be indicated surplus of approximately $1,000,000. In connection with this project, it is interesting to note that the FY 1950 budget estimate, as submitted by this headquarters, requested only $2,577,300 as against the $3,377,755 B/A received. From informal information, it is understood **that** the issuance of this large annual budget authorization was predicated on the assumption that authority for local purchase would be considerably enlarged, thereby creating requirements for these funds at installations level, rather than AMC. The amended regulations establishing this new procedure have not as yet been published. Pending resolution of the procurement policy by Hq USAF, it is considered wise to keep this project in an undetermined category. $300,000 of the $1,000,000 indicated surplus has already been made available for withdrawal and has been reissued under the critical project 451, Commercial Transportation.

i. Project 443-99 Leased Property Rentals. "Adequate". Estimated annual requirements are based on information furnished by Directorate of Installations (Facilities) from leases on file. It is anticipated that the B/A received will be adequate because of lease cancellations. The funds received in this project are intended for payment of lease rental on active leases as of 1 Jul 49. Any requirement on new lease restorations etc are forwarded to USAF for approval and additional funds.

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j. Projects 446-01 and 446-99 Field Printing Plants. "Surplus".

(1) The estimated annual personnel requirements under this project were computed as follows:

Obligations Incurred 1 Jul to 31 Dec	-	$ 39,402
Requirements for 3rd and 4th Quarter FY 1950, 36 employees x $1,665 average salary for half year	-	59,940
Total		$ 99,342

(2) Estimated annual non-personnel requirements under this project are based on obligation experience. The excess of estimated annual requirements over annual budget authorizations are being taken from the surplus 01 funds available under this project.

k. Project 451-99 Air Force Commercial Transportation Within ZI. "Critical". Estimated annual requirements for this project is based upon a program for shipment of excesses and shipments caused by inactivation of installations, which was developed in coordination with DM, MS&S (Transportation). $300,000 additional annual budget authorization has been received under this project as a result of reprogramming and transfer from project 442-99.

l. Projects 488-02 and 488-99 Air Combat Maneuvers. "Adequate". Estimated annual requirements based upon actual known requirements for Air Combat Maneuver Program.

m. Project 496-02 Aviation Cadet Recruitment (Travel). "Adequate" Estimated annual requirements are based on past obligation experience. Provision for increased activity during 4 th quarter, FY 1950. For the period 1 Jul thru 31 Dec, 18 teams of 3 officers each equalling 54 men were traveling to the schools and colleges in connection with Aviation Cadet Recruitment. Effective 1 Jan 50, 24 teams of 3 officers each or 72 men were authorized by Hq USAF increasing the requirements for payment of per diem and travel costs by $17,514 for FY 1950.

n. Project 496-99 Aviation Cadet Recruitment (Non-personnel other than travel). "Undetermined". This project requires further investigation to ascertain the reason for the low obligation trend in the first half of FY 1950 ($8,129). These funds are chiefly allocated for the maintenance and operation of vehicles used by the recruiting teams and physical examinations of cadets, by civilian doctors at the rate of $10.00 per examination. Present trends are an inaccurate reflectionof the FY 1950 obligations. It is anticipated that the increase from 24 to 36 vehicles will increase fund requirements for the last half of FY 1950 by $5,064. Until the obligation trend is fully investigated, no determination of the amount to be declared surplus can be made.

2. Appropriation 5704500 - Military Personnel Requirements

a. Projects 551-02 and 551-99 Organizational Movement Training. "Surplus". The use of this project has not been clearly defined. The latest information received from the field indicates that obligations recorded under this project do not properly reflect the obligations incurred. Correction vouchers are presently being processed by the field to transfer obligations from appropriation M&O, P442-02 to this project. Reference is made to letter, this headquarters, to Hq USAF, 21 Jan 50, file: Bud 121.2, subject: "Funding Requirements - MPR, P551", which furnished latest estimate of requirements in response to request from Hq USAF. This letter requested that no revision in allocation and annual B/A be made until such time as the obligations can be properly reflected.

b. Project 552-02 Individual or Group Movements for Attendance at Schools. "Adequate". Estimated annual requirements for this project are based on past obligation experience. Requirements under this project are based on school quotas authorized by Hq USAF, Future quotas and types of courses to be held by Hq USAF are not generally known more than one (1) or two (2) months in advance of the actual date for the fulfillment of the quotas. Hq USAF has been queried as to whether these funds may be utilized for additional object classes other than 02, to defray the cost of shipping personal effects in connection with the authorized travel.

c. Project 572-99 Individual Clothing, Uniforms and Allowances. "Adequate". This project is used only by Twelfth AF and is for payment of clothing allowance of $375 per individual, to military personnel assigned to foreign service for attache duty. Based on obligation trend, it is estimated that the present annual B/A will be sufficient to cover the requirements. However, the actual number of men to be ordered to duty in FY 1950 is unknown to this headquarters. The entire allocation of funds and annual B/A received from Hq USAF are issued to Twelfth AF.

3. <u>Appropriation 5704800 Salaries and Expenses, Administration</u>

a. Project 421-02 Ferrying of Aircraft. "Adequate". Whereas past obligations do not fully support utilization of the entire annual budget authorization under this project, the amounts involved are so small as to not warrant the placing of this project into any category other than adequate. A firm program under this project cannot be developed, in view of the fact that it reflects only the cost of personnel assigned to this headquarters that are utilized in ferrying of aircraft, as distinguished from the regularly assigned ferrying missions given to the numbered Air Forces.

b. Project 811-01 Personal Services. "Critical". Estimated requirements of $1,232,022 are computed as follows:

Obligations Incurred 1 Jul to 31 Dec	-	$616,422
Requirements for January, 328 employees x $300 average salary per month	-	98,400
Requirements for February, 334 employees x $300 average salary pe r month	-	100,200
Requirements for March, 343 employees x $300 average salary per month	-	102,900
Requirements for 4th Quarter, FY 1950, 349 employees x average quarterly salary of $900	-	314,100
Total		$1,232,022

Information furnished Director of Civilian Personnel that sufficient funds were available under this project to pay only 334 people. Reference: Action #3, IRS from Bud to DP and PO&R, 18 Jan 50, subject: "Temporary Curtailment of Hiring Civilian Personnel, Project 811-01". Request for additional funds in the amount of $25,336 being submitted to Hq USAF to permit hiring up to personnel authorizations.

c. Project 821-02 Temporary Duty Travel. "Adequate". By instituting a procedure of tight control over travel funds allocated for use by this headquarters, it has become possible to bring the obligations for the first half FY 1950 in line with the allocated funds, i.e.,

Allocations Received first half FY 1950	-	$37,000
Obligations Incurred first half FY 1950	-	35,557

By continuation of this procedure, there is no doubt that all travel funds will be utilized to the fullest.

d. Project 841-99 Other Administrative Expenses (Communication Services). "Adequate". The estimated annual requirements under this project are computed as follows:

Actual Obligations Incurred 1 Jul to 31 Dec	-	$ 6,758
Estimated Obligations, at rate of $1,750 per month, 2nd half FY 1950	-	10,500
		$ 17,258

4. Appropriation 5704850 Contingencies.

a. Project 861-99 Public Relation Activities. "Adequate". Whereas the past half-year obligations of $448 do not support complete utilization of the annual budget authorizations of $1,375 assurance has been received by this directorate from the PIO, this headquarters, to the effect that the entire budget authorization will be effectively utilized.

b. Project 881-99 Official Entertainment. "Undetermined". Since this is a contingency fund, there is no manner in which to effectively estimate the annual requirements under this project. There have been no obligations incurred under this project during the first half FY 1950. This directorate, by IRS to Compr and VC, 10 Jan 50, file: Bud 121.2 subject: "Obligations of Contingencies of the Air Force, P881.2 Funds", has apprised the VC of the availability of this funds and the use of which it may be put. Instructions from the VC are to the effect that these funds will not be issued without the specific consent of the BV or CG.

5. Appropriation 5704910 Air Force Reserve

a. Project 411-99 Aircraft Supplies and Equipment. "Adequate". Past obligation experience of $3,099 for first half FY 1950 indicates that annual budget authorization of $4,899 may be inadequate, if extimated annual requirements were to be based solely on past obligations. However, this fund is for emergency requirements of aircraft supplies and equipment which are normally furnished by AMC. Past obligations are not a firm indication of the ultimate requirements. Also, since emergency requirements cannot be accurately forecasted, it is considered this fund properly falls in an adequate category until a known shortage becomes apparent.

b. Project 412-99 Fuel and Oil, Aircraft, "Adequate". Estimated annual requirements are based on past obligations. The current problem on this project is whether solvents procured locally are properly chargeable to this fund or should be funded by AMC. Recently received Hq USAF decision if in conflict with supply directives on this subject. Status of this fund is therefore subject to change based upon final resolution of this matter. Also, obligations under this project cannot be expected to follow any established pattern in view of the fact that these funds are for the emergency procurement of aircraft fuel and oil.

c. Project 421-02 Ferrying of Aircraft. "Surplus". Estimated annual requirements are based on past obligations and information furnished the Director of Budget of MS&S (Aircraft Distribution). The estimated requirements, as established by MS&S are the best available at this time. However, additional ferrying missions are continually being directed by Hq USAF, each of which will tend to decrease the apparent surplus.

d. Projects 441-01 and 441-01 Spec. Proj., Maintenance of Installations Personnel. "Surplus". Estimated annual requirements of $1,524,361 are computed as follows:

Obligations Incurred 1 Jul to 31 Dec	-	$720,541
Estimated Requirements, 2nd half FY 1950, 490 personnel x $1,620 average salary for half year	-	793,820
		$1,524,361

A reserve of 80 personnel authorizations were retained in this headquarters for Cleveland Airport. At the present stage of development of the Cleveland agreement, it appears that maintenance previously performed by the Duffy Construction Company will continue to be performed by them, thereby incurring no increase in requirement for civilian maintenance personnel. Unless the reserve of 80 personnel authorizations are reprogrammed and issued to the various Air Forces, this project will remain in a surplus category.

e. Projects 441-99 and 441-99 Spec. Proj., Maintenance of Installations (Non-personnel). "Surplus". Estimated annual requirements are established at the figure indicated by Directorate of Installations. Reference is made to IRS action #2, from Instl to Bud, 19 Jan 50, file: Bud 121.2, subject: "Transfer of Funds AFR P441-99 to P442-99", which indicated that surplus of $250,000 will be available for withdrawal under this project for reprogramming. Hq USAF was requested by message Bud 1457, 20 Jan 50, for withdrawal of $200,000 under this project and reissuance under project 442-99. Whereas past obligation experience would not seem to indicate full utilization of the extimated annual requirements under this project, it is understood that a special project program is enforced which will sharply increase the rate of obligations for remainder FY 1950.

f. Project 442-01 Operation of Installations (Personnel). "Adequate". Estimated annual requirements of $6,061,637 as computed as follows:

Obligations Incurred 1 Jul to 31 Dec	-	$2,982,053
Estimated Requirements, 2nd half FY 50, 1,887 personnel x $1,632 average salary for half year	-	3,079,584
		$6,061,637

g. Project 442-02 Operation of Installations (Travel). "Adequate". Estimated annual requirements are based on past obligation experience.

h. Project 442-99 Operation of Installations (Non-personnel other than travel). "Critical". Estimated annual requirements are based on past obligation experience. Transfer of $200,000 from P441-99 was requested from Hq USAF by message, this headquarters, Bud 1457, 20 Jan 50.

i. Project 443-99 Leased Property Rentals. "Undetermined". Actual requirements for leases now in effect are estimated at $206,258, as furnished by Directorate of Installations. However, this figure includes very few VARTU locations. The ultimate VARTU lease costs for FY 1950, is presently undetermined. The original estimate of Hq USAF for the annual lease cost of the VARTU program is approximately $200,000. It is anticipated that requirements for restoration, condemnation, etc., requiring the approval of Hq USAF, will be funded by means of additional allocations from Hq USAF.

j. Project 451-99 Air Force Commercial Transportation within ZI. "Surplus". Estimated annual requirements based upon past obligation experience.

k. Project 484-99 Training Aids, Publications and Extension Courses for Air Force Reserve. "Surplus". Estimated annual requirements are based on past obligation experience.

l. Project 521-01 Pay of Air Force Reserve on Active Duty for Training Purposes. "Undetermined". Obligations incurred for first half FY 1950 are $1,858,998. Requirements for 2nd half FY 1950 are undetermined,,pending receipt of confirmation from Air Forces and Directorate of Military Personnel as to number of units to be called on active duty for training purposes. Air Forces are to submit their estimated 4th quarter requirements by 31 January. Assurance has been received from Directorate of Military Personnel that all allocated funds will be utilized during current fiscal year.

m. Project 522-01 Pay of Air Force Reserve on Inactive Duty. "Surplus". Estimated annual requirements based on information received from Directorate of Military Personnel.

n. Project 523-02 Other Expenses of Air Force Reserve on Inactive Duty. "Undetermined". Obligations for first half FY 1950 in the amound of $5,105 would seem to indicate that the annual budget authorization of $9,750 would be adequate. However, this project is in the undetermined category awaiting receipt of Air Force requirements. The funds under this project are to defray the cost of travel relative to reenlistment of Air Force Reserve airmen. There is every reason to believe that the requirements, when received and finally tabulated, will exceed the annual budget authorization received from Hq USA F.

o. Project 561-02 Travel of Air Force Reserve Personnel. "Undetermined". Determination of estimated annual requirements under this project is contingent upon the final program developed by the Directorate of Military Personnel in connection with project 521-01, Pay of Air Force Reserve on Active Duty for Training Purposes.

p. Project 562-02 Travel and Other Expenses of Personnel Reference Air Force Reserve Activities. "Adequate". These funds are utilized for travel in connection with Reserve activity of personnel assigned to numbered Air Forces and ConAC Headquarters only. Based upon past obligation experience, it would seem that the annual budget authorization can be effectively utilized. At the present time, it appears that some of the Air Forces are utilizing this

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project in a very limited fashion for the travel of liaison officers assigned to the VART program. However this project is not considered sufficient nor was it intended to effectively support the travel of liaison officers in connection with the VART program.

6. Appropriation 5704940 Air Reserve Officers' Training Corps

a. Project 447-02 Operating Expenses at AROTC Institutions (Travel). "Surplus". Estimated annual requirements are based upon past obligation experience.

b. Project 417-99 Operating Expenses at AROTC Institutions (Non-personnel other than travel). "Surplus". Estimated annual requirements are based on program extablished by the Directorate of AFROTC.

c. Project 448-01, 02 and 99. Operating Expenses at AROTC Summer Camps. "Undetermined". Estimated annual requirements under this project will be undetermined until such time as Air Force estimates of 4th quarter requirements are received and reviewed by the Directorate of AFROTC. These estimates are due in this headquarters 1 March 1950 and revisions in budget authorizations and necessary reprogramming within this project will be effected upon their receipt. Based upon past obligations, it appears that reprogramming within this project definitely will be required.

d. Project 451-99 Commercial Transportation Within ZI. "Adequate". Whereas past obligation experience does not indicate full utilization of the annual budget authorization, the full impact of the AROTC program is not felt until the last quarter, FY 1950. It is, therefore, estimated the entire annual budget authorization will be utilized prior to the end of the fiscal year.

e. Project 524-01 Pay and Allowances of AROTC Students (Personnel). "adequate". Estimated annual requirements are based on the number of students drawing commutation in lieu of subsistence and the number of students attending summer camps.

f. Project 524-99 Pay and Allowances of AROTC Students (Non-personnel). "Adequate". Estimated annual requirements are based on the number of students drawing commutation in lieu of uniforms. In view of the fact that total allocations received from Hq USAF under this project were received under 01, authority has been granted the Air Forces to overobligate 99 funds to extent of budget authorization. ConAC Air Forces have been instructed to process correction vouchers, transferring any obligation for commutations in lieu of uniforms from P524-01 to 524-99.

7. Appropriation 5704970 - Air National Guard

a. Project 421-02 Ferrying of Aircraft. "Adequate". Estimated annual requirements are based upon past obligation of approximately $20,000, plus an estimated furnished by DM, MS&S (Aircraft Distribution).

b. Project 563-02 Travel Air National Guard. "Adequate". Estimated annual requirements are based upon past obligation experience.

EXHIBIT "E"

APPENDIX TO SECTION VI

History of the Continental Air Command

1 December 1948 - 31 December 1949

CONTINENTAL AIR COMMAND

COST ANALYSIS REVIEW

NOVEMBER 1949

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IN THE EVENT ANY INFORMATION CONTAINED HEREIN IS
EXTRACTED OR THE PUBLICATION IS REPRODUCED IN ANY WAY
THE SOURCE OF THE INFORMATION SHOULD BE SHOWN.

PREPARED BY:

DIRECTOR, PROGRAMS AND COSTS - OFFICE OF THE COMPTROLLER
HEADQUARTERS, CONAC
MITCHEL AFB

DECEMBER 1949

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INTRODUCTION

THE PURPOSE OF THIS REVIEW IS TO PROVIDE COMMANDERS AND THEIR STAFFS AN OPPORTUNITY TO COMPARE THE OPERATIONAL COSTS OF SELECTED ACTIVITIES OF THEIR COMMAND WITH COSTS FOR LIKE ACTIVITIES OF OTHER COMMANDS.

ADDITIONAL DATA IS PROVIDED WHICH HAS NOT BEEN PROJECTED ON CHARTS IN THIS REVIEW. IF DESIRED, LOCAL COST ANALYSTS CAN FURNISH FURTHER ANALYSES FOR COMMANDERS AND THEIR STAFFS.

LOCAL CONDITIONS ARE KNOWN TO EXIST WHICH TEND TO JUSTIFY MANY OF THE EXTREMES PORTRAYED HEREIN. EVEN WITH THIS LIMITATION, THE DATA DOES SERVE AS A GUIDE FOR FURTHER INVESTIGATION AND ANALYSIS.

CONSIDERING THOSE BASES WHICH SEEM TO BE PERFORMING WITH EXCEPTIONAL EFFICIENCY, IT IS SUGGESTED THAT INVESTIGATION BE MADE TO DETERMINE IF NEW METHODS HAVE BEEN DEVELOPED WHICH, IF USED, MIGHT ASSIST IN EFFECTING GREATER EFFICIENCY AT OTHER BASES. FURTHER INVESTIGATION MAY ALSO SHOW THAT THESE BASES ARE NOT REPORTING ACCURATELY. SIMILAR INVESTIGATIONS SHOULD BE MADE AT BASES WHICH SHOW UNUSUALLY LOW EFFICIENCIES. LOW EFFICIENCY MAY RESULT EITHER FROM IMPROPER MANAGEMENT OR INCORRECT REPORTING.

THE ANALYSES CONTAINED HEREIN HAVE BEEN DERIVED FROM INFORMATION AS REPORTED TO THIS HEADQUARTERS.

COMMENTS ARE REQUESTED WHICH CALL ATTENTION TO THOSE FUNCTIONS FOR WHICH ADDITIONAL PRESENTATIONS ARE DESIRED, IN ORDER THAT THIS HQ MAY PROVIDE MAXIMUM ANALYTICAL DATA FOR COMPARATIVE PURPOSES TO THE OPERATING ACTIVITIES.

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EXPLANATION OF GRAPHIC PRESENTATION ON

TOTAL COSTS OF CONTINENTAL AIR COMMAND BY FUNCTIONAL GROUPING - MONTHLY PERCENTAGE DISTRIBUTION

The following activities are included in the functional groupings as shown on the chart:

COMMAND GROUP

Hq & Hq Sq ConAC
Hq & Hq Sq ADC
Hq & Hq Sq TAC
Hq & Hq Sq ConAC numbered air forces
Hq & Hq Sq Air Divisions (Air Defense and Tactical)
2220th Extension Group (Less Extension Course Activity)
ConAC Wing Commanders, and Deputy, Executive Officer, A-1, A-2, A-3, A-4, Comptroller, IG, AI, AG, PIO, Hq & Hq Sq Administrative Overhead

OPERATIONS GROUP

Combat - Total Operating Costs of Fighter Groups, Troop Carrier Groups, Tactical Rec'n Group, Bomb Squadrons (L)
Combat Support - Total Operating Costs of: Liaison Flights, Aircraft Control & Warning Groups, Tactical Control Groups.

SERVICE GROUP

Total operating costs of ConAC organizations less those included in Command, Operations and Other Mission Groups

OTHER MISSION GROUP

Air Force Reserve (AFRTC's only)
Air National Guard (Instructor Personnel only)
Air ROTC (Instructor personnel only)
Military Liaison personnel with Army, Navy, and other agencies
Air Force Overseas Replacement Depots
Extension Course Activity of 2220th Extension Group
All other (minor activities)

ADDITIONAL CHARGES

Cost of excess personnel and recruits awaiting shipment, AFORD Casuals, Detachment of Patients, Lump Sum payments, reenlistment bonuses, initial issue of clothing, PCS, Supplies & Services furnished others, parts to salvage, and extraordinary repairs.

COMMENT

AN OVERALL INCREASE IN COSTS OF $2,700,000 FOR OCTOBER OVER SEPTEMBER IS INDICATED. SERVICES GROUP AND ADDITIONAL CHARGES INCREASED $1,000,000 EACH; OTHER MISSION GROUP COSTS INCREASED $500,000 AND COMMAND GROUP INCREASED $300,000, WHILE OPERATIONS GROUP DECREASED $100,000. TOTAL COSTS FOR OCTOBER REPRESENT THE HIGH FOR THE YEAR 1949 AND REFLECT INCREASED PAY AND ALLOWANCES FOR MILITARY PERSONNEL, ALTHOUGH NOT ALL OF THE INCREASE CAN BE ATTRIBUTED TO THIS FACTOR.

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PREPARED BY:
DIRECTOR, PROGRAMS & COSTS
HQ, CONAC
DECEMBER 1949

TOTAL COSTS OF CONTINENTAL AIR COMMAND *
BY FUNCTIONAL GROUPING

MONTHLY PERCENTAGE DISTRIBUTION

FUNCTIONS	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
COMMAND GROUP	$ 1,816,461	$ 1,919,419	$ 1,961,647	$ 1,947,073	$ 1,985,721	$ 2,079,877	$ 2,152,739	$ 2,136,114	$ 2,120,784	$ 2,445,143		
OPERATIONS GROUP	2,524,207	2,818,283	2,917,193	2,726,755	2,731,591	2,701,818	2,706,975	2,933,863	2,833,337	2,726,337		
SERVICES GROUP	8,465,088	8,513,579	8,962,626	8,208,906	7,692,718	7,814,751	7,519,660	7,438,453	7,390,023	8,404,340		
OTHER MISSION GROUP	4,751,429	4,934,466	5,102,166	5,279,341	5,061,649	4,911,676	4,247,759	4,516,720	4,393,566	4,910,512		
ADDITIONAL CHARGES	4,509,649	4,330,951	4,068,097	3,439,331	2,886,070	3,187,339	2,706,436	3,428,366	3,773,511	4,758,284		
TOTAL COST	$ 22,066,834	$ 22,316,718	$ 23,011,729	$ 21,601,406	$ 20,357,749	$ 20,695,461	$ 19,333,569	$ 20,453,516	$ 20,511,221	$ 23,244,616		

SOURCE: COST CONTROL REPORT,
RCS AF-FO-F22A

* CHART IS ONE MONTH IN ARREARS DUE TO MACHINE PROCESSING SCHEDULE

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EXPLANATION OF GRAPHIC PRESENTATION ON

COSTS OF OFFICE OF COMPTROLLER, HQ CONAC AND HQ NUMBERED AIR FORCES

This chart depicts the personnel costs only, of the Office of the Comptroller function included in the presentation on Page 7 (Costs by Functional Grouping).

Costs of the following activities are included in the Office of the Comptroller, Hq ConAC and Hq Numbered Air Forces:

COMPTROLLER

Personnel Costs of immediate Office of Comptroller Assistant and Office Staff.

BUDGET AND FISCAL

Personnel Costs of Directorate of Budget.

DIRECTOR OF AUDITS

Personnel Costs of Directorate of Audits.

STATISTICAL SERVICES

Personnel Costs of Directorate of Statistical Services.

FINANCE

Personnel Costs of Directorate of Finance

COST CONTROL

Personnel Costs of Cost Control and Cost Analysis Groups in Directorate of Programs and Costs

PROGRAMS AND PROJECTS

All other personnel costs of Directorate of Programs and Costs which are not included in Cost Control, above.

NOTE: To obtain total personnel costs of Directorate of Programs and Costs, add Costs of Cost Control and Programs and Projects.

COMMENT

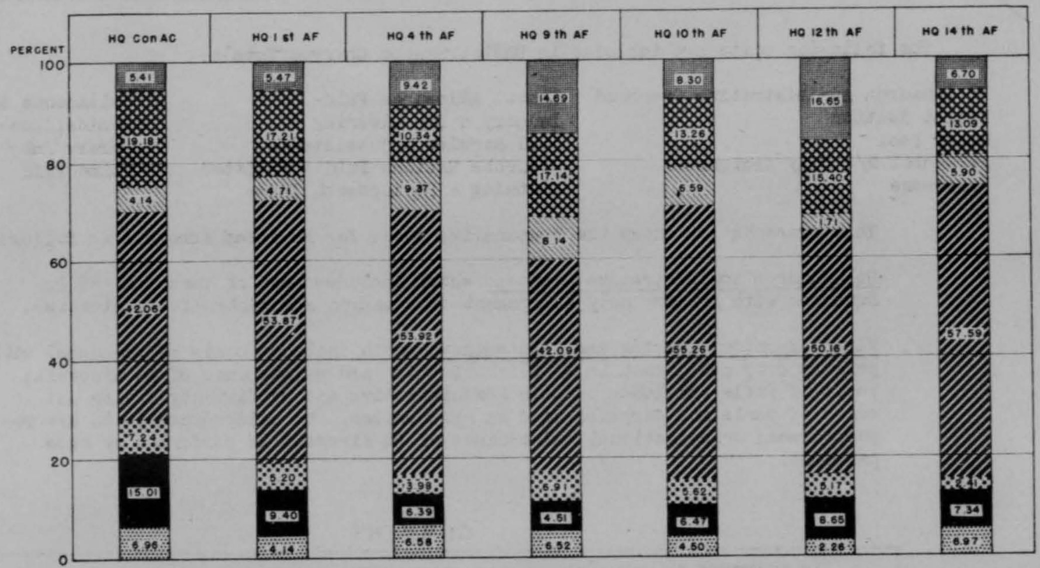
COSTS OF THE COMPTROLLER ACTIVITY OF CONTINENTAL AIR COMMAND AND NUMBERED AIR FORCES, INCREASED APPROXIMATELY $5,500 IN NOVEMBER OVER OCTOBER. THE MAJOR PORTION OF THIS INCREASE IS REFLECTED BY CONTINENTAL AIR COMMAND ($1,800, BUDGET AND FISCAL) AND HEADQUARTERS TWELFTH AIR FORCE (STAT. SERVICES, $1,500 AND COST CONTROL $400). INCREASES FOR HEADQUARTERS FIRST AIR FORCE, $700, HEADQUARTERS NINTH AIR FORCE, $900, AND HEADQUARTERS FOURTEENTH AIR FORCE, $900 WERE OFFSET IN PART BY DECREASE OF $1,000 AT HEADQUARTERS FOURTH AIR FORCE.

COSTS OF OFFICE OF COMPTROLLER *

HQ ConAC AND HQ NUMBERED AIR FORCES

NOVEMBER 1949

RED BY:
HQ, [illegible], PROGRAMS & COSTS
DECEMBER 49



- LEGEND -

		HQ ConAC	HQ 1st AF	HQ 4th AF	HQ 9th AF	HQ 10th AF	HQ 12th AF	HQ 14th AF
▤	COMPTROLLER	$ 3,191	$ 1,196	$ 1,831	$ 3,354	$ 1,188	$ 2,816	$ 1,271
▩	BUDGET AND FISCAL	11,316	3,765	2,011	3,912	1,898	2,605	2,485
▧	DIRECTOR OF AUDITS	2,440	1,031	1,821	1,859	943	290	1,120
▨	STATISTICAL SERVICES	24,813	11,786	10,482	9,608	7,912	8,485	10,929
▦	FINANCE	4,269	1,139	774	1,577	805	875	457
■	COST CONTROL	8,854	2,058	1,243	1,029	926	1,464	1,394
░	PROGRAMS & PROJECTS	4,105	905	1,279	1,489	645	383	1,323
	TOTAL COMPTROLLER COSTS	$58,991	$21,880	$19,441	$22,828	$14,317	$16,918	$18,979

* PERSONNEL COSTS ONLY

SOURCE: COST CONTROL REPORT, AF FORM 321, RCS-AF-FO-F22A

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EXPLANATION OF GRAPHIC PRESENTATION ON

COST OF UNDISTRIBUTED CHARGES - SELECTED ACCOUNTS, HQ CONAC AND HQ NUMBERED AIR FORCES

The following costs are included in Undistributed Charges Totals:

- Hq Squadron Administrative Overhead
- Flight Section
- Motor Pool
- Personnel w/o Duty Assignment
- Prisoners
- Rental Allowance Paid
- Laundry & Dry Cleaning
- Food Service & Subsistence
- Separate Rations Paid - Enlisted
- Clothing - Replacement Issue
- Miscellaneous Supplies
- Communications-Contractual
- Temporary Duty Travel
- Overtime Paid

This presentation shows the comparative costs for selected accounts as follows:

Hq Squadron Administrative Overhead which includes cost of personnel of Hq Squadron with primary duty assignment in squadron administrative activities.

Flight Section, (Flying and Maintenance) which includes costs of personnel with primary duty assignment in Hq Flight Section and maintenance of Hq aircraft; costs of fuels and lubes used in administrative and proficiency flying and costs of parts and supplies used in maintenance. No maintenance costs are reported when organizational maintenance of Hq aircraft is performed by base personnel.

COMMENT

AN INCREASE IS NOTED FOR HQ SQUADRON ADMINISTRATIVE OVERHEAD IN NOVEMBER OVER OCTOBER FOR BOTH HQ CONAC AND HQ 14TH AF. THE AVERAGE COST PER AIRCRAFT FOR FLYING AND MAINTENANCE IS $1,718. EXTREME COSTS ARE REFLECTED BY HQ CONAC AND HQ 9TH AF WHICH REPORT $1,905 AND $1,947 RESPECTIVELY. TDY COSTS INCREASED OVERALL, $8,900 OVER OCTOBER. INCREASED TDY COSTS ARE SHOWN FOR HQ 1ST AF, $6,100, AND HQ 9TH AF, $7,600. AN INCREASE OF $18,500 IN HQ 14TH AF OF ALL OTHER UNDISTRIBUTED CHARGES IS OFFSET BY DECREASES OF $14,900 IN HQ 4TH AF AND $6,100 FOR HQ 12TH AF.

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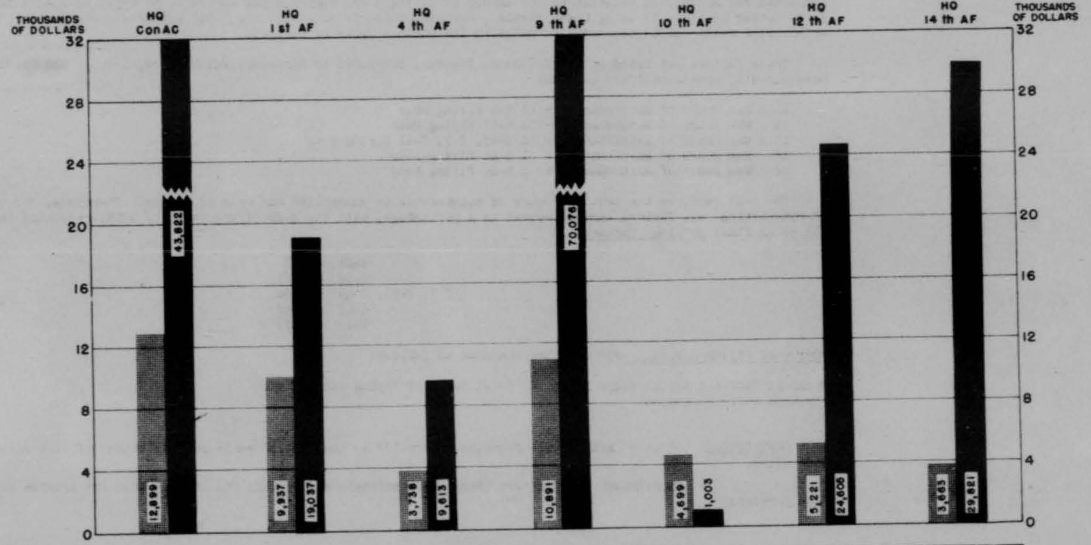
COST OF UNDISTRIBUTED CHARGES - SELECTED ACCOUNTS

HQ ConAC AND HQ NUMBERED AIR FORCES

NOVEMBER 1949

PREPARED BY:
DIRECTOR, PROGRAMS & COSTS
HQ, CONAC
DECEMBER 1949



-LEGEND-

		HQ ConAC	HQ 1st AF	HQ 4th AF	HQ 9th AF	HQ 10th AF	HQ 12th AF	HQ 14th AF
▨	HQ SQDN ADM OVERHEAD	$ 12,899	$ 9,937	$ 3,738	$ 10,891	$ 4,699	$ 5,221	$ 3,663
■	FLIGHT SECTION (FLYING & MAINT)	43,822	19,037	** 9,613	70,076	* 1,003	24,605	29,821
	TEMPORARY DUTY TRAVEL	9,557	14,492	5,286	9,575	9,365	7,489	7,468
	COMMUNICATIONS - CONTRACTUAL	763	1,309	1,242	394	784	199	911
	PERSONNEL W/O DUTY ASSIGNMENT	3,529	4,771	2,870	2,566	2,489	21,910	6,648
	ALL OTHER UNDISTRIBUTED CHARGES	63,760	79,765	63,693	87,111	75,164	58,131	* 85,660
	TOTALS	$134,330	$129,311	$ 86,442	$180,607	$ 93,504	$117,555	$134,111
	AVG NO. OF ACFT ASSIGNED	23	12	-0-	36	-0-	15	23

* NO FLIGHT SECTION FLYING COSTS
** NO FLIGHT SECTION MAINTENANCE COSTS

SOURCE: COST CONTROL REPORT, AF FORM 321,
RCS-AF-FO-F22A
REPORT OF AF SELECTED ACFT, AF FORM 110A,
RCS-FS-A1

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EXPLANATION OF GRAPHIC PRESENTATION ON

RELATIVE COST OF AIRCRAFT MAINTENANCE FUNCTION (PAYROLL) PER UNIT OF FLYING ACCOMPLISHED

The Aircraft Maintenance Workload Factors are based on the number of T/O&E authorizations in maintenance SSN's (modified for AFRTC), in relation to the number of flying hours expected per aircraft, by type, as specified in Air Force Letter 150-10. In using these factors, the assumption is made that the T/O&E authorizations reflect the approximate requirements necessary to maintain the various types of aircraft.

These factors are based on the following figures, developed by Director, Maintenance, Supply, and Services, Headquarters, Continental Air Command:

11.6 Man Hours of Maintenance = 1 T-6 Flying Hour
15 Man Hours of Maintenance = 1 C-47 Flying Hour
17.6 Man Hours of Maintenance = 1 C-45, T-7, T-11 Flying Hour
18 Man Hours of Maintenance = 1 C-46 Flying Hour
22 Man Hours of Maintenance = 1 B-26 Flying Hour

The B-26 requires the most man hours of maintenance to accomplish one hour of flying. Therefore, for convenience of computation, all factors were expressed as a percentage, with the B-26 figure as 1, or 100%, resulting in the following final <u>Workload Factors</u>:

B-26 = 1
C-46 = .82
T-7, T-11, C-45 = .80
C-47 = .68
T-6 = .53

"<u>Units of Flying Accomplished</u>" are then computed as follows:

Workload Factor X Actual Hours Flown = Total Units of Flying Accomplished
(By type acft and summed)

<u>DEFINITIONS</u>: "Cost of Maintenance Function (Payroll)" is the cost shown in payroll column of Cost Account Code 07110.

"Non-Tenant AFRTC's" are those which maintain and operate the installation and provide all Base Services.

COMMENT

A LARGE VARIATION IN MAINTENANCE COSTS IN RELATION TO ACTUAL WORKLOAD ACCOMPLISHED IS SHOWN. IN GENERAL, THE AFRTC'S WITH THE HIGH UNIT COSTS ARE THOSE WHICH PRODUCE THE LEAST NUMBER OF FLYING HOURS.

GEOGRAPHICAL LOCATION APPEARS TO HAVE NO BEARING ON FLYING ACCOMPLISHED, AS LONG BEACH, ATTERBURY, MARIETTA AND WOLD-CHAMBERLAIN ARE ALL HIGH IN THIS RESPECT.

IF THE NON-TENANT AFRTC'S NOW OPERATING ABOVE THE CONAC AVERAGES WERE TO COMPLY WITH THE AVERAGE, APPROXIMATELY <u>$62,000</u> PER MONTH COULD BE SAVED, OR THE RESOURCES WHICH IT REPRESENTS COULD BE UTILIZED IN SOME OTHER PROGRAM.

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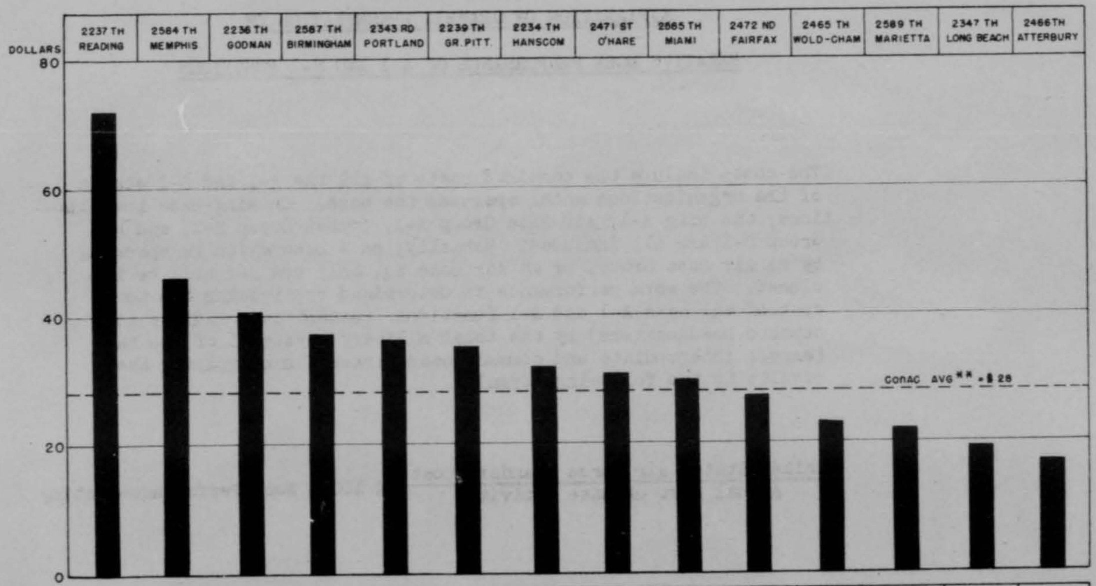
HQ, ConAC
DECEMBER 1949

RELATIVE COST OF AIRCRAFT MAINTENANCE FUNCTION (PAYROLL) PER UNIT OF FLYING ACCOMPLISHED *

NON - TENANT AFRTC's

5- MONTH AVERAGES

1 JULY - 30 NOVEMBER 1949



	2237 TH READING	2584 TH MEMPHIS	2236 TH GODMAN	2587 TH BIRMINGHAM	2343 RD PORTLAND	2239 TH GR. PITT.	2234 TH HANSCOM	2471 ST O'HARE	2585 TH MIAMI	2472 ND FAIRFAX	2465 TH WOLD-CHAM	2589 TH MARIETTA	2347 TH LONG BEACH	2466TH ATTERBURY
AVG MO. COST OF ACFT MAINT (PAYROLL)	$21,301	$27,110	$26,370	$26,310	$32,998	$28,269	$34,932	$45,281	$23,125	$24,521	$23,945	$25,411	$44,162	$26,367
AVG UNITS OF FLYING ACCOMPLISHED PER MO.	294	593	650	707	922	800	1,095	1,451	765	907	1,024	1,138	2,351	1,557
■ AVG MO. COST PER UNIT OF FLYING	$72	$46	$41	$37	$36	$35	$32	$31	$30	$27	$23	$22	$19	$17
AVG MONTHLY HRS FLOWN	400	815	983	946	1,355	1,230	1,531	1,972	1,047	1,389	1,479	1,436	2,784	2,308
AVG NO. PERSONNEL IN FUNCTION	121	138	123	135	162	160	181	196	108	134	129	159	233	167

SOURCES:
A. ACTUAL COST: COST CONTROL REPORT, RCS AF-FO-F22.
B. WORKLOAD FACTORS: STD ORGN MAINT HRS VS. FLYING HRS, DIV MS&S, HQ ConAC, 3 NOV 1949
C. HOURS FLOWN: AF FORM 110A, RCS AFW-SC-A1

NOTES:
* UNITS OF FLYING ACCOMPLISHED ARE THE NUMBER OF HOURS FLOWN, BY TYPE ACFT MULTIPLIED BY THE APPROPRIATE "MAINTENANCE WORKLOAD FACTOR" (SEE OPPOSITE PAGE).

** EXCLUDING READING.

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EXPLANATION OF GRAPHIC PRESENTATION ON RELATIVE WORK PERFORMANCE OF A-1 AND S-1 FUNCTIONS

The costs include the combined costs of all the A-1 and S-1 staffs of the organizations which operated the base. On Wing-Base installations, the Wing A-1, Air Base Group A-1, Combat Group S-1, and M&S Group S-1 are all included. Normally, on a base which is operated by an Air Base Group, or an Air Base Sq, only one S-1 will be included. The work performance is determined by dividing the total cost of all base A-1 and S-1 functions, (except intermediate and command headquarters) by the total military personnel of the base (except intermediate and command headquarters) and applying the results in the following formula:

$$\frac{\text{United States Air Force Standard Cost}}{\text{Actual Cost of Base Activity}} \times 100 = \text{Work Performance Rating}$$

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RELATIVE WORK PERFORMANCE OF A-1 AND S-1 FUNCTIONS

NOVEMBER 1949

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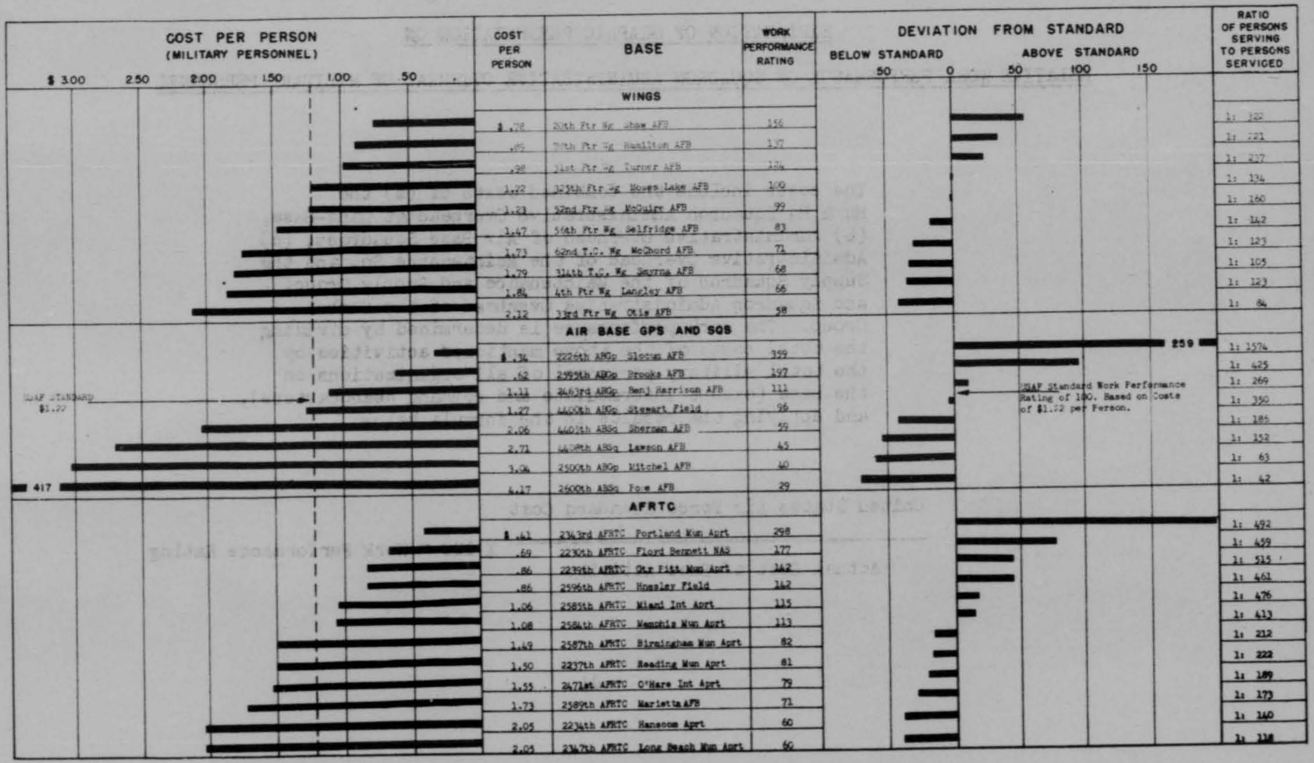
HQ, ConAC
DECEMBER 1949



USAF Standard Work Performance Rating of 100. Based on Costs of $1.22 per Person.

COST PER PERSON	BASE	WORK PERFORMANCE RATING	RATIO OF PERSONS SERVING TO PERSONS SERVICED
	WINGS		
$ .78	20th Ftr Wg Shaw AFB	156	1: 322
.89	78th Ftr Wg Hamilton AFB	137	1: 221
.98	31st Ftr Wg Turner AFB	124	1: 237
1.22	325th Ftr Wg Moses Lake AFB	100	1: 134
1.23	52nd Ftr Wg McGuire AFB	99	1: 160
1.47	56th Ftr Wg Selfridge AFB	83	1: 142
1.73	62nd T.C. Wg McChord AFB	71	1: 123
1.79	314th T.C. Wg Smyrna AFB	68	1: 105
1.84	4th Ftr Wg Langley AFB	66	1: 123
2.12	33rd Ftr Wg Otis AFB	58	1: 84
	AIR BASE GPS AND SQS		
$ .34	2226th ABGp Slocum AFB	359	1: 1574
.62	2595th ABGp Brooks AFB	197	1: 425
1.11	2463rd ABGp Benj Harrison AFB	111	1: 269
1.27	4400th ABGp Stewart Field	96	1: 350
2.06	4403th ABSq Sherman AFB	59	1: 185
2.71	4408th ABSq Lawson AFB	45	1: 152
3.04	2500th ABGp Mitchel AFB	40	1: 63
4.17	2600th ABSq Pope AFB	29	1: 42
	AFRTC		
$ .41	2343rd AFRTC Portland Mun Aprt	298	1: 492
.69	2230th AFRTC Floyd Bennett NAS	177	1: 459
.86	2239th AFRTC Gtr Pitt Mun Aprt	142	1: 515
.86	2596th AFRTC Hensley Field	142	1: 461
1.06	2585th AFRTC Miami Int Aprt	115	1: 476
1.08	2584th AFRTC Memphis Mun Aprt	113	1: 413
1.49	2587th AFRTC Birmingham Mun Aprt	82	1: 212
1.50	2237th AFRTC Reading Mun Aprt	81	1: 222
1.55	2471st AFRTC O'Hare Int Aprt	79	1: 189
1.73	2589th AFRTC Marietta AFB	71	1: 173
2.05	2234th AFRTC Hanscom Aprt	60	1: 140
2.05	2347th AFRTC Long Beach Mun Aprt	60	1: 118

SOURCE: WORK PERFORMANCE REPORT, AF FORM 323,
RCS-AF-FO-F30

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EXPLANATION OF GRAPHIC PRESENTATION ON RELATIVE WORK PERFORMANCE OF SQUADRON ADMINISTRATIVE OVERHEAD OF MILITARY PERSONNEL

The costs include the combined costs of (a) the Hq & Hq Squadron Administrative Overhead at Wing-Base, (b) Administrative Overhead of Air Base Squadrons, (c) Administrative Overhead of the Maintenance Sq, and the Supply Squadron of the Maintenance and Supply Group, and Squadron Administrative Overhead of the Combat Group. The work performance is determined by dividing the total costs of the above mentioned activities by the total military personnel of all organizations on the base (except intermediate and command headquarters), and applying the results in the formula below:

$$\frac{\text{United States Air Force Standard Cost}}{\text{Actual Cost of Base Activity}} \times 100 = \text{Work Performance Rating}$$

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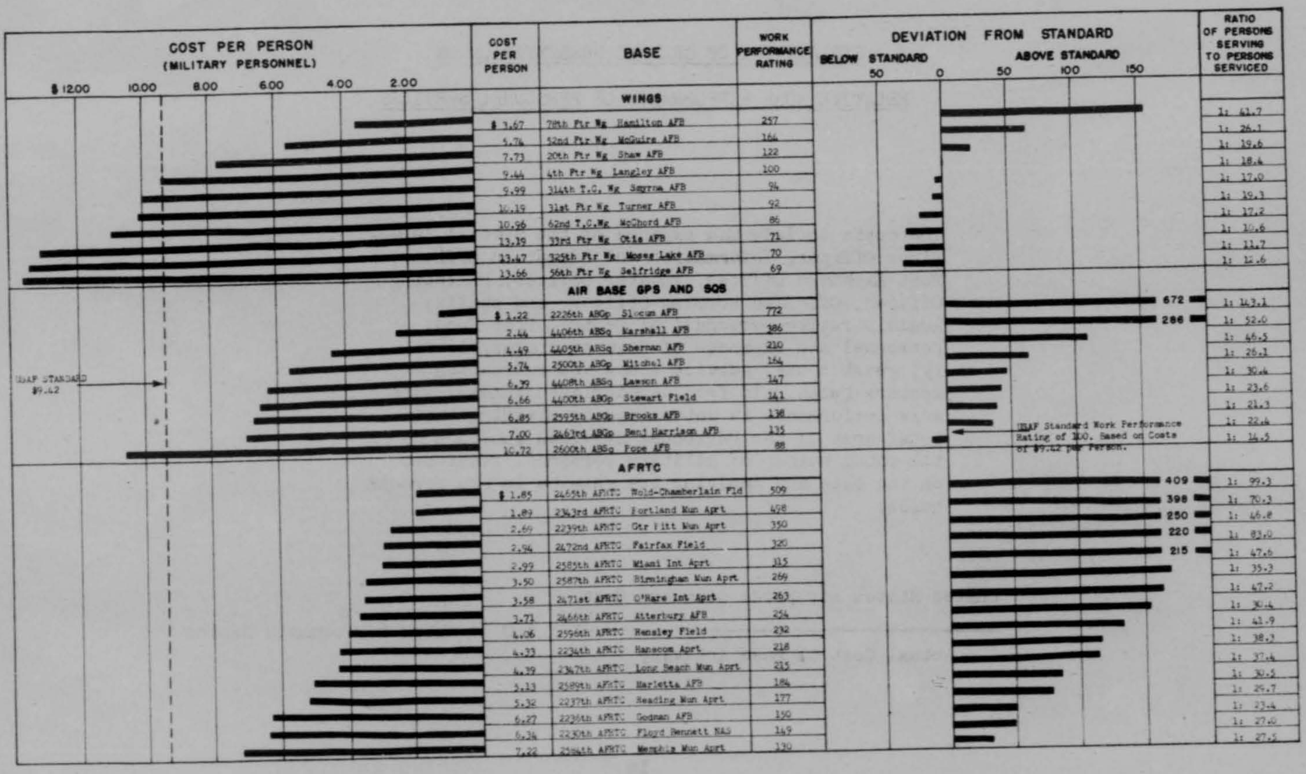
RELATIVE WORK PERFORMANCE OF ALL SQUADRON ADMINISTRATIVE OVERHEAD OF MILITARY PERSONNEL

NOVEMBER 1949



USAF Standard Work Performance Rating of 100. Based on Costs of $9.42 per Person.

COST PER PERSON	BASE	WORK PERFORMANCE RATING	RATIO OF PERSONS SERVING TO PERSONS SERVICED
	WINGS		
$ 3.67	78th Ftr Wg Hamilton AFB	257	1: 41.7
5.74	52nd Ftr Wg McGuire AFB	164	1: 26.1
7.73	20th Ftr Wg Shaw AFB	122	1: 19.6
9.44	4th Ftr Wg Langley AFB	100	1: 18.4
9.99	314th T.C. Wg Smyrna AFB	94	1: 17.0
10.19	31st Ftr Wg Turner AFB	92	1: 19.3
10.96	62nd T.C.Wg McChord AFB	86	1: 17.2
13.19	33rd Ftr Wg Otis AFB	71	1: 10.6
13.47	325th Ftr Wg Moses Lake AFB	70	1: 11.7
13.66	56th Ftr Wg Selfridge AFB	69	1: 12.6
	AIR BASE GPS AND SQS		
$ 1.22	2226th ABGp Slocum AFB	772	1: 143.1
2.44	4406th ABSq Marshall AFB	386	1: 52.0
4.49	4405th ABSq Sherman AFB	210	1: 46.5
5.74	2500th ABGp Mitchel AFB	164	1: 26.1
6.39	4408th ABSq Lawson AFB	147	1: 30.4
6.66	4400th ABGp Stewart Field	141	1: 23.6
6.85	2595th ABGp Brooks AFB	138	1: 21.3
7.00	2463rd ABGp Benj Harrison AFB	135	1: 22.4
10.72	2600th ABSq Pope AFB	88	1: 14.5
	AFRTC		
$ 1.85	2465th AFRTC Wold-Chamberlain Fld	509	1: 99.3
1.89	2343rd AFRTC Portland Mun Aprt	498	1: 70.3
2.69	2239th AFRTC Gtr Pitt Mun Aprt	350	1: 46.8
2.94	2472nd AFRTC Fairfax Field	320	1: 83.0
2.99	2585th AFRTC Miami Int Aprt	315	1: 47.6
3.50	2587th AFRTC Birmingham Mun Aprt	269	1: 35.3
3.58	2471st AFRTC O'Hare Int Aprt	263	1: 47.2
3.71	2466th AFRTC Atterbury AFB	254	1: 30.4
4.06	2596th AFRTC Hensley Field	232	1: 41.9
4.33	2234th AFRTC Hanscom Aprt	218	1: 38.3
4.39	2347th AFRTC Long Beach Mun Aprt	215	1: 37.4
5.13	2589th AFRTC Marietta AFB	184	1: 30.5
5.32	2237th AFRTC Reading Mun Aprt	177	1: 29.7
6.27	2236th AFRTC Godman AFB	150	1: 23.4
6.34	2230th AFRTC Floyd Bennett NAS	149	1: 27.0
7.22	2584th AFRTC Memphis Mun Aprt	130	1: 27.5

SOURCE: WORK PERFORMANCE REPORT, AF FORM 323, RCS-AF-FO-F30.

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EXPLANATION OF GRAPHIC PRESENTATION ON RELATIVE WORK PERFORMANCE OF PERSONNEL SERVICES

The costs include the expense of the Special Services Officer, Information and Education Officer, Post Exchange Officer, Theater Officer, Billeting Officer, Off-Base Housing Officer, and staffs; Administrative personnel of Central Post Fund; personnel and expenses of Base newspaper, library, guest house, service clubs and recreation centers (when paid from appropriated funds). The work performance is determined by dividing the total cost of the Personnel Services function by the total number of military personnel stationed on the base and applying the results in the formula below:

$$\frac{\text{United States Air Force Standard Cost}}{\text{Actual Cost of Base Activity}} \times 100 = \text{Work Performance Rating}$$

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RELATIVE WORK PERFORMANCE OF PERSONNEL SERVICES

NOVEMBER 1949

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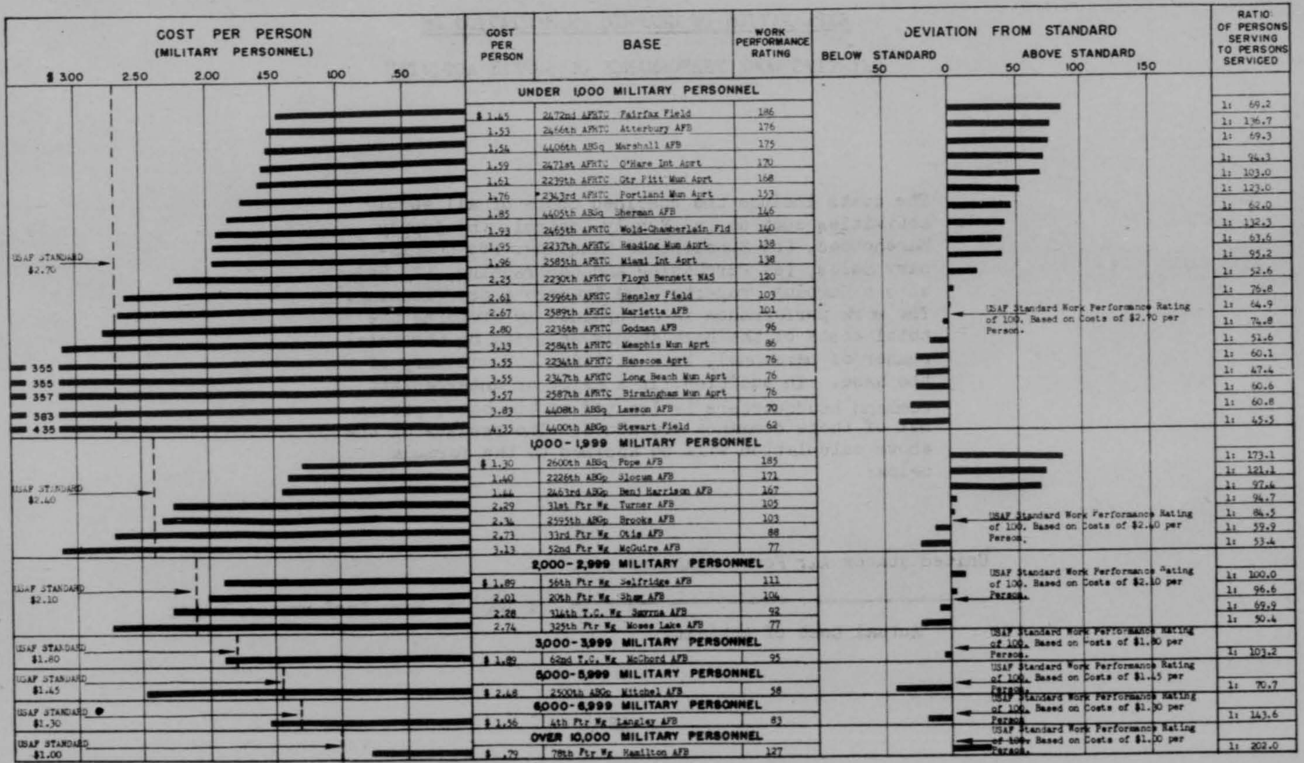

USAF Standard Work Performance Rating of 100. Based on Costs of $2.70 per Person.

USAF Standard Work Performance Rating of 100. Based on Costs of $2.40 per Person.

USAF Standard Work Performance Rating of 100. Based on Costs of $2.10 per Person.

USAF Standard Work Performance Rating of 100. Based on Costs of $1.80 per Person.

USAF Standard Work Performance Rating of 100. Based on Costs of $1.45 per Person.

USAF Standard Work Performance Rating of 100. Based on Costs of $1.30 per Person.

USAF Standard Work Performance Rating of 100. Based on Costs of $1.00 per Person.

COST PER PERSON	BASE	WORK PERFORMANCE RATING	RATIO OF PERSONS SERVING TO PERSONS SERVICED
	UNDER 1,000 MILITARY PERSONNEL		
$ 1.45	2472nd AFRTC Fairfax Field	186	1: 69.2
1.53	2466th AFRTC Atterbury AFB	176	1: 136.7
1.54	4406th ABSq Marshall AFB	175	1: 69.3
1.59	2471st AFRTC O'Hare Int Aprt	170	1: 94.3
1.61	2239th AFRTC Gtr Pitt Mun Aprt	168	1: 103.0
1.76	*2343rd AFRTC Portland Mun Aprt	153	1: 123.0
1.85	4405th ABSq Sherman AFB	146	1: 62.0
1.93	2465th AFRTC Wold-Chamberlain Fld	140	1: 132.3
1.95	2237th AFRTC Reading Mun Aprt	138	1: 63.6
1.96	2585th AFRTC Miami Int Aprt	138	1: 95.2
2.25	2230th AFRTC Floyd Bennett NAS	120	1: 52.6
2.61	2596th AFRTC Hensley Field	103	1: 76.8
2.67	2589th AFRTC Marietta AFB	101	1: 64.9
2.80	2236th AFRTC Godman AFB	96	1: 74.8
3.13	2584th AFRTC Memphis Mun Aprt	86	1: 51.6
3.55	2234th AFRTC Hanscom Aprt	76	1: 60.1
3.55	2347th AFRTC Long Beach Mun Aprt	76	1: 47.4
3.57	2587th AFRTC Birmingham Mun Aprt	76	1: 60.6
3.83	4408th ABSq Lawson AFB	70	1: 60.8
4.35	4400th ABGp Stewart Field	62	1: 45.5
	1,000-1,999 MILITARY PERSONNEL		
$ 1.30	2600th ABSq Pope AFB	185	1: 173.1
1.40	2226th ABGp Slocum AFB	171	1: 121.1
1.44	2463rd ABGp Benj Harrison AFB	167	1: 97.4
2.29	31st Ftr Wg Turner AFB	105	1: 94.7
2.34	2595th ABGp Brooks AFB	103	1: 84.5
2.73	33rd Ftr Wg Otis AFB	88	1: 59.9
3.13	52nd Ftr Wg McGuire AFB	77	1: 53.4
	2,000-2,999 MILITARY PERSONNEL		
$ 1.89	56th Ftr Wg Selfridge AFB	111	1: 100.0
2.01	20th Ftr Wg Shaw AFB	104	1: 96.6
2.28	314th T.C. Wg Smyrna AFB	92	1: 69.9
2.74	325th Ftr Wg Moses Lake AFB	77	1: 50.4
	3,000-3,999 MILITARY PERSONNEL		
$ 1.89	62nd T.C. Wg McChord AFB	95	1: 103.2
	5,000-5,999 MILITARY PERSONNEL		
$ 2.48	2500th ABGp Mitchel AFB	58	1: 70.7
	6,000-6,999 MILITARY PERSONNEL		
$ 1.56	4th Ftr Wg Langley AFB	83	1: 143.6
	OVER 10,000 MILITARY PERSONNEL		
$ .79	78th Ftr Wg Hamilton AFB	127	1: 202.0

SOURCE: WORK PERFORMANCE REPORT, AF FORM 323, RCS-AF-FO-F30

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EXPLANATION OF GRAPHIC PRESENTATION ON RELATIVE WORK PERFORMANCE OF SUPPLY ACTIVITY

The costs include the combined costs of all supply activities such as (a) Supply Control, (b) Supply Warehouses, (c) Subsistence Handling, (d) Commissary Sales, (e) Purchasing and Contracting, (f) Salvage & Surplus Property, (g) Laundry & Dry Cleaning. The work performance is determined by dividing the total costs of the base supply activity by the total number of personnel, both civilian and military of the base. In addition, if a major or intermediate command headquarters is located on the base, personnel of those commands are added. The results of the above calculation will be applied to the formula below:

$$\frac{\text{United States Air Force Standard Cost}}{\text{Actual Cost of Activity}} \times 100 = \text{Work Performance Rating}$$

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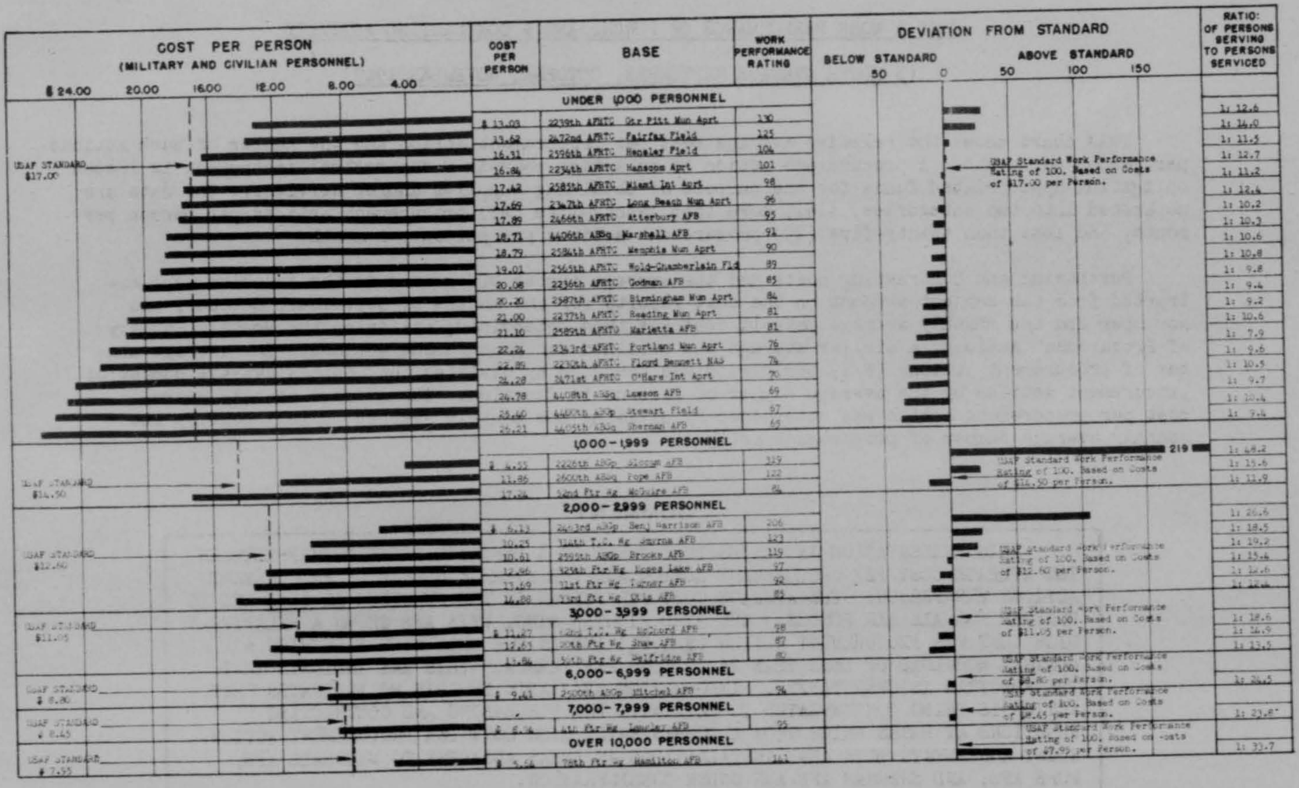
DECEMBER 1949

RELATIVE WORK PERFORMANCE OF SUPPLY ACTIVITY

NOVEMBER 1949



COST PER PERSON	BASE	WORK PERFORMANCE RATING	RATIO: OF PERSONS SERVING TO PERSONS SERVICED
	UNDER 1,000 PERSONNEL		
$ 13.03	2239th AFRTC Gtr Pitt Mun Aprt	130	1: 12.6
13.62	2472nd AFRTC Fairfax Field	125	1: 14.0
16.31	2596th AFRTC Hensley Field	104	1: 11.5
16.84	2234th AFRTC Hanscom Aprt	101	1: 12.7
17.42	2585th AFRTC Miami Int Aprt	98	1: 11.2
17.69	2347th AFRTC Long Beach Mun Aprt	96	1: 12.4
17.89	2466th AFRTC Atterbury AFB	95	1: 10.2
18.71	4406th ABSq Marshall AFB	91	1: 10.3
18.79	2584th AFRTC Memphis Mun Aprt	90	1: 10.6
19.01	2465th AFRTC Wold-Chamberlain Fld	89	1: 10.8
20.08	2236th AFRTC Godman AFB	85	1: 9.8
20.20	2587th AFRTC Birmingham Mun Aprt	84	1: 9.4
21.00	2237th AFRTC Reading Mun Aprt	81	1: 9.2
21.10	2589th AFRTC Marietta AFB	81	1: 10.6
22.24	2343rd AFRTC Portland Mun Aprt	76	1: 7.9
22.86	2230th AFRTC Floyd Bennett NAS	74	1: 9.6
24.28	2471st AFRTC O'Hare Int Aprt	70	1: 10.5
24.78	4408th ABSq Lawson AFB	69	1: 9.7
25.40	4400th ABGp Stewart Field	67	1: 10.4
26.21	4405th ABSq Sherman AFB	65	1: 9.4
	1,000 - 1,999 PERSONNEL		
$ 4.55	2226th ABGp Slocum AFB	319	1: 48.2
11.86	2600th ABGp Pope AFB	122	1: 15.6
17.24	52nd Ftr Wg McGuire AFB	84	1: 11.9
	2,000 - 2,999 PERSONNEL		
$ 6.13	2463rd ABGp Benj Harrison AFB	206	1: 26.6
10.25	314th T.C. Wg Smyrna AFB	123	1: 18.5
10.61	2591st ABGp Brooks AFB	119	1: 19.2
12.96	325th Ftr Wg Moses Lake AFB	97	1: 15.4
13.69	31st Ftr Wg Turner AFB	92	1: 12.6
14.88	33rd Ftr Wg Otis AFB	85	1: 12.4
	3,000 - 3,999 PERSONNEL		
$ 11.27	62nd T.C. Wg McChord AFB	98	1: 18.6
12.63	20th Ftr Wg Shaw AFB	87	1: 14.9
13.86	56th Ftr Wg Selfridge AFB	80	1: 13.5
	6,000 - 6,999 PERSONNEL		
$ 9.41	2500th ABGp Mitchel AFB	94	1: 24.5
	7,000 - 7,999 PERSONNEL		
$ 6.94	4th Ftr Wg Langley AFB	95	1: 23.8
	OVER 10,000 PERSONNEL		
$ 5.54	78th Ftr Wg Hamilton AFB	161	1: 33.7

SOURCE: WORK PERFORMANCE REPORT, AF FORM 323, RCS - AF-FO-F30

EXPLANATION OF GRAPHIC PRESENTATION ON

COST & WORK PERFORMANCE OF PURCHASING & CONTRACTING ACTIVITY

(3 MONTH AVERAGE SEPTEMBER, OCTOBER, NOVEMBER 1949)

This chart shows the relative average cost per procurement action and the number of such actions per person per month. A procurement action is an action wherein a contractual instrument is issued obligating appropriated funds for the purpose of obtaining supplies and/or services. The data are separated into two categories, i.e., more than twenty-five (25) procurement actions per person per month, and less than twenty-five (25) procurement actions per person per month.

Purchasing and Contracting costs and the average number of persons in the function were extracted from the subject account on the cost reports for the months of September, October, and November and the monthly average payroll cost was then determined; utilizing the Monthly Summary of Procurement Actions, a similar average was obtained for procurement actions. The average number of procurement actions (P/A) per person was computed by dividing the monthly average number of procurement actions by the average number of persons in function. The average monthly payroll cost per procurement action was determined by dividing the monthly average payroll cost by the monthly average number of procurement actions.

COMMENT

THIS PRESENTATION INDICATES THAT THERE IS A DEFINITE RELATIONSHIP BETWEEN THE AVERAGE COST PER PROCUREMENT ACTION AND THE AVERAGE NUMBER OF PROCUREMENT ACTIONS PER PERSON. THE AVERAGE COST PER PERSON IN THE FUNCTION IS $253 AND IS UNIFORM FOR ALL AIR FORCES. THE 33RD FIGHTER WING, OTIS AFB SHOWS A RELATIVELY HIGH COST PER PROCUREMENT ACTION ($24.24) AND IS THE ONLY WING BASE WITH A MONTHLY WORKLOAD OF LESS THAN 25 ACTIONS PER PERSON. THIS MAY INDICATE THAT THE FUNCTION IS OVERSTAFFED. INFORMATION AVAILABLE IN THIS HQ INDICATES THAT ACTION IS BEING CONTEMPLATED TO ELIMINATE THE PURCHASING AND CONTRACTING FUNCTIONS AT BASES WHICH SHOW A CONSISTENTLY HIGH COST PER PROCUREMENT ACTION. JOINT AGREEMENTS WITH ARMY INSTALLATIONS IN AREAS ADJACENT TO MARSHALL AFB, POPE AFB, AND SHERMAN AFB ARE UNDER CONSIDERATION.

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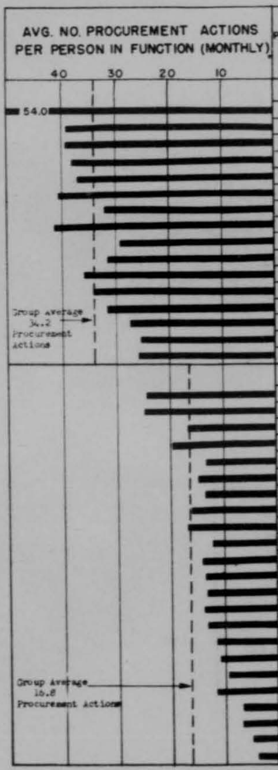
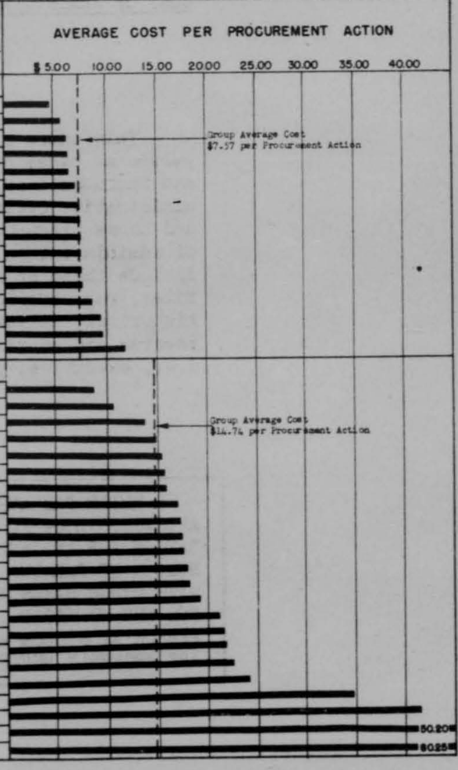
DECEMBER 1949

COST AND WORK PERFORMANCE OF PURCHASING AND CONTRACTING ACTIVITY

(3 MONTH AVERAGE SEPTEMBER, OCTOBER, NOVEMBER 1949)



AVG. NO. PROCUREMENT ACTIONS PER PERSON	BASE	AVG. NO PERSONS IN FUNCTION	MONTHLY AVG. NO. PROCUREMENT ACTIONS (ALL PERSONS IN FUNCTION)	MONTHLY AVERAGE PAYROLL COST (ALL PERSONS IN FUNCTION)	AVERAGE MONTHLY PAYROLL COST PER PROCUREMENT ACTION
	OVER 25 PROCUREMENT ACTIONS PER PERSON				
54.0	2596th AFRTC Hensley Field	1.0	54.0	$ 257	$ 4.76
39.0	2234th AFRTC Hanscom Aprt	1.0	39.0	225	5.77
39.1	20th Ftr Wg Shaw AFB	5.3	207.0	1,322	6.39
38.0	2500th ABGp Mitchel AFB	14.3	543.3	3,495	6.43
37.2	52nd Ftr Wg McGuire AFB	4.5	167.5	1,109	6.62
40.9	62nd T.C. Wg McChord AFB	5.7	233.3	1,659	7.11
31.9	56th Ftr Wg Selfridge AFB	7.0	223.3	1,664	7.45
41.0	31st Ftr Wg Turner AFB	4.0	164.0	1,263	7.70
29.3	325th Ftr Wg Moses Lake AFB	4.0	117.0	904	7.73
31.6	78th Ftr Wg Hamilton AFB	13.7	432.3	3,354	7.76
36.1	314th T.C. Wg Smyrna AFB	4.0	144.3	1,146	7.94
34.3	4th Ftr Wg Langley AFB	10.7	366.7	2,924	7.97
31.6	316th T.C. Wg Greenville AFB	4.3	136.0	1,177	8.65
27.4	2595th ABGp Brooks AFB	7.0	192.0	1,805	9.40
25.7	2264th SBSq Dow AFB	4.7	120.7	1,172	9.71
26.0	2471st AFRTC O'Hare Int Aprt	2.7	70.3	816	11.61
	UNDER 25 PROCUREMENT ACTIONS PER PERSON				
24.5	2583rd ABGp Orlando AFB	7.7	188.7	$1,671	$ 8.86
24.9	2347th AFRTC Long Beach Mun Aprt	2.0	49.7	517	10.40
17.1	2226th ABGp Slocum AFB	6.0	102.5	1,420	13.85
19.7	2263rd ABSq Grenier AFB	5.0	98.3	1,460	14.85
13.0	2589th AFRTC Marietta AFB	2.3	30.0	459	15.30
14.8	2587th AFRTC Birmingham Mun Aprt	4.3	63.7	1,007	15.81
13.6	2463rd ABGp Benj Harrison AFB	11.7	158.7	2,533	15.96
16.2	2472nd AFRTC Fairfax Field	2.0	32.3	554	17.15
17.0	2236th AFRTC Godman AFB	1.0	17.0	296	17.41
12.3	4408th ABSq Lawson AFB	1.0	12.3	219	17.80
14.7	4400th ABGp Stewart Field	6.0	88.0	1,568	17.82
14.0	2465th AFRTC Wold Chamberlain Fld	2.7	37.7	679	18.01
13.8	2343rd AFRTC Portland Mun Aprt	3.3	45.7	840	18.38
14.4	2585th AFRTC Miami Int Aprt	4.0	57.7	1,118	19.38
13.7	2584th AFRTC Memphis Mun Aprt	3.7	50.7	1,068	21.07
11.5	2239th AFRTC Gtr Pitt Mun Aprt	5.0	57.3	1,245	21.73
11.0	2237th AFRTC Reading Mun Aprt	5.0	55.0	1,204	21.89
9.6	2260th SBSq Lockbourne AFB	5.0	48.0	1,086	22.63
11.7	33rd Ftr Wg Otis AFB	5.3	62.0	1,503	24.24
6.7	[illegible] SBSq Dow AFB	1.0	6.7	233	34.78
7.0	2600th ABSq Pope AFB	1.0	7.0	293	41.86
5.0	4405th ABSq Sherman AFB	1.0	5.0	251	50.20
4.0	4406th ABSq Marshall AFB *	1.0	4.0	321	80.25



SOURCE: MONTHLY SUMMARY OF PROCUREMENT ACTIONS: RCS AF-MD-E-129
COST CONTROL REPORTS, RCS AF-FO-F22A

* TWO MONTHS PERIOD ONLY

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EXPLANATION OF GRAPHIC PRESENTATION ON COST OF ADMINISTRATION OF MILITARY PERSONNEL, AT BASES OPERATED BY AIR BASE GROUPS AND SQUADRONS

This chart shows the cost of administration for each military person at bases operated by Air Base Groups and Squadrons indicated, and includes charges for the functions of A-1 and S-1, Squadron Administrative Overhead, Adjutant and Military Personnel. This chart and those presented on Pages 25 and 27 show the comparative costs of administration of military personnel at ConAC bases. These costs include those of A-1 and S-1, Adjutant, records administration, mail, files, reproduction, special orders, publications and postal services, historical, military personnel staff for classification, assignment, records and separation, and costs of personnel in squadron activities, i.e., executive, personnel, administration, and squadron supply.

COMMENT

WHILE THE AVERAGE OF $15.43 IS INFLUENCED BY THE ABNORMALLY LOW AVERAGES SHOWN FOR SLOCUM AND MARSHALL, THERE APPEARS TO BE JUSTIFICATION FOR AN INVESTIGATION OF THE HIGH COST AT LAWSON AFB, WHEN THE NUMBER OF PERSONS SERVICED IS TAKEN INTO CONSIDERATION. COMPARISON WITH OTHER BASES INDICATES THAT THE FUNCTIONS MAY BE OVERSTAFFED FOR THE WORKLOAD. IT IS RECOMMENDED THAT ABNORMALLY LOW COST PER PERSON AT SLOCUM AND MARSHALL BE EXAMINED TO DETERMINE WHETHER CHARGES ARE PROPERLY REFLECTED FOR THE SERVICES PERFORMED.

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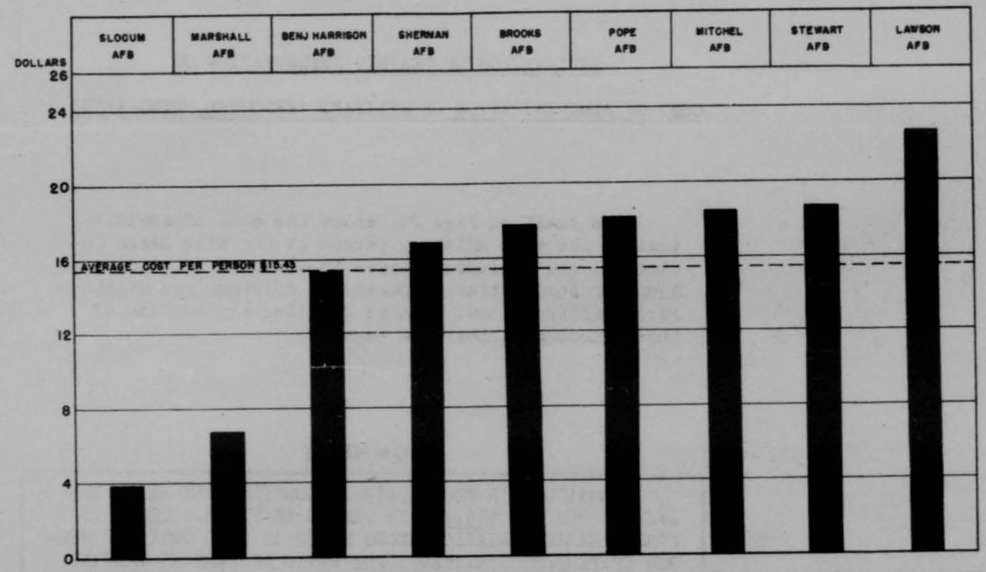
COST OF ADMINISTRATION OF MILITARY PERSONNEL AT BASES OPERATED BY AIR BASE GPS. & SQS.

PREPARED BY:
DIRECTOR, PROGRAMS & COSTS
HQ, CONAC
DECEMBER 1949

A-1 & S-1 - SQDN ADMINISTRATIVE OVERHEAD - ADJUTANT - MILITARY PERSONNEL

NOVEMBER 1949



	SLOCUM AFB	MARSHALL AFB	BENJ HARRISON AFB	SHERMAN AFB	BROOKS AFB	POPE AFB	MITCHEL AFB	STEWART AFB	LAWSON AFB
TOTAL COST ALL ADMINISTRATIVE FUNCTIONS	$6,113	$1,401	$12,426	$3,144	$15,158	$23,885	$46,342	$11,055	$6,875
TOTAL MILITARY PERSONNEL SERVICED	1,574	208	807	186	851	1,309	2,508	591	304
■ COST PER MILITARY PERSONNEL SERVICED	$3.88	$6.73	$15.40	$16.90	$17.81	$18.25	$18.48	$18.71	$22.62
TOTAL PERSONNEL SERVING IN FUNCTIONS	35	12	72	14	91	141	263	58	34
RATIO: PERSONS SERVING TO SERVICED	1: 45.0	1: 17.3	1: 11.2	1: 13.3	1: 9.4	1: 9.3	1: 9.5	1: 10.2	1: 8.9

SOURCE: COST CONTROL REPORT, AF FORM 320, 321, 322, RCS-AF-FO-F22A

EXPLANATION OF GRAPHIC PRESENTATION ON COST OF ADMINISTRATION OF MILITARY PERSONNEL, WING-BASES

The chart on Page 25, shows the cost of administration for each military person at the Wing Bases indicated, and includes charges to accounts A-1 and S-1, Squadron Administrative Overhead, Adjutant and Military Personnel Functions. A more detailed explanation of these accounts appears on Page 22.

COMMENT

HAMILTON AIR FORCE BASE IS CONSIDERABLY BELOW THE AVERAGE COST OF $16.21 PER PERSON SERVICED. THERE IS CONSIDERABLE VARIATION AMONG BASES IN BOTH COST AND NUMBER OF PERSONS SERVICED. THE RATIO OF PERSONS SERVING IN THE FUNCTION TO THOSE SERVICED RANGES FROM 1:7.6 AT McGUIRE TO 1:20.4 AT HAMILTON.

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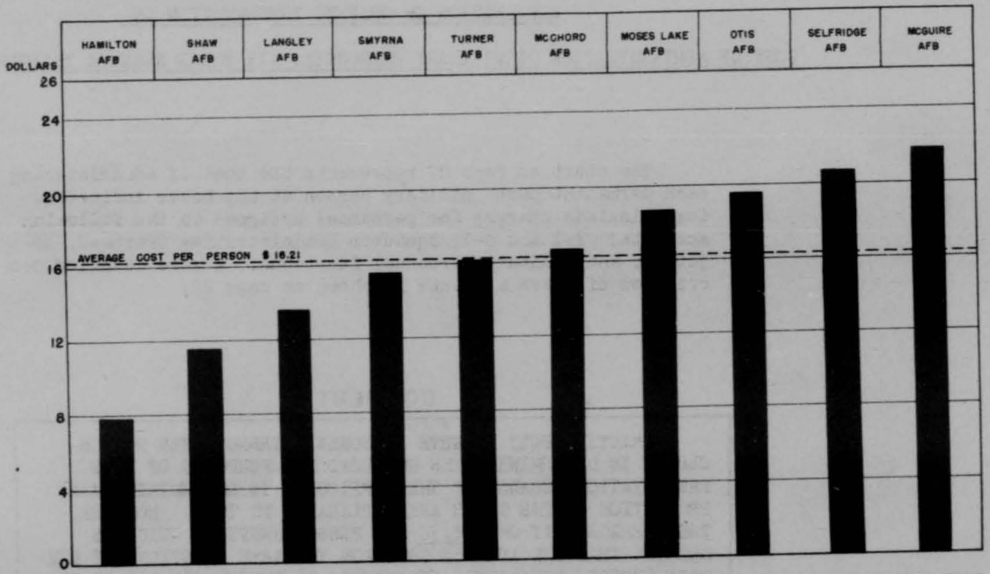
COST OF ADMINISTRATION OF MILITARY PERSONNEL
WING - BASES

A-1 & S-1 - SQDN ADMINISTRATIVE OVERHEAD - ADJUTANT - MILITARY PERSONNEL

NOVEMBER 1949



	HAMILTON AFB	SHAW AFB	LANGLEY AFB	SMYRNA AFB	TURNER AFB	McCHORD AFB	MOSES LAKE AFB	OTIS AFB	SELFRIDGE AFB	McGUIRE AFB
TOTAL COST ALL ADMINISTRATIVE FUNCTIONS	$99,259	$33,617	$63,387	$35,798	$30,542	$53,115	$37,801	$36,447	$55,899	$31,401
TOTAL MILITARY PERSONNEL SERVICED	12,592	2,898	4,692	2,308	1,893	3,200	2,016	1,856	2,701	1,443
■ COST PER MILITARY PERSON SERVICED	$7.88	$11.60	$13.51	$15.51	$16.13	$16.60	$18.75	$19.64	$20.70	$21.76
TOTAL PERSONNEL SERVING IN FUNCTIONS	618	206	352	198	161	274	236	242	318	190
RATIO: PERSONS SERVING TO SERVICED	1: 20.4	1: 14.1	1: 13.3	1: 11.7	1: 11.8	1: 11.7	1: 8.5	1: 7.7	1: 8.5	1: 7.6

SOURCE: COST CONTROL REPORT, AF FORM 320, 321, 322,
RCS-AF-FO-F22A

EXPLANATION OF GRAPHIC PRESENTATION ON

COST OF ADMINISTRATION OF MILITARY PERSONNEL, AIR FORCE RESERVE TRAINING CENTERS

The chart on Page 27 represents the cost of administering each permanent party military person at the bases indicated. Costs include charges for personnel assigned to the following accounts: A-1 and S-1, Squadron Administrative Overhead, Adjutant, and Military Personnel functions. A more detailed description of these accounts is shown on page 22.

COMMENT

INACTIVE DUTY RESERVE PERSONNEL STRENGTH WAS NOT INCLUDED IN DETERMINING THE WORKLOAD FOR PURPOSES OF THIS PRESENTATION BECAUSE OF THE DIFFICULTY IN DETERMINING WHAT PROPORTION OF THE COSTS ARE APPLICABLE TO THEM. HOWEVER, THE AVERAGE COST OF $18.70 PER PERSON SERVICED WHICH IS GREATER THAN THE AVERAGE COST FOR THE SAME FUNCTIONS AT AIR BASE GROUPS, SQUADRONS, AND WINGS, IS PRESUMABLY DUE TO THE INCREASED WORKLOAD REPRESENTED BY THE NECESSITY FOR ADMINISTRATION, RECORD KEEPING, ETC., OF INACTIVE DUTY RESERVE PERSONNEL IN THE RESPECTIVE AREAS OF RESPONSIBILITY.

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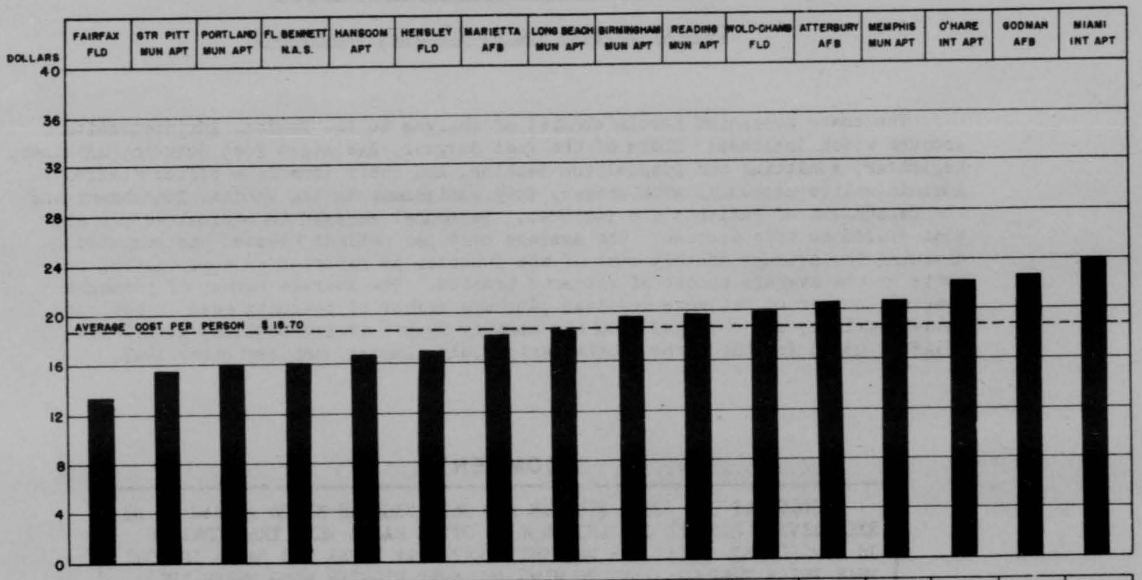
DECEMBER 1949

COST OF ADMINISTRATION OF MILITARY PERSONNEL
AIR FORCE RESERVE TRAINING CENTERS

A-I & S-I - SQDN ADMINISTRATIVE OVERHEAD - ADJUTANT - MILITARY PERSONNEL

NOVEMBER 1949



	FAIRFAX FLD	GTR PITT MUN APT	PORTLAND MUN APT	FL BENNETT N.A.S.	HANSCOM APT	HENSLEY FLD	MARIETTA AFB	LONG BEACH MUN APT	BIRMINGHAM MUN APT	READING MUN APT	WOLD-CHAMB FLD	ATTERBURY AFB	MEMPHIS MUN APT	O'HARE INT APT	GODMAN AFB	MIAMI INT APT
Total Cost of All Administrative Functions	$5,527	$7,937	$7,874	$7,366	$6,987	$7,717	$9,364	$13,104	$8,347	$8,791	$7,886	$11,136	$8,452	$12,470	$8,465	$11,374
Total Military Personnel Serviced	415	515	492	459	421	461	519	711	424	445	397	547	413	566	374	476
■ Cost Per Military Person Serviced	$13.32	$15.41	$16.00	$16.05	$16.60	$16.74	$18.04	$18.43	$19.69	$19.76	$19.86	$20.36	$20.46	$22.03	$22.63	$23.89
Total Personnel Serving in Functions	31	55	43	42	39	44	55	71	53	47	37	81	47	72	47	62
Ratio: Persons Serving to Serviced	1: 13.4	1: 9.4	1: 11.4	1: 10.9	1: 10.8	1: 10.5	1: 9.4	1: 10.0	1: 8.0	1: 9.5	1: 10.7	1: 6.8	1: 8.8	1: 7.9	1: 8.0	1: 7.7

SOURCE: COST CONTROL REPORT, AF FORM 320, 321, 322,
RCS - AF - FO - F22A

EXPLANATION OF GRAPHIC PRESENTATION ON

COST OF MEDICAL ADMINISTRATION, WING-BASES

The costs presented herein consist of charges to the Medical Administration account which includes: Costs of the Post Surgeon, Assistant Post Surgeon, Adjutant, Registrar, Admitting and Disposition Section, and their immediate office staffs. Administrative personnel with primary duty assignment in the Medical Detachment and the Detachment of Patients are included. Personnel engaged in medical supply are also costed to this account. The average cost per patient treated was computed by dividing the average monthly cost of the function as reported on cost control reports by the average number of patients treated. The average number of patients treated (number of patients admitted plus the number of patients seen in the outpatient clinic) was obtained from the monthly Report of Professional Activities (USAF AF/M33a) for the three months period July, August, and September 1949.

COMMENT

COSTS AT THE 325TH FIGHTER AND 56TH FIGHTER WINGS APPEAR TO BE EXCESSIVELY HIGH IN COMPARISON WITH OTHER BASES WHEN THE WORKLOAD IS CONSIDERED. COST PER PATIENT TREATED AT THESE TWO BASES IS MORE THAN TWICE THAT OF 316TH TC WING AND 52ND FIGHTER WING WHERE THE WORKLOAD IS APPROXIMATELY TWO TO FOUR TIMES GREATER. IT CAN ALSO BE NOTED THAT THE 33RD FIGHTER WING HAS TREATED THE SAME NUMBER OF PATIENTS AS THE 52ND FIGHTER WING AT HALF THE COST.

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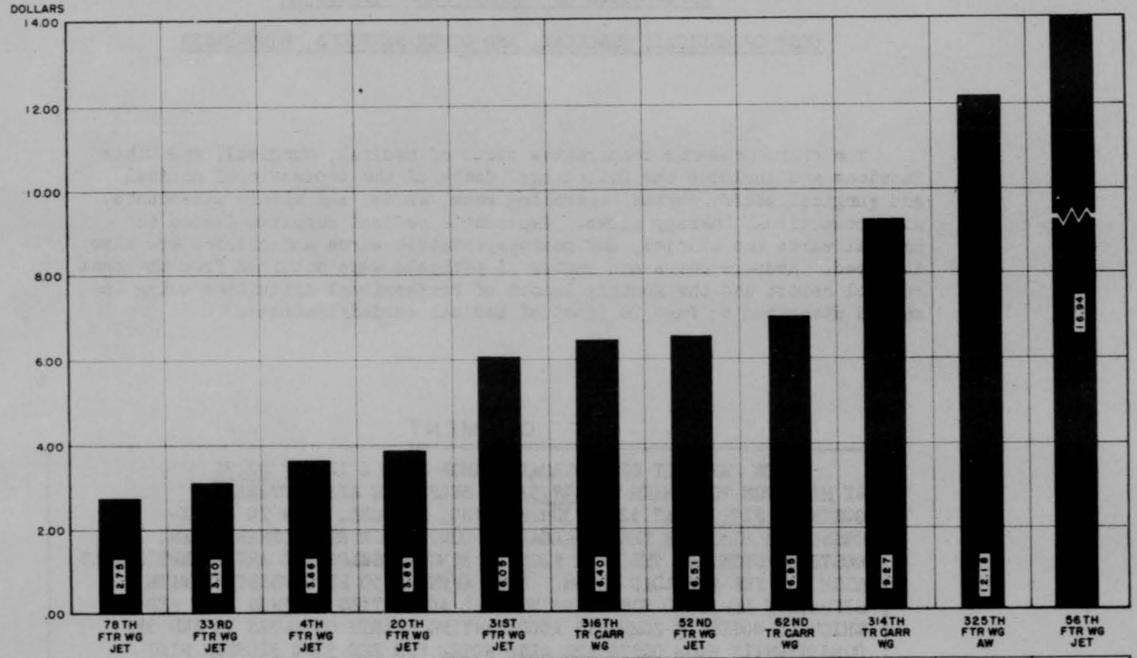
COST OF MEDICAL ADMINISTRATION
WING-BASES

AVERAGE COST PER PATIENT TREATED

JULY, AUGUST, SEPTEMBER 1949

PREPARED BY:
DIRECTOR, PROGRAMS & COSTS
HQ CONAC
DECEMBER 1949



	78TH FTR WG JET	33RD FTR WG JET	4TH FTR WG JET	20TH FTR WG JET	31ST FTR WG JET	316TH TR CARR WG	52ND FTR WG JET	62ND TR CARR WG	314TH TR CARR WG	325TH FTR WG AW	56TH FTR WG JET
AVERAGE NO. PATIENTS TREATED	3,749	1,478	2,386	737	510	798	1,497	937	627	485	310
AVERAGE MONTHLY COST	$10,309	$4,575	$8,744	$2,843	$3,084	$5,108	$9,745	$6,516	$5,811	$5,905	$5,250
■ AV. COST PER PATIENT TREATED	$ 2.75	$ 3.10	$ 3.66	$ 3.86	$ 6.05	$ 6.40	$ 6.51	$ 6.95	$ 9.27	$12.18	$16.94

SOURCE: COST CONTROL REPORT,
RCS-AF-FO-F22A.
MONTHLY REPORT OF PROFESSIONAL ACTIVITIES,
RCS-AF-AS-M33A.

EXPLANATION OF GRAPHIC PRESENTATION ON

COST OF MEDICAL, SURGICAL, AND OTHER SERVICES, WING-BASES

The chart presents comparative costs of Medical, Surgical, and Other Services and includes the following: Costs of the professional medical and surgical staff, nurses, operating room, wards, and clinic attendants, and occupational therapy aides. Expendable medical supplies issued to medical wards and clinics, and neuropsychiatric wards and clinics are also included. Average costs and number of patients were obtained from the cost control report and the Monthly Report of Professional Activities using the method described on Page 28 (Cost of Medical administration).

COMMENT

COSTS PER UNIT OF WORKLOAD, RANGE FROM A LOW OF $2.74 AT HAMILTON TO A HIGH OF $18.51 AT SELFRIDGE AFB. OVERALL COSTS OF $19,156 AT 52ND FIGHTER WING, MITCHEL, SEEM TO BE EXCESSIVELY HIGH FOR THE WORKLOAD IN COMPARISON WITH OTHER BASES. COSTS REPORTED BY THE 56TH FIGHTER WING AT SELFRIDGE ARE EXCEPTIONALLY HIGH FOR THE WORKLOAD SHOWN. THIS APPEARS TO BE CONSISTENT WITH THE SITUATION DEPICTED FOR OTHER MEDICAL ACTIVITIES AT THIS BASE AND WHICH IS NOTED IN COMMENTS ACCOMPANYING CHARTS ON PAGES 29 AND 35. CONSISTENTLY HIGH COSTS ARE ALSO NOTED FOR THE 52ND FIGHTER WING FOR OTHER MEDICAL ACTIVITIES DEPICTED IN CHARTS ON PAGES 35 AND 37.

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COST OF MEDICAL, SURGICAL AND OTHER SERVICES
WING-BASES
AVERAGE COST PER PATIENT TREATED

JULY, AUGUST, SEPTEMBER 1949

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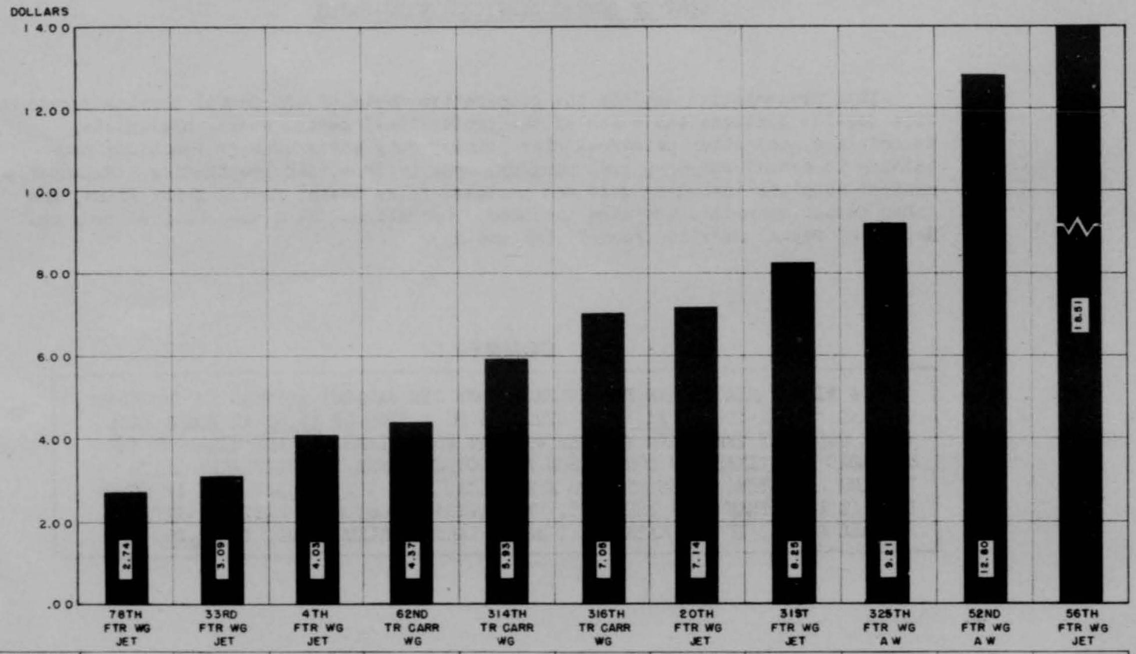
DECEMBER 1949



	78TH FTR WG JET	33RD FTR WG JET	4TH FTR WG JET	62ND TR CARR WG	314TH TR CARR WG	316TH TR CARR WG	20TH FTR WG JET	31ST FTR WG JET	325TH FTR WG A W	52ND FTR WG A W	56TH FTR WG JET
AVERAGE NUMBER OF PATIENTS TREAT.	3,749	1,478	2,386	937	627	798	737	510	485	1,497	310
AVERAGE MONTHLY COST	$10,284	$4,571	$9,604	$4,095	$3,715	$5,622	$5,259	$4,210	$4,466	$19,156	$5,737
■ AVERAGE COST PER PATIENT TREAT.	$ 2.74	$ 3.09	$ 4.03	$ 4.37	$ 5.93	$ 7.05	$ 7.14	$ 8.25	$ 9.21	$ 12.80	$18.51

SOURCE COST CONTROL REPORT,
RCS-AF-FO-F22A
MONTHLY REPORT OF PROFESSIONAL ACTIVITIES,
RCS-AF-AS-M334

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EXPLANATION OF GRAPHIC PRESENTATION ON

COST OF DENTAL SERVICES, WING-BASES

This presentation depicts the comparative costs of the Dental Service function. This service includes the costs of the professional dental staff, hygienists, technicians, and other personnel with primary duty assignment in functions pertaining to dental surgery, oral surgery, oral hygiene, and prosthetics. Expendable medical supplies including gold and amalgam, false teeth, dental X-Ray films, and other dental materials are also included. Operational data was obtained from the Report of Dental Service, Form 57 (US Med 23).

COMMENT

A WIDE VARIATION IN THE AVERAGE COST PER PATIENT SITTING IS INDICATED, RANGING FROM A LOW OF $1.13 AT OTIS AFB TO A HIGH OF $5.60 AT MOSES LAKE AFB. COSTS AT THE 325TH FIGHTER WING AT MOSES LAKE AFB ARE HIGH FOR THE WORKLOAD (SITTINGS) IN COMPARISON WITH OTHER BASES, PARTICULARLY 314TH TC WING AT SMYRNA WHICH REPORTS A WORKLOAD MORE THAN DOUBLE THAT AT MOSES LAKE AT LESS THAN HALF THE COST. THE AVERAGE COST OF A PATIENT SITTING FOR ALL BASES, IF THE EXTREME AT MOSES LAKE IS ELIMINATED, IS $2.25.

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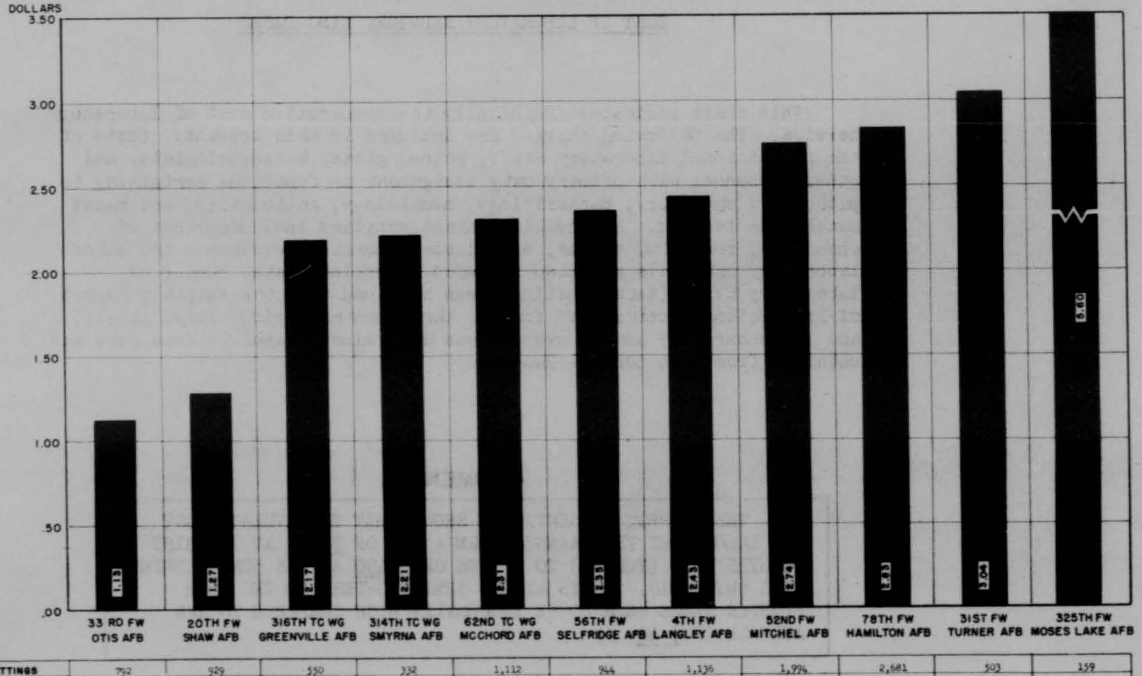
COST OF DENTAL SERVICES
WING-BASES
AVERAGE COST PER PATIENT SITTING

JULY, AUGUST, SEPTEMBER 1949

PREPARED BY:
DIRECTOR, PROGRAMS & COSTS
HQ CONAC
DECEMBER 1949



	33 RD FW OTIS AFB	20TH FW SHAW AFB	316TH TC WG GREENVILLE AFB	314TH TC WG SMYRNA AFB	62ND TC WG MCCHORD AFB	56TH FW SELFRIDGE AFB	4TH FW LANGLEY AFB	52ND FW MITCHEL AFB	78TH FW HAMILTON AFB	31ST FW TURNER AFB	325TH FW MOSES LAKE AFB
AVERAGE NO. PATIENT SITTINGS	792	929	550	332	1,112	944	1,136	1,994	2,681	503	159
AV. MO. COST OF DENTAL SERVICE	$ 893	$1,183	$1,196	$ 735	$2,564	$2,220	$2,758	$5,467	$7,589	$1,528	$ 891
■ AV. COST PER PATIENT SITTING	$1.13	$ 1.27	$ 2.17	$2.21	$ 2.31	$ 2.35	$ 2.43	$ 2.74	$ 2.83	$ 3.04	$ 5.60

SOURCE: COST CONTROL REPORT AF FORM 320, RCS-AF-FO-F22A.
REPORT OF DENTAL SERVICES FORM 57,
(MED. DEPT. REV. MAY 14, 1942).
RCS-MED 23.

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EXPLANATION OF GRAPHIC PRESENTATION ON COST OF LABORATORY SERVICE, WING-BASES

This chart indicates graphically the comparative cost of laboratory service. The following charges are included in this account: Costs of the professional laboratory staff, pathologists, bacteriologists, and other personnel with primary duty assignment in functions pertaining to pathology, chemistry, bacteriology, hematology, antibiotics, and basal metabolism testing. Expendable medical supplies including cost of chemicals, reagents, serums, expendable laboratory equipment and other laboratory materials are also included. Workload data, number of laboratory tests (determinations) was obtained from the "Monthly Report of Professional Activities" for the three months period, July, August, and September 1949 and an average was determined. Average cost data was obtained from Cost Control Reports.

COMMENT

THE GRAPHIC PRESENTATION SHOWS THAT THE AVERAGE COST PER LABORATORY TEST RANGES FROM A LOW OF $.054 AT THE 31ST FIGHTER WING (TURNER) TO A HIGH OF $.490 AT THE 52ND FIGHTER WING (MITCHEL). COSTS AT THE 52ND FIGHTER AND THE 56TH FIGHTER WINGS SEEM TO BE ABNORMALLY HIGH COMPARED TO THE AVERAGE OF $.[illegible]. 28

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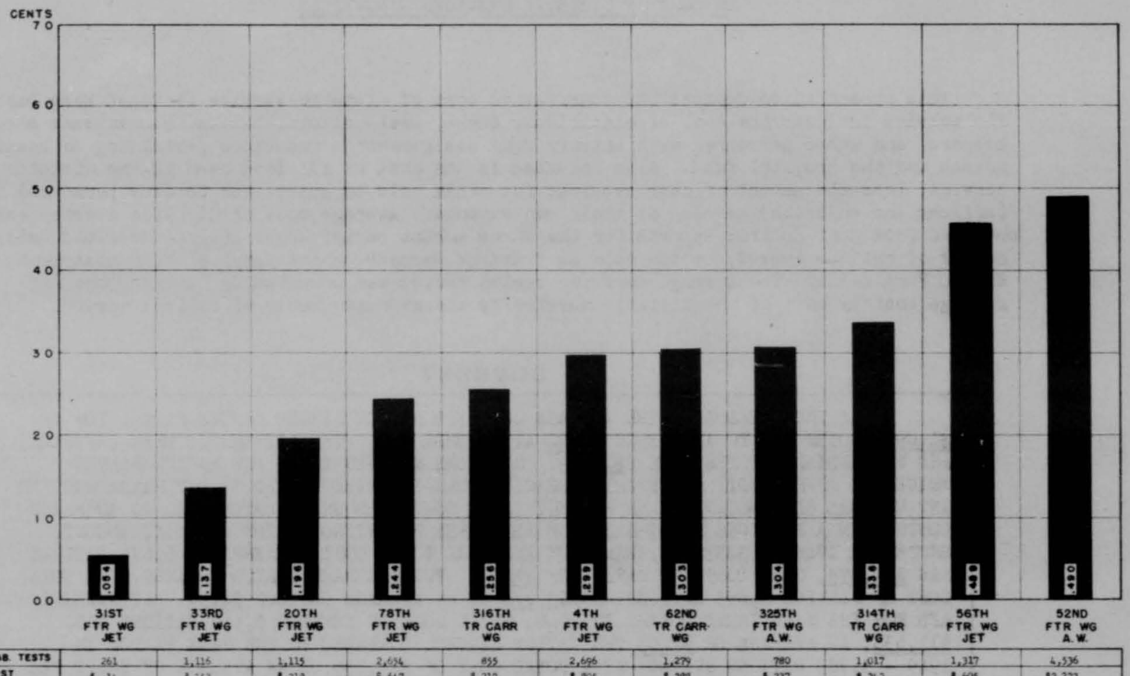
COST OF LABORATORY SERVICE

WING-BASES

AVERAGE COST PER LABORATORY TEST

JULY, AUGUST, SEPTEMBER 1949

PREPARED BY:
DIRECTOR, PROGRAMS & COSTS
HQ CONAC
DECEMBER 1949



	31ST FTR WG JET	33RD FTR WG JET	20TH FTR WG JET	78TH FTR WG JET	316TH TR CARR WG	4TH FTR WG JET	62ND TR CARR WG	325TH FTR WG A.W.	314TH TR CARR WG	56TH FTR WG JET	52ND FTR WG A.W.
AVERAGE NUMBER OF LAB. TESTS	261	1,116	1,115	2,654	855	2,696	1,279	780	1,017	1,317	4,536
AVERAGE MONTHLY COST	$ 14	$ 153	$ 218	$ 647	$ 219	$ 805	$ 388	$ 237	$ 342	$ 605	$2,223
■ AVERAGE COST PER LAB. TEST	$.054	$.137	$.196	$.244	$.256	$.299	$.303	$.304	$.336	$.459	$ .490

SOURCE: COST CONTROL REPORT,
RCS-AF-FO-F22A
MONTHLY REPORT OF PROFESSIONAL ACTIVITIES,
RCS-AF-AS-M33A

EXPLANATION OF GRAPHIC PRESENTATION
ON COST OF DIETETIC SERVICES WING-BASES

This presentation depicts the comparative cost of dietetic service at ConAC Wing Bases. The service includes the cost of dietitians, cooks, meat-cutters, bakers, subsistence storekeepers, and other personnel with primary duty assignment in functions pertaining to hospital messes and the hospital fund. Also included is the cost of all food used in the dietetic service, less the amount of cash received for meals sold to guests and to duty personnel (officer and enlisted) messing at their own expense. Average cost of dietetic service was obtained from Cost Control Reports for the three months period under study. Workload data, number of rations served, is the same as "rations earned" on the Hospital Fund Statement, WD AGO Form 8-211. The average cost per ration served was computed by dividing the average monthly cost of the dietetic service by the average number of rations served.

COMMENT

IT IS INDICATED THAT THE AVERAGE COST PER RATION SERVED RANGES FROM A LOW OF $1.09 AT OTIS AFB TO A HIGH OF $2.22 AT MITCHEL AFB. THE ARITHMETIC MEAN (AVERAGE) AND THE MEDIAN ARE THE SAME ($1.67). STATIONS SHOWING COSTS PER RATION SERVED WHICH ARE APPRECIABLY ABOVE THE AVERAGE SHOULD BE INVESTIGATED TO DETERMINE WHETHER ANY UNUSUAL CIRCUMSTANCES ARE PRESENT (HIGH COST PERSONNEL) WHICH TEND TO INCREASE COSTS. IN A PREVIOUS STUDY BASED ON THE THREE REPORTING MONTHS OF JULY, AUGUST, SEPTEMBER 1948 AT 325TH FW, HAMILTON AFB, THE TOTAL COST OF SERVING, 6,676 RATIONS WAS $12,978, OR A COST PER RATION OF $1.94. FOR THE SAME PERIOD IN 1949, THE TOTAL COST OF SERVING 2,695 RATIONS WAS $3,673 AT AN AVERAGE COST OF $1.36. AT MITCHEL AFB FOR THE SAME THREE MONTHS IN 1948, TOTAL COST OF SERVING 5,668 RATIONS WAS $11,638, AN AVERAGE OF $2.05 PER RATION SERVED, COMPARED TO THE SAME PERIOD IN 1949 - 5,783 RATIONS SERVED, AT A TOTAL COST OF $12,836 OR AN AVERAGE OF $2.22 PER RATION SERVED.

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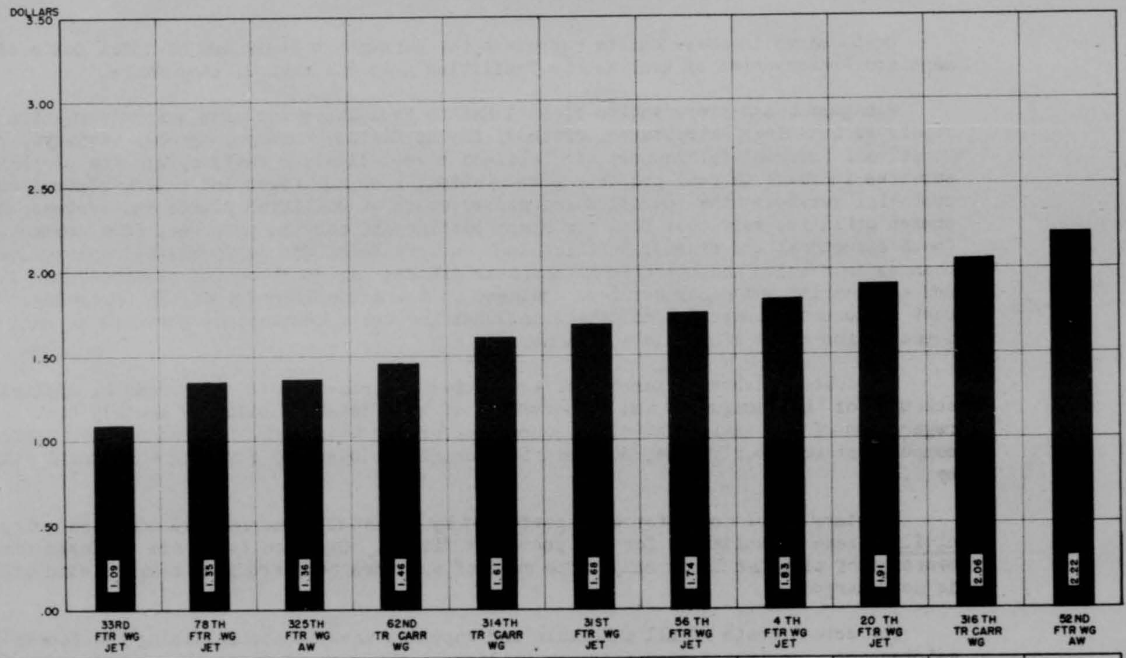
COST OF DIETETIC SERVICES
WING-BASES

AVERAGE COST PER RATION SERVED

JULY, AUGUST, SEPTEMBER 1949

PREPARED BY
DIRECTOR, PROGRAMS & COSTS
HQ. CON AC
DECEMBER 1949



	33RD FTR WG JET	78TH FTR WG JET	325TH FTR WG AW	62ND TR CARR WG	314TH TR CARR WG	31ST FTR WG JET	56 TH FTR WG JET	4 TH FTR WG JET	20 TH FTR WG JET	316 TH TR CARR WG	52ND FTR WG AW
AVERAGE NUMBER OF RATIONS SERVED	5,032	7,273	2,665	2,563	2,233	1,271	1,634	5,413	1,872	2,037	5,783
AVERAGE MONTHLY COST DIETETIC SV.	$5,507	$9,836	$3,673	$3,732	$3,587	$2,133	$2,840	$9,910	$3,582	$4,193	$12,836
■ AVERAGE COST PER RATION SERVED	$ 1.09	$ 1.35	$ 1.36	$ 1.46	$ 1.61	$ 1.68	$ 1.74	$ 1.83	$ 1.91	$ 2.06	$ 2.22

SOURCE: COST CONTROL REPORT,
RCS-AF-FO-F22A
HOSPITAL FUND WD-AGO FORM 8-211,
RCS MED-15 (R-1) PART B

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EXPLANATION OF GRAPHIC PRESENTATION ON

PERCENTAGE DISTRIBUTION OF COSTS OF MANAGEMENT AND PRESERVATION OF REAL ESTATE FACILITIES

Costs shown in these charts represent the percentage breakdown of Total Costs of Management and Preservation of Real Estate Facilities into the various components.

Management and preservation of Real Estate Facilities includes the preservation and repair of buildings, structures, grounds, flying fields, runways, aprons, taxiways, roads, operational training facilities, airfield and street lighting systems, and the provision of services incident to real property preservation, such as insect and rodent control and custodial services; the operation and preservation of utilities plants and systems, and purchased utilities services; fuel for space heating and cooking purposes; fire protection (both structural and crash); modifications, alterations, and improvements necessitated by changes in mission and operational characteristics; new construction costing under $3,000; and engineering and other services incident to the accomplishment of the foregoing. The cost component, Contracts and Others includes the cost, Contractual Services as well as depreciation costs of mobile equipment.

The cost of labor performed for activities described above is charged to applicable accounts of the Management and Preservation of Real Estate Facilities Monthly Cost Report regardless of the assignment of personnel performing this work. Civilian labor costs are computed at the hourly rate, obtained for annual employees by dividing the annual salary by 2,080.

Military labor costs for work performed by enlisted personnel are computed using the civilian rate established, for the positions filled. Overtime rates are employed for overtime of civilian labor only. The cost of services received from commissioned officers is not charged.

The actual costs of all materials and supplies used in accomplishing the functions of maintenance, repair and operation are utilized. The cost of contracts used in accomplishing the management and preservation are taken up in the cost records on the basis of approved partial and final payment estimates.

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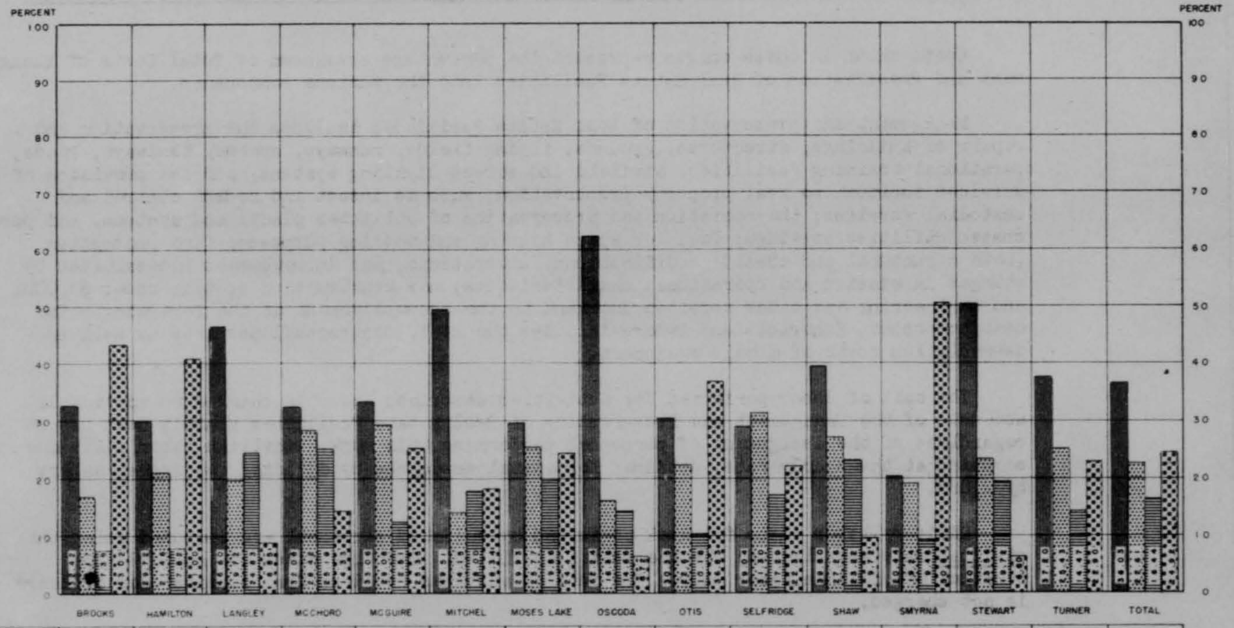
PERCENTAGE DISTRIBUTION OF COSTS OF MANAGEMENT & PRESERVATION OF REAL ESTATE FACILITIES

AIR FORCE BASES

1 JULY 1949 TO 31 OCT 1949

PREPARED BY:
DIRECTOR, PROGRAMS & COSTS
HQ CONAC
DECEMBER 1949



— LEGEND —

	BROOKS	HAMILTON	LANGLEY	MCCHORD	MCGUIRE	MITCHEL	MOSES LAKE	OSCODA	OTIS	SELFRIDGE	SHAW	SMYRNA	STEWART	TURNER	TOTAL
▓ CIVILIAN LABOR	$ 94,294	$172,386	$302,081	$132,835	$ 84,067	$268,998	$ 99,432	$ 26,182	$ 85,288	$116,319	$ 84,924	$ 84,056	$129,505	$ 70,533	$1,750,900
░ MILITARY LABOR	49,956	126,490	127,827	117,696	73,945	76,866	85,600	6,890	63,636	125,366	58,157	79,123	60,870	48,215	1,098,637
▤ MATERIALS & SUPPLIES	21,489	45,379	160,980	104,315	31,804	97,797	65,990	6,164	28,613	69,241	49,533	38,983	50,968	27,445	798,701
▩ CONTRACTS & OTHERS	125,125	237,876	57,329	59,370	64,445	99,661	81,173	2,824	103,509	89,573	20,749	209,038	17,068	43,411	1,211,151
TOTAL REF* COSTS	$290,864	$582,131	$648,217	$414,216	$254,261	$543,322	$332,195	$ 42,060	$281,046	$400,499	$213,363	$411,200	$258,411	$189,604	$4,859,389

SOURCE: REAL ESTATE FACILITIES MONTHLY COST REPORT, 31 OCT 1949
AF FORM 329, RCS AF-MD F33A

* REAL ESTATE FACILITIES

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EXPLANATION OF GRAPHIC PRESENTATION ON

PERCENTAGE DISTRIBUTION OF COSTS OF MANAGEMENT AND PRESERVATION OF REAL ESTATE FACILITIES

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The actual costs of all materials and supplies used in accomplishing the functions of maintenance, repair and operation are utilized. The cost of contracts used in accomplishing the management and preservation are taken up in the cost records on the basis of approved partial and final payment estimates.

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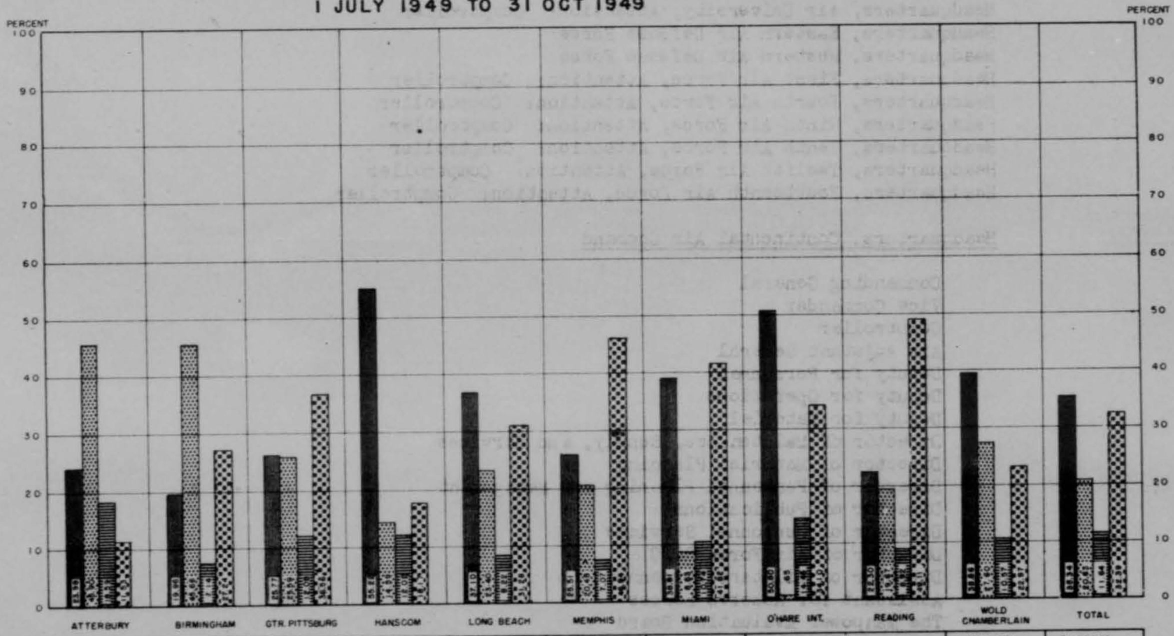
PERCENTAGE DISTRIBUTION OF COSTS OF MANAGEMENT & PRESERVATION OF REAL ESTATE FACILITIES AIR FORCE RESERVE TRAINING CENTERS

1 JULY 1949 TO 31 OCT 1949

PREPARED BY:
DIRECTOR, PROGRAMS & COSTS
HQ ConAC
DECEMBER 1949



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	ATTERBURY	BIRMINGHAM	GTR. PITTSBURG	HANSCOM	LONG BEACH	MEMPHIS	MIAMI	O'HARE INT.	READING	WOLD CHAMBERLAIN	TOTAL
■ COST - CIVILIAN LABOR	$ 28,337	$ 14,523	$ 40,104	$ 51,540	$ 35,009	$ 31,268	$ 25,849	$126,463	$ 21,529	$ 34,311	$ 408,933
▨ COST - MILITARY LABOR	54,230	33,223	39,829	13,619	22,079	25,102	5,746	1,607	18,989	24,369	238,793
▤ COST - MATERIALS & SUPPLIES	21,965	5,195	18,801	11,222	7,754	8,660	7,155	35,973	8,609	9,339	134,673
▩ COST - CONTRACTS & OTHERS	13,626	19,817	56,888	16,962	29,521	57,528	27,860	84,895	47,416	20,281	374,794
TOTAL REF* COST	$118,158	$72,758	$155,622	$ 93,343	$ 94,363	$122,558	$ 66,610	$248,938	$ 96,543	$ 88,300	$1,157,193

SOURCE: REAL ESTATE FACILITIES MONTHLY COST REPORT, 31 OCT 1949
AF FORM 329, RCS AF-MD-F33A

* REAL ESTATE FACILITIES

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COMPTROLLER CHART 6
PREPARED BY:
DIRECTOR, PROGRAMS & COSTS
HQ, CONAC
6 JAN 1950

SUMMARY OF CONTINENTAL AIR COMMAND OPERATING COSTS

(BY ORGANIZATION)

NOVEMBER 1949

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COMPTROLLER CHART 6
PREPARED BY:
DIRECTOR, PROGRAMS & COSTS
HQ, ConAC
6 JAN 1950

RECAPULATION OF CONTINENTAL AIR COMMAND

OPERATING COSTS

NOVEMBER 1949

LINE	DESCRIPTION (A)	HEADQUARTERS (B)	WINGS (C)	AFRTC'S (D)	ALL OTHER ORGANIZATIONS (E)	AGGREGATE (F)
1	No. of Personnel Rptd					
2	Officers	2,227	3,350	697	2,738	9,011
3	Airmen	5,160	21,479	8,525	26,284	61,448
4	Civilians	1,063	2,763	2,105	1,963	7,894
5						
6	TOTAL PERSONNEL	8,450	27,592	11,327	30,985	78,353
7						
8	Payroll Costs					
9	Officers	$ 1,332,019	$ 1,659,529	$ 382,061	$ 1,251,818	$ 4,625,427
10	Airmen	960,503	3,072,504	1,468,751	3,326,665	8,828,423
11	Civilians	293,408	731,656	571,909	523,648	2,120,621
12						
13	Total Payroll	$ 2,585,930	$ 5,463,689	$ 2,422,721	$ 5,102,131	$ 15,574,471
14						
15	▲ Non-Personnel Costs	$ 540,371	$ 3,118,433	$ 1,320,294	$ 2,344,031	$ 7,323,129
16						
17	TOTAL COSTS	$ 3,126,301	$ 8,582,122	$ 3,743,015	$ 7,446,162	$ 22,897,600

▲ Non-Personnel Costs - Includes Miscellaneous Costs, Contractual Services and Supplies.

‡ NOTE: Does not include Costs of 4th Troop Carrier Sq (TDY, Elmendorf AFB, Alaska).

SOURCE: Cost Control Reports - AF Forms 321, 321A, 320, 320A, 322 & 322A.

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OPERATING COSTS

COMMAND AND INTERMEDIATE HEADQUARTERS

NOVEMBER 1949

Comptroller Chart 6
Prepared By:
Director Programs & Costs
Hq ConAC
6 January 1950

	Description (A)	Account Code (B)	Hq ConAC Mitchel AFB (C)	Hq TAC Langley AFB (D)	Hq ADC Mitchel AFB (E)	Hq 1st AF Mitchel AFB (F)	Hq 4th AF Hamilton AFB (G)	Hq 9th AF Langley AFB (H)	Hq 10th AF Benj Harri (I)	Hq 12th AF Brooks AFB (J)	Hq 14th AF Robins AFB (K)	Hq 8th Air Div Pope AFB (L)	Hq 9th Air Div Pope AFB (M)	Hq 25th Air Div Everett, Wash (N)	Hq 26th Air Div Roslyn, N.Y. (O)	Hq EADF Mitchel AFB (P)	Hq WADF Hamilton AFB (Q)	(R)
1	No. of Personnel Reported																	
2	Officers		340	60	RECORD	259	281	315	338	273	283	20	12	8	8	25	5	
3	Airmen		727	46	STRENGTH	865	557	979	551	560	765	24	20	11	16	33	6	
4	Civilians		332	32	ONLY	106	98	160	107	94	125	0	0	0	0	7	2	
5																		
6	Total Personnel		1,399	138		1,230	936	1,454	996	927	1,173	44	32	19	24	65	13	
7																		
8	Payroll Costs																	
9	Officers		$ 207,117	$ 40,346		$ 154,894	$ 168,453	$ 182,302	$ 200,663	$ 157,232	$ 170,675	$ 12,770	$ 7,786	$ 4,840	$ 5,704	$ 16,566	$ 2,671	
10	Airmen		122,743	8,157		158,746	118,220	183,726	116,465	106,551	128,878	3,291	3,306	2,025	2,206	5,168	1,021	
11	Civilians		98,718	8,417		28,227	26,593	43,074	27,972	23,769	34,323	-	-	-	-	1,834	481	
12																		
13	Total Payroll		$ 428,578	$ 56,920		$ 341,867	$ 313,266	$ 409,102	$ 345,100	$ 287,552	$ 333,876	$ 16,061	$ 11,092	$ 6,865	$ 7,910	$ 23,568	$ 4,173	
14																		
15	* Non-Personnel Costs		$ 74,698	$ 6,333		$ 81,253	$ 46,918	$ 114,331	$ 55,633	$ 56,223	$ 97,637	$ 1,872	$ 1,759	$ 421	$ 660	$ 2,325	$ 308	
16																		
17	Total Costs		$ 503,276	$ 63,253		$ 423,120	$ 360,184	$ 523,433	$ 400,733	$ 343,775	$ 431,513	$ 17,933	$ 12,851	$ 7,286	$ 8,570	$ 25,893	$ 4,481	
18																		
19	Cost of Selected Functions																	
20																		
21	Office of CG & VC	20003	$ 6,735	$ 4,781		$ 3,852	$ 5,279	$ 4,327	$ 5,165	$ 4,212	$ 6,561	$ 1,153	$ 940	$ 990	$ 2,422	$ 3,360	$ 1,153	
22	IG, Air Insp, PM	*	24,298	-		19,079	17,825	18,383	14,282	15,463	16,118	-	-	-	-	-	-	
23	Adj Gen & Historical Section	**	25,456	7,361		20,308	29,380	23,063	8,496	25,523	22,141	2,253	1,555	388	767	1,308	-	
24	Public Information Office	20009	4,576	807		2,912	3,157	2,781	1,200	1,713	2,098	118	504	-	-	-	603	
25	Comptroller Function	20161	64,063	-		23,643	21,401	24,685	16,124	18,734	21,414	-	-	-	-	-	-	
26	Stat Services	20107	30,085	-		13,551	12,442	11,465	9,719	10,301	13,664	-	-	-	-	-	-	
27	Programs & Costs	***	12,959	-		2,963	2,522	2,518	1,571	1,847	2,717	-	-	-	-	-	-	
28	Deputy for Personnel	****	60,568	-		19,827	25,016	33,626	34,493	27,498	27,475	-	-	96	-	323	-	
29	Personnel Services	20217	5,573	-		2,040	1,062	1,207	1,568	1,553	11,742	-	-	-	-	-	-	
30	Military Personnel	20227	22,204	-		5,947	11,991	-	20,932	11,435	10,408	-	-	-	-	323	-	
31	Deputy for Operations	20361	70,498	34,096		17,943	26,143	17,104	16,923	14,301	30,309	10,444	6,496	2,057	2,304	15,444	2,420	
32	Operations & Training	20305	25,166	12,556		5,851	5,342	9,333	5,325	4,125	1,595	-	-	-	-	-	-	
33	Plans & Requirements	20307	18,420	11,821		1,070	5,358	937	2,612	1,845	11,195	-	-	-	-	13,019	-	
34	Flying Safety	20309	2,234	-		780	48	745	504	1,396	948	-	-	-	-	-	-	
35	Intelligence	20311	9,964	2,524		1,711	1,537	2,313	2,329	1,814	2,110	2,006	1,098	-	-	384	-	
36	Comm & Electronics	20315	11,201	3,553		4,727	5,336	2,403	3,691	2,946	5,993	1,355	264	398	-	931	-	
37	Deputy for Materiel	20461	69,125	-		18,090	20,901	21,618	25,181	12,419	40,843	327	162	1,442	-	-	-	
38	Maintenance	20405	6,100	-		4,403	4,603	10,278	2,070	2,383	2,432	-	-	-	-	-	-	
39	Supply	20407	19,865	-		3,217	3,515	2,379	8,568	3,359	5,707	427	162	209	-	-	-	
40	Installations	20413	30,722	-		6,554	1,145	6,386	6,687	2,867	12,119	-	-	291	-	-	-	
41	Flight Section, Flying	20505	19,301	-		7,365	9,613	27,509	-	13,118	11,582	-	-	-	-	-	-	
42	Flight Section, Maintenance	20507	24,521	-		11,672	-	42,567	1,003	11,487	18,239	-	-	-	-	-	-	
43	Personnel w/o Duty Asgmt	20511	3,529	601		4,771	2,870	2,560	2,689	21,910	6,648	-	-	-	162	-	-	
44	TDY	20529	9,557	1,942		14,492	5,286	9,575	9,365	7,489	7,408	1,021	1,021	-	200	787	35	
45	Comm Contractual	20527	763	285		1,309	1,242	394	784	199	911	38	37	-	36	11	3	
46	Overtime Paid Civilians	20530	19	-		-	-	31	-	-	48	-	-	-	-	-	-	
47	Rental Leased Facilities	20531	-	-		1,681	-	-	-	-	-	-	-	-	-	-	-	
48	Personnel at School	21003	12,501	2,437		8,436	3,371	6,883	5,512	5,995	4,131	-	-	591	125	1,032	-	
49	Air Reserve	21005	2,853	-		34,068	3,428	3,780	822	7,108	1,642	-	-	-	-	-	-	
50	Air National Guard	21007	-	-		37,330	34,951	31,160	56,106	15,562	21,995	-	-	-	-	-	-	
51	Air ROTC	21009	6,377	-		51,226	63,853	80,213	101,080	59,376	56,088	-	-	-	-	-	-	
52	Air Scout Liaison	21049.01	-	-		852	444	996	1,116	444	828	-	-	-	-	-	-	
53	Other Liaison Activities	21049.02	1,732	-		979	807	427	822	-	7,540	-	-	-	-	-	-	
54	Avn Cadet & OCS Proc	21049.03	-	-		5,778	5,366	-	6,377	4,111	6,701	-	-	-	-	-	-	
55																		
56																		
57																		
58	* Account Codes 20004 ≠ 20005 ≠ 20213																	
59	** " " 20007 ≠ 20015																	
60	*** " " 20109 ≠ 20113																	
61	**** " " 20261 less 20213 and 20215																	
62																		
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OPERATING COSTS

WINGS

NOVEMBER 1949

Comptroller Chart 6
Prepared By:
Director Programs & Costs
Hq ConAC
6 January 1950

	Description (A)	Account Code (B)	4th Ftr Wg Langley F-80A (C)	56th Ftr Wg Selfridge F-80A (D)	81st Ftr Wg Kirtland F-80A (E)	20th Ftr Wg Shaw F-84C (F)	31st Ftr Wg Turner F-84C (G)	33d Ftr Wg Otis F-84D (H)	78th Ftr Wg Hamilton F-84D (I)	52d Ftr Wg McGuire F-82F (J)	325th Ftr Wg Moses Lake F-82F (K)	62d Troop Carr Wing McChord-C-82 (L)	314th Troop Carr Wing Smyrna-C-82 (M)	316th Troop Carr Group Greenville C-82 (N)	161st Tac Rcn Sq Shaw-RF-80A (O)	363d Tac Rcn Group Langley-RB-26 (P)	318th Ftr Sq McChord F-82F (Q)	84th Ftr Sq Langley B-45A (R)	85th Ftr Sq Langley B-45A (S)	2601st Assault Sq Smyrna-C-82A (T)
1	No. of Personnel Reported																			
2	Officers		331	250	203	283	264	275	396	174	175	331	277	173	31	48	30	32	35	42
3	Airmen		3,212	1,792	1,093	2,204	1,280	1,581	3,056	1,269	1,279	2,123	1,293	397	111	189	93	191	190	126
4	Civilians		605	246	3	222	217	196	484	182	140	279	189	0	0	0	0	0	0	0
5																				
6	Total Personnel		4,148	2,288	1,299	2,709	1,761	2,052	3,936	1,625	1,594	2,733	1,759	570	142	237	123	223	225	168
7																				
8	Payroll Costs																			
9	Officers		$ 168,505	$ 117,730	$ 104,480	$ 135,241	$ 133,668	$ 136,725	$ 186,864	$ 91,903	$ 85,543	$ 161,447	$ 141,509	$ 84,932	$ 14,776	$ 24,649	$ 14,539	$ 16,503	$ 18,637	$ 20,878
10	Airmen		473,832	252,358	159,812	260,988	192,357	212,139	454,085	187,672	173,655	291,029	186,218	74,507	14,450	28,880	15,344	35,333	36,900	22,945
11	Civilians		160,358	74,086	754	54,769	48,812	47,230	132,558	46,667	36,801	83,297	45,324	-	-	-	-	-	-	-
12																				
13	Total Payroll		$ 802,695	$ 444,174	$ 265,046	$ 450,998	$ 374,837	$ 396,094	$ 773,507	$ 326,242	$ 299,999	$ 535,773	$ 373,051	$ 159,439	$ 29,226	$ 53,529	$ 29,883	$ 51,836	$ 55,537	$ 43,823
14																				
15	▲ Non-Personnel Costs		$ 476,576	$ 284,728	$ 126,669	$ 316,485	$ 209,182	$ 193,058	$ 432,744	$ 171,543	$ 152,770	$ 403,774	$ 158,035	$ 41,167	$ 27,633	$ 31,259	$ 24,618	$ 27,287	$ 22,940	$ 15,965
16																				
17	Total Costs		$ 1,279,271	$ 728,902	$ 391,715	$ 767,483	$ 584,019	$ 589,152	$ 1,206,251	$ 497,785	$ 452,769	$ 939,547	$ 531,086	$ 200,606	$ 56,859	$ 84,788	$ 54,501	$ 79,123	$ 78,477	$ 59,788
18																				
19	Cost of Selected Functions																			
20																				
21	CO and Staff	01051	$ 28,863	$ 19,176	$ 18,196	$ 15,657	$ 18,656	$ 21,463	$ 22,668	$ 17,656	$ 16,521	$ 20,979	$ 18,770	$ 9,443	$ -	$ -	$ -	$ -	$ -	$ -
22	Sq Adm Orbd (AB Gp Units)	02014	14,212	11,625	14,376	6,862	7,451	13,593	17,275	10,840	8,588	10,348	7,648	-	-	-	-	-	-	-
23	Food Service (Mess Halls)	02110	27,237	13,169	9,761	9,736	10,959	11,405	28,504	8,573	8,987	13,430	10,803	-	-	-	-	-	-	-
24	Base Finance	02117	10,442	3,747	1,041	5,369	2,931	3,177	12,541	2,988	2,728	4,453	2,851	-	-	-	-	-	-	-
25	Personnel Services	02124	9,656	3,115	2,021	5,824	4,337	5,063	8,129	4,513	5,145	6,042	3,258	-	-	-	-	-	-	-
26	Motor Pool	02136	28,081	16,938	6,799	13,578	10,438	11,020	24,344	13,012	9,576	13,271	7,904	-	30	-	128	-	-	-
27	Base Operations	02142	4,695	4,327	1,003	4,167	1,305	5,233	7,442	6,463	1,802	3,980	2,084	-	-	-	-	-	-	-
28	AACS & Control Tower	02146	17,179	9,298	-	4,223	1,765	7,166	14,836	4,598	1,959	29,235	2,523	-	-	-	-	-	-	-
29	Air Installations																			
30	Fire Stations & A/C Crash Res	02218	15,995	6,386	1,839	5,899	4,929	5,792	13,010	7,038	9,717	6,583	6,327	-	-	-	-	-	-	-
31	Total Air Installations	02261	133,821	85,057	7,122	52,243	42,976	62,439	164,732	36,329	70,003	85,019	54,498	-	-	-	-	-	-	-
32	Fld Maint Automotive Equip	02302	22,192	11,495	7,413	10,539	9,306	8,863	30,515	10,573	5,687	17,874	7,626	-	-	-	-	-	-	-
33	Org Maint of Adm Aircraft	02306	23,175	11,315	-	11,161	8,577	8,626	40,783	7,956	7,942	12,767	10,920	-	-	-	-	-	-	-
34	Medical																			
35	Medical Administration	03002	9,021	5,464	-	4,838	5,095	6,303	10,043	3,471	5,590	7,291	5,988	-	-	198	-	-	-	-
36	Supplies - Hospital	03004	309	190	-	54	187	33	339	47	1,321	112	813	-	-	-	-	-	-	-
37	Dental Service	03102	2,718	1,365	-	1,290	1,515	2,133	7,303	916	1,595	4,049	1,357	-	-	-	-	-	-	-
38	Med, Surg, & Other Services	03104	13,046	6,430	2,438	5,701	8,007	6,471	14,237	1,005	7,371	5,120	5,793	-	-	-	-	-	-	-
39	X-Ray Service	03106	1,281	1,095	250	475	107	249	1,387	-	441	583	682	-	-	-	-	-	-	-
40	Laboratory	03108	1,254	703	125	407	7	51	853	171	436	456	432	-	-	-	-	-	-	-
41	Pharmacy	03110	1,423	472	125	909	738	463	2,067	51	679	546	590	-	-	-	-	-	-	-
42	Preventive Medicine	03112	1,076	876	125	1,363	4	406	2,289	348	236	825	971	-	-	-	-	-	-	-
43	Flight Surgeon	03114	[illegible]	1,461	237	132	-	172	961	431	238	1,028	1,532	-	-	-	-	-	-	-
44	Dietetic Service	03116	10,681	2,544	-	3,820	3,200	5,489	6,456	-	3,930	3,939	4,124	-	-	198	-	-	-	-
45	Total Medical Service	03277	44,093	20,633	3,300	19,612	13,578	21,970	45,755	6,460	22,037	15,544	15,781	-	-	-	-	-	-	-
46	[illegible] (Adm & Prof Fly)	04108	3,807	9,693	3,982	8,107	3,734	6,919	18,641	3,611	7,941	5,611	5,475	-	-	-	-	-	-	-
47	Subsistence	04112	33,833	25,930	21,292	30,718	20,452	30,331	41,855	23,933	22,236	29,249	18,865	4,173	1,424	2,362	1,255	1,128	2,436	1,335
48	Sep Rations Paid Airmen	04113	29,647	23,019	8,632	16,680	14,430	11,065	23,360	2,173	8,581	22,065	14,160	4,346	1,225	2,360	1,222	1,433	2,331	1,875
49	Personnel w/o Duty Asgmt	04114	17,905	8,829	8,653	7,057	4,950	[illegible]	4,831	16,200	2,536	5,860	10,120	3,106	-	1,623	2,981	-	96	-
50	Prisoners	04116	1,332	1,637	967	1,278	595	3,190	3,434	471	621	861	1,278	-	-	160	-	-	-	-
51	Rental Allowance Paid	04118	64,598	27,217	24,549	18,525	40,059	28,858	45,484	32,709	27,728	31,735	37,808	20,040	1,636	5,655	3,481	7,073	8,663	3,700
52	Overtime Paid Civilians	04119	1,506	37	-	208	-	233	303	112	158	275	-	-	-	-	-	-	-	-
53	Fld Maint & Supply Overhead	05090	11,410	7,760	7,222	4,426	7,635	8,437	8,361	9,201	6,858	8,368	10,053	-	-	-	-	-	-	-
54	Special Mission & Tenant A/C	05108	16,198	2,192	-	227	-	-	4,231	-	-	2,811	-	-	-	-	-	-	-	-
55	*Non-Aeronautical Maint	05112	10,192	1,389	1,073	1,882	2,052	4,880	4,113	7,464	6,623	971	6,447	-	-	-	-	-	-	-
56	Supply																			
57	Supply Control	05402	21,831	13,725	3,794	11,685	10,809	11,132	28,113	11,629	8,784	17,771	10,951	-	-	-	-	-	-	-
58	Supply Warehouse	05404	25,557	11,971	6,302	30,135	12,843	12,544	25,935	12,289	9,034	9,867	8,236	-	-	-	-	-	-	-
59	Subsistence Handling	05406	5,082	1,246	-	1,287	2,222	2,039	2,471	165	839	4,135	1,491	-	-	-	-	-	-	-
60	Commissary Sales Stores	05408	1,386	1,629	745	1,224	830	503	3,010	-	1,289	2,317	1,308	-	-	-	-	-	-	-
61	Purchasing & Contr Office	05410	3,117	1,726	-	1,361	1,325	1,722	3,903	1,290	690	1,565	1,497	-	-	-	-	-	-	-
62	Salvage&Surplus Prop Activity	05412	2,203	4,329	213	938	626	1,602	1,054	367	462	307	741	-	-	-	-	-	-	-
63	Laundry & Dry Cleaning	05414	3,240	2,215	-	1,710	222	901	2,348	2,300	3,938	3,725	643	-	204	279	-	57	25	-
64	Total Supply Function	05290	62,526	37,861	11,054	39,041	28,882	30,543	66,516	28,040	25,321	39,286	25,587	-	204	279	-	57	25	-
65	[illegible] Opns & Tng Ovhd	07061	14,619	15,215	12,298	11,025	7,179	11,776	11,029	12,132	9,894	13,271	9,647	3,885	-	11,095	1,392	3,874	4,100	1,376
66	Fuels & Lubes Mission A/C	07102	71,885	105,378	101,105	173,634	135,356	101,195	113,254	40,278	37,602	115,498	70,225	108,305	18,973	25,298	16,261	27,063	26,021	11,012
67	Org Maint (Combat Group)	07110	43,875	54,596	39,069	46,480	51,931	35,396	45,623	29,165	4,378	42,511	23,084	39,490	621	15,561	19,379	24,786	25,622	14,962
68	Personnel at School	09102	13,386	13,550	8,755	12,771	10,070	13,868	18,652	8,191	7,201	13,653	14,477	4,343	-	1,427	1,849	1,712	1,891	626
69	Special Missions	09161	27,226	13,670	8,755	13,797	14,678	16,341	29,578	8,191	7,466	22,734	14,620	4,343	-	1,398	1,849	1,712	1,891	626
70	Supplies & Services Furnished																			
71	Others (Non-USAF)	12114	6,478	65	-	-	-	366	296	-	9	3,206	839	-	-	-	-	-	-	-
72	Supplies & Serv Furn ANG	12122	967	154	-	890	243	-	-	2,497	155	226	3,731	-	-	-	-	-	-	-
73	Tenant Orgns of Other Major	12133	170,679	45,855	-	-	-	177	128,400	-	-	131,149	-	-	-	-	-	-	-	-
74	Commands																			
75	* Non-Aeronautical Maintenance Performed in Aircraft Field Maintenance Shops																			

▼ Does not include Costs of 4th Troop Carrier Sq (TDY Alaska)

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OPERATING COSTS

AIR FORCE RESERVE TRAINING CENTERS

NOVEMBER 1949

Comptroller Chart 6
Prepared By:
Director Programs & Costs
Hq ConAC
6 January 1950

			GROUP I							GROUP II								
	Description (A)	Account Code (B)	2466th Atterbury (C)	2234th Hanscom (D)	2589th Marietta (E)	2239th Gr Pitts (F)	2472d Fairfax (G)	2236th Godman (H)	(I)	2592d Tinker (J)	2240th Cleveland (K)	2242d Selfridge (L)	2469th Scott (M)	2346th Hamilton (N)	2473d Offutt (O)	2233d Mitchel (P)	(Q)	(R)
1	No. of Personnel Reported																	
2	Officers		42	35	33	30	31	32		25	24	22	20	21	18	16		
3	Airmen		505	386	451	485	384	342		323	306	226	233	163	227	187		
4	Civilians		87	138	63	102	89	106		52	8	66	52	55	38	27		
5																		
6	Total Personnel		634	559	547	617	504	480		400	338	314	305	239	283	230		
7																		
8	Payroll Costs																	
9	Officers		$ 22,763	$ 19,131	$ 17,580	$ 16,444	$ 17,234	$ 15,923		$ 13,679	$ 13,886	$ 11,304	$ 9,940	$ 12,824	$ 10,173	$ 8,602		
10	Airmen		71,006	66,047	79,783	66,144	69,506	59,325		49,746	52,429	36,987	42,898	33,747	39,617	29,391		
11	Civilians		22,871	37,610	15,086	28,804	23,887	27,730		13,443	1,976	21,137	13,883	17,186	9,550	6,648		
12																		
13	Total Payroll		$ 116,640	$ 122,788	$ 112,449	$ 111,392	$ 110,627	$ 102,978		$ 76,868	$ 68,291	$ 69,428	$ 66,721	$ 63,757	$ 59,340	$ 44,641		
14																		
15	* Non-Personnel Costs		$ 59,674	$ 67,459	$ 79,973	$ 51,215	$ 48,919	$ 72,845		$ 33,770	$ 39,260	$ 30,663	$ 25,971	$ 41,981	$ 35,852	$ 11,534		
16																		
17	Total Costs		$ 176,314	$ 190,247	$ 192,422	$ 162,607	$ 159,546	$ 175,823		$ 110,638	$ 107,551	$ 100,091	$ 92,692	$ 105,738	$ 95,192	$ 56,175		
18																		
19	Cost of Selected Functions																	
20																		
21	CO and Staff	01051	$ 8,436	$ 14,224	$ 12,403	$ 8,991	$ 8,532	$ 11,608		$ 4,594	$ 6,308	$ 6,873	$ 7,798	$ 7,033	$ 7,248	$ 8,411		
22	Food Services (Mess Halls)	02110	3,719	1,630	2,424	2,151	1,959	2,264		83	-	-	-	-	-	498		
23	Motor Pool	02136	3,223	3,059	4,105	5,488	2,118	6,162		80	1,241	131	925	-	128	-		
24	Work Details	02138	-	-	-	178	425	-		-	-	-	-	-	-	-		
25	Base Operations	02142	5,457	3,865	2,008	4,453	5,227	3,419		7,233	11,127	2,485	2,490	7,813	3,329	3,113		
26	Air Instl Office & Shop Ovhd	02202	2,297	1,557	151	2,691	1,323	2,277		-	-	447	-	-	-	-		
27	Maint of Air Instl Machinery	02204	-	810	-	9	124	-		-	-	-	-	-	-	-		
28	Maint Bldgs & Other Structures	02206	2,168	1,744	1,323	1,980	292	1,032		-	-	-	-	-	-	-		
29	Opn Utility Plants & Systems	02216	7,601	7,571	4,957	5,803	1,961	2,683		-	-	413	-	-	-	-		
30	Fire Stations & Crash Rescue	02218	3,751	5,971	4,864	3,719	6,026	3,305		-	247	-	-	-	-	-		
31	Rentals - Leased Facilities	02244	-	2,083	-	-	1,153	-		-	-	-	-	-	-	-		
32	Medical Services	03277	2,144	2,554	1,644	902	1,112	1,068		-	722	-	-	-	-	-		
33	Subsistence Issued	04112	7,271	6,461	5,445	6,560	2,917	6,018		4,801	19,710	3,061	4,025	1,916	3,686	2,669		
34	Separate Rations Paid A/M	04113	6,358	6,120	7,660	6,894	9,315	5,937		4,883	-	2,887	4,225	2,646	4,169	2,038		
35	Personnel w/o Duty Asgmt	04114	-	1,983	505	2,222	2,589	191		3,210	531	154	-	1,088	341	1,231		
36	Rental Paid Officers & A/M	04118	13,343	13,366	15,154	5,701	17,865	7,527		4,111	11,430	4,612	7,238	7,860	8,851	2,917		
37																		
38	Supply Function																	
39																		
40	Supply Control (Off & Staff)	05402	5,358	5,056	5,387	3,631	3,280	4,576		4,440	4,346	1,827	3,056	-	3,224	-		
41	Supply Warehouse	05404	4,487	3,832	4,872	3,031	2,805	4,026		-	-	1,344	-	-	-	1,866		
42	Subsistence Handling	05406	-	-	-	-	-	-		-	-	-	-	-	-	-		
43	Commissary Sales Stores	05408	-	-	-	-	-	-		-	-	-	-	-	-	-		
44	Purchasing & Contracting	05410	450	231	711	1,326	569	754		-	-	-	-	-	-	-		
45	Salvage & Surplus Property	05412	-	-	447	-	-	-		-	-	-	-	-	-	-		
46	Laundry & Dry Cleaning	05414	1,046	293	518	53	212	283		43	52	297	-	-	286	72		
47																		
48	Total Costs - Supply Function	05450	11,341	9,412	11,935	8,041	6,866	9,639		4,483	4,398	3,468	3,056	-	3,510	1,938		
49																		
50	Fly Pers - Fuels & Lubes	07102	18,545	14,891	16,624	15,008	20,292	10,543		13,935	10,793	15,500	9,929	23,408	11,224	3,529		
51	Org Maint - Aircraft	07110	27,397	35,992	31,576	31,835	34,751	34,149		33,633	20,683	33,429	32,735	37,023	27,825	20,098		
52	Instructors (Fly & Ground)	07114	3,392	962	-	4,474	4,353	1,528		4,064	2,413	3,406	8,114	1,904	3,353	-		
53	Personnel at School	09102	5,736	3,303	4,180	2,558	4,305	684		2,430	2,619	3,694	2,405	1,914	990	-		
54	* Transient USAF Aircraft	09109	-	-	-	1,517	2,153	1,698		-	-	-	-	-	-	-		
55	Permanent Change of Station	12113	1,624	2,811	722	1,976	184	1,329		-	1,655	558	399	330	2,723	839		
56	** Supplies & Serv Furnished	12114	44	1,641	1,368	-	147	591		-	-	-	-	-	-	-		
57	Supplies & Serv Furn ANG	12122	40	432	10,143	3,418	454	5,883		-	-	-	-	-	-	-		
58																		
59																		
60	* Includes Payroll Costs, Parts & Supplies (excepting fuels & lubes)																	
61	Furnished transient USAF aircraft other than Air Reserve, ANG &																	
62	AROTC aircraft																	
63																		
64	** Supplies and Services Furnished to Non-USAF Agencies																	
65																		
66	Group I - Bases Maintained and Operated with ConAC Reserve Funds																	
67																		
68	Group II - USAF Bases where a Proportionate Share of the Runway Maintenance and The Area																	
69	Occupied by the AFRTC is Supported by Reserve Funds																	
70																		
71																		
72																		
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Comptroller Chart 6
Prepared By:
Director Programs & Costs
Hq ConAC
6 January 1950

OPERATING COSTS

AIR FORCE RESERVE TRAINING CENTERS

NOVEMBER 1949

GROUP III — GROUP IV

Description (A)	Account Code (B)	2471st O'Hare (C)	2347th Long Beach (D)	2584th Memphis (E)	2237th Reading (F)	2465th Wold-Chamberlain (G)	2587th Birmingham (H)	2585th Miami (I)	2343d Portland (J)	(K)	2596th Hensley (L)	2230th Floyd Bennett (M)	(N)	(O)	(P)	(Q)	(R)
No. of Personnel Reported																	
Officers		47	49	32	26	28	29	35	35		31	36					
Airmen		475	662	369	419	354	376	342	457		430	423					
Civilians		335	117	107	86	80	98	100	84		91	124					
Total Personnel		857	828	508	531	462	503	477	576		552	583					
Payroll Costs																	
Officers		$ 25,438	$ 27,266	$ 17,761	$ 14,412	$ 15,488	$ 16,885	$ 19,779	$ 19,507		$ 16,249	$ 19,791					
Airmen		82,634	140,928	61,089	73,972	79,652	60,771	47,870	79,430		76,878	68,881					
Civilians		96,145	31,360	28,620	19,913	22,660	26,365	26,037	22,925		23,531	34,542					
Total Payroll		$ 204,217	$ 199,556	$ 107,470	$ 108,297	$ 117,800	$ 104,021	$ 93,686	$ 121,862		$ 116,658	$ 123,214					
▲ Non-Personnel Costs		$ 107,864	$ 129,745	$ 49,913	$ 42,627	$ 62,722	$ 38,270	$ 46,171	$ 86,576		$ 105,941	$ 51,355					
Total Costs		$ 312,081	$ 329,301	$ 157,383	$ 150,924	$ 180,522	$ 142,291	$ 139,857	$ 208,452		$ 222,599	$ 174,569					
Cost of Selected Functions																	
CO and Staff	02051	$ 11,484	$ 13,928	$ 9,251	$ 9,989	$ 6,467	$ 9,066	$ 10,533	$ 10,266		$ 11,604	$ 12,773					
Food Services (Mess Halls)	02110	3,270	2,797	2,979	1,977	-	2,914	2,709	4,637		3,187	3,035					
Motor Pool	02136	7,437	9,831	3,592	4,707	2,998	3,159	2,384	5,256		2,426	3,589					
Work Details	02138	-	-	-	511	-	-	-	-		-	-					
Base Operations	02142	8,924	5,354	5,163	4,222	4,855	4,425	4,351	5,381		5,620	4,137					
Air Instl Office & Shop Ovhd	02202	3,502	3,864	2,488	1,887	2,442	1,541	1,576	1,363		1,469	1,257					
Maint of Air Instl Machinery	02204	293	298	449	134	56	-	309	- 18		703	-					
Maint Bldgs & Other Structures	02206	1,659	1,186	1,508	3,420	2,057	769	1,447	1,297		1,169	1,049					
Opn Utility Plants & Systems	02216	11,509	1,265	5,163	5,779	6,269	2,991	5,319	1,003		3,130	6,911					
Fire Stations & Crash Rescue	02218	4,452	4,364	3,736	3,172	8,993	3,784	1,241	3,477		3,566	1,967					
Rentals - Leased Facilities	02244	-	3,167	-	1,161	-	-	-	-		-	-					
Medical Services	03277	2,436	3,529	739	913	1,322	706	3,309	1,404		1,213	1,855					
Subsistence Issued	04112	7,090	9,469	5,393	6,908	-	1,863	4,746	6,398		4,969	7,776					
Separate Rations Paid A/M	04113	6,818	14,007	6,545	5,375	22,883	8,726	5,397	7,360		5,805	4,317					
Personnel w/o Duty Asgmt	04114	1,235	2,030	-	2,614	1,328	2,635	657	95		1,237	4,201					
Rental Paid Officers & A/M	04118	15,601	32,925	11,254	13,478	20,161	13,646	3,764	17,070		13,238	12,938					
Supply Function																	
Supply Control (Off & Staff)	05402	10,325	7,135	4,661	4,885	4,104	4,463	4,235	6,920		5,298	4,179					
Supply Warehouse	05404	8,078	6,874	3,469	4,855	4,333	3,632	3,818	3,181		3,232	8,220					
Subsistence Handling	05406	-	-	-	-	-	1,025	753	1,156		-	-					
Commissary Sales Stores	05408	-	-	-	-	-	485	-	290		-	-					
Purchasing & Contracting	05410	947	537	831	1,273	494	1,039	1,180	1,082		279	-					
Salvage & Surplus Property	05412	1,270	-	245	-	-	-	-	184		-	-					
Laundry & Dry Cleaning	05414	1,259	103	543	138	116	-	-	-		195	590					
Total Costs - Supply Function	05430	21,879	14,649	9,771	11,151	9,047	10,644	9,986	12,813		9,004	12,989					
Fly Pers - Fuels & Lubes	07102	31,220	33,603	15,572	5,164	21,037	15,661	12,144	29,032		20,527	12,212					
Org Maint - Aircraft	07110	53,980	65,343	33,385	27,826	29,017	31,138	28,009	40,298		33,537	38,712					
Instructors (Fly & Ground)	07114	10,105	2,874	2,323	2,939	4,718	2,450	3,139	-		8,060	3,514					
Personnel at School	09102	4,535	5,072	2,336	1,050	2,528	2,374	3,058	1,674		1,671	3,319					
* Transient USAF Aircraft	09109	1,035	-	-	-	1,529	-	516	-		1,147	-					
Permanent Change of Station	12113	1,868	3,287	648	1,560	1,837	1,845	480	-		1,082	3,428					
** Supplies & Serv Furnished	12114	34,141	291	271	138	-	350	1,946	297		699	-					
Supplies & Serv Furn ANG	12122	10,833	-	1,081	4,810	244	4,839	27,138	-		4,079	571					

* Includes Payroll Costs, Parts & Supplies (excepting fuels & lubes) Furnished transient USAF aircraft other than Air Reserve, ANG & AROTC aircraft

** Supplies and Services Furnished to Non-USAF Agencies

Group III - Leased Facilities, Maintained by Municipality, Except Areas Occupied by AFRTC's Which are Supported by Reserve Funds

Group IV - Navy Bases, Facilities Used and Proportionate Share of Base Maintenance is Supported by Reserve Funds

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Comptroller Chart 6
Prepared By:
Director Programs & Costs
Hq ConAC
6 January 1950

OPERATING COSTS

NON-WING AIR BASE GROUPS, NON-WING AIR BASE SQUADRONS, NON-WING BASE SERVICE SQUADRONS, & STANDBY SQUADRONS

NOVEMBER 1949

	Description (A)	2226th AB Gp Slocum AFB (B)	2463d AB Gp Benj Harri (C)	2500th AB Gp Mitchel AFB (D)	2583d AB Gp Orlando AFB (E)	2595th AB Gp Brooks AFB (F)	4400th AB Gp Stewart Fld (G)	2600th AB Sq Pope AFB (H)	4404th AB Sq Dover AFB (I)	4405th AB Sq Sherman AFB (J)	4406th AB Sq Marshall AFB (K)	4408th AB Sq Lawson AFB (L)	2476th BS Sq Oscoda AFB (M)	2263d Standby Grenier AFB (N)	2264th Standby Dow AFB (O)	2603d Standby Greenville (P)	2610th Standby Hawkins Fld (Q)	4409th Standby Woody AFB (R)
1	No. of Personnel Reported																	
2	Officers	97	50	129	56	52	40	34	2	15	20	35	3	74	64	81	1	1
3	Airmen	1,477	614	1,549	475	608	551	592	45	171	188	269	0	786	617	813	12	49
4	Civilians	18	196	761	48	188	297	37	18	30	30	73	17	26	26	50	6	11
5																		
6	Total Personnel	1,592	860	2,439	579	848	888	663	65	216	238	377	20	886	707	944	19	61
7																		
8	Payroll Costs																	
9	Officers	$ 35,216	$ 24,948	$ 61,960	$ 22,751	$ 28,250	$ 18,371	$ 16,395	$ 1,206	$ 7,672	$ 9,995	$ 18,520	$ 1,644	$ 38,547	$ 32,470	$ 44,023	$ 560	$ 503
10	Airmen	184,444	80,302	210,237	65,331	88,895	84,137	94,537	5,865	26,281	23,821	40,197	-	117,454	84,345	118,899	2,548	5,570
11	Civilians	5,371	50,200	209,221	11,562	47,893	83,041	9,345	4,610	8,278	7,759	19,173	4,237	7,327	6,700	13,308	1,862	2,848
12																		
13	Total Payroll	$ 225,031	$ 155,450	$ 481,418	$ 99,644	$ 165,038	$ 185,549	$ 120,277	$ 11,681	$ 42,231	$ 41,575	$ 77,890	$ 5,881	$ 163,328	$ 123,515	$ 176,230	$ 4,970	$ 8,921
14																		
15	▲ Non-Personnel Costs	$ 144,058	$ 74,930	$ 230,125	$ 255,132	$ 66,207	$ 113,611	$ 60,322	$ 1,830	$ 26,522	$ 41,858	$ 75,789	$ 7,823	$ 201,071	$ 82,707	$ 226,984	$ 4,065	$ 5,414
16																		
17	Total Costs	$ 369,089	$ 230,380	$ 711,543	$ 354,776	$ 231,245	$ 299,160	$ 180,599	$ 13,511	$ 68,753	$ 83,433	$ 153,679	$ 13,704	$ 364,399	$ 206,222	$ 403,214	$ 9,035	$ 14,335
18																		
19																		

OPERATING COSTS - AIRCRAFT CONTROL AND WARNING ORGANIZATIONS

NOVEMBER 1949

	Description (A)	Account Code (B)	502d Tac Con Gp Pope AFB (C)	503d AC & Wng Gp Roslyn, NY (D)	505th AC & Wng Gp Everett, Wash (E)	605th Tac Con Sq Pope AFB (F)	606th AC & Wng Sq Shaw AFB (G)	607th AC & Wng Sq Turner AFB (H)	636th AC & Wng Sq Kirtland (I)	637th AC & Wng Sq Moses Lake (J)	645th AC & Wng Sq Selfridge (K)	647th AC & Wng Sq Grenier AFB (L)	648th AC & Wng Sq Pine Camp (M)	672d AC & Wng Sq Wash. D.C. (N)	(O)	(P)	(Q)	(R)
1	No. of Personnel Reported																	
2	Officers		11	65	52	21	17	27	17	17	32	21	24	28				
3	Airmen		36	446	500	168	181	322	195	230	252	251	323	263				
4	Civilians		0	0	1	0	0	0	0	0	0	0	0	0				
5																		
6	Total Personnel		47	511	553	189	198	349	212	247	284	272	347	291				
7																		
8	Payroll Costs																	
9	Officers		$ 5,727	$ 30,868	$ 25,434	$ 10,529	$ 8,253	$ 14,097	$ 8,345	$ 8,650	$ 13,268	$ 10,661	$ 10,558	$ 13,490				
10	Airmen		5,315	53,169	60,731	19,904	19,538	36,273	24,009	25,092	29,103	30,458	33,857	27,853				
11	Civilians		-	-	265	-	-	-	-	-	-	-	-	-				
12																		
13	Total Payroll		$ 11,042	$ 84,037	$ 86,430	$ 30,433	$ 27,791	$ 50,370	$ 32,354	$ 33,742	$ 42,371	$ 41,119	$ 44,415	$ 41,343				
14																		
15	▲ Non-Personnel Costs		$ 2,656	$ 37,604	$ 31,963	$ 5,902	$ 9,594	$ 7,577	$ 8,228	$ 10,442	$ 16,231	$ 11,148	$ 15,449	$ 5,006				
16																		
17	Total Costs		$ 13,698	$ 121,641	$ 118,393	$ 36,335	$ 37,385	$ 57,947	$ 40,582	$ 44,184	$ 58,602	$ 52,267	$ 59,864	$ 46,349				
18																		
19																		

OPERATING COSTS - HOSPITAL SQUADRONS

NOVEMBER 1949

	Description (A)	Account Code (B)	2200th Murphy Gen Hosp (C)	2201st Army Med Cntr (D)	2202d Oliver Gen Hosp (E)	2203d Valley Forge Gen Hosp (F)	2204th Percy Jones Gen Hosp (G)	2205th Army&Navy Gen Hosp (H)	2206th Brooke Army Med Cntr (I)	2207th Wm Beaumont Gen Hosp (J)	2208th Fitzsimmons Gen Hosp (K)	2209th Letterman Gen Hosp (L)	2210th Madigan Gen Hosp (M)	(N)	(O)	(P)	(Q)	(R)
1	No. of Personnel Reported																	
2	Officers		36	131	75	93	51	25	135	28	82	102	53					
3	Airmen		166	213	191	208	158	55	562	99	277	243	165					
4	Civilians		0	0	0	0	0	0	0	0	1	0	0					
5																		
6	Total Personnel		202	344	266	301	209	80	697	127	360	345	218					
7																		
8	Payroll Costs																	
9	Officers		$ 14,969	$ 53,390	$ 32,907	$ 35,487	$ 21,067	$ 8,755	$ 60,326	$ 9,776	$ 34,314	$ 48,941	$ 21,504					
10	Airmen		21,278	23,955	24,540	19,750	20,643	7,960	74,288	12,279	39,995	32,883	22,123					
11	Civilians		-	-	-	-	-	-	-	-	227	-	-					
12																		
13	Total Payroll		$ 36,247	$ 77,345	$ 57,447	$ 55,237	$ 41,710	$ 16,715	$ 134,614	$ 22,055	$ 74,536	$ 81,824	$ 43,627					
14																		
15	▲ Non-Personnel Costs		$ 221	$ 565	$ 63	$ 456	$ 423	$ 587	$ 3,371	$ 422	$ 221	$ 678	$ 994					
16																		
17	Total Costs		$ 36,468	$ 77,910	$ 57,510	$ 55,693	$ 42,133	$ 17,302	$ 137,985	$ 22,477	$ 74,757	$ 82,502	$ 44,621					
18																		
19																		

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Comptroller Chart 6
Prepared By:
Director Programs & Costs
Hq ConAC
6 January 1950

OPERATING COSTS

WAF SQUADRONS, AVIATION SQUADRONS, OVERSEAS REPLACEMENT DEPOTS

NOVEMBER 1949

	Description (A)	Account Code (B)	2243d WAF Sq Mitchel AFB (C)	2351st WAF Sq Hamilton AFB (D)	2350th WAF Sq Moses Lake (E)	2475th WAF Sq Benj Harri (F)	4412th WAF Sq Langley AFB (G)	(H)	2244th Avn Sq Mitchel AFB (I)	2352d Avn Sq Hamilton AFB (J)	2598th Avn Sq Orlando AFB (K)	2599th Avn Sq Brooks AFB (L)	(M)	2225th AFORD Camp Kilmer (N)	2349th AFORD Hamilton AFB (O)	2594th AFORD Leroy Johnson (P)	(Q)	(R)
1	No. of Personnel Reported																	
2	Officers		1	1	1	1	1		3	0	0	0		82	515	50		
3	Airmen		35	48	21	46	4		46	122	4	39		953	7,928	367		
4	Civilians		0	0	0	0	0		0	0	0	0		31	20	7		
5																		
6	Total Personnel		36	49	22	47	5		49	122	4	39		1,066	8,463	424		
7																		
8	Payroll Costs																	
9	Officers		$ 385	$ 417	$ 334	$ 334	$ 388		$ 1,460	$ -	$ -	$ -		$ 41,765	$ 228,175	$ 20,560		
10	Airmen		4,873	6,636	3,104	5,146	595		6,315	17,184	408	5,328		123,955	900,545	49,576		
11	Civilians		-	-	-	-	-		-	-	-	-		8,554	4,772	1,540		
12																		
13	Total Payroll		$ 5,258	$ 7,053	$ 3,438	$ 5,480	$ 983		$ 7,775	$17,184	$ 408	$ 5,328		$ 174,274	$1,133,492	$ 71,676		
14																		
15	A Non-Personnel Costs		$ 973	$ 2,288	$ 1,104	$ 902	$ 654		$ 2,200	$ 3,049	$ -	$ 1,176		$ 149,769	$ 226,174	$ 18,891		
16																		
17	Total Costs		$ 6,231	$ 9,341	$ 4,542	$ 6,382	$ 1,637		$ 9,975	$20,233	$ 408	$ 6,504		$ 324,043	$1,359,666	$ 90,567		
18																		
19																		

OPERATING COSTS - COMMUNICATIONS SQUADRONS AND RADAR CALIBRATION DETACHMENTS

NOVEMBER 1949

	Description (A)	Account Code (B)	28th Comm Sq Mitchel AFB (C)	29th Comm Sq Langley AFB (D)	34th Comm Sq Mitchel AFB (E)	35th Comm Sq Hamilton AFB (F)	36th Comm Sq Benj Harri (G)	37th Comm Sq Robins AFB (H)	40th Comm Sq Brooks AFB (I)	(J)	5th Radar Cal Det Pope AFB (K)	7th Radar Cal Det Langley AFB (L)	11th Radar Cal Det McChord AFB (M)	12th Radar Cal Det Langley AFB (N)	(O)	(P)	(Q)	(R)
1	No. of Personnel Reported																	
2	Officers		10	6	6	4	4	4	3		7	4	5	9				
3	Airmen		179	80	67	90	54	75	88		21	11	26	27				
4	Civilians		0	0	0	0	0	0	0		0	0	0	0				
5																		
6	Total Personnel		189	86	73	94	58	79	91		28	15	31	36				
7																		
8	Payroll Costs																	
9	Officers		$ 4,920	$ 2,864	$ 2,802	$ 1,780	$ 1,883	$ 1,953	$ 1,346		$ 3,784	$ 1,887	$ 2,668	$ 4,410				
10	Airmen		25,411	9,421	9,013	14,119	6,440	9,031	10,559		3,402	2,253	5,208	4,775				
11	Civilians		-	-	-	-	-	-	-		-	-	-	-				
12																		
13	Total Payroll		$ 30,331	$ 12,285	$ 11,815	$ 15,899	$ 8,323	$ 10,984	$ 11,905		$ 7,186	$ 4,140	$ 7,876	$ 9,185				
14																		
15	A Non-Personnel Costs		$ 7,298	$ 5,444	$ 3,003	$ 3,571	$ 3,927	$ 2,715	$ 3,417		$ 566	$ 1,004	$ 3,838	$ 1,299				
16																		
17	Total Costs		$ 37,629	$ 17,729	$ 14,818	$ 19,470	$ 12,250	$ 13,699	$ 15,322		$ 7,752	$ 5,144	$ 11,714	$ 10,484				
18																		
19																		

OPERATING COSTS - MISCELLANEOUS ORGANIZATIONS

NOVEMBER 1949

	Description (A)	Account Code (B)	1st Shoran Beacon Unit Langley AFB (C)	1st Liaison Flight Biggs AFB (D)	2nd Liaison Flight Langley AFB (E)	2nd Radio Relay Sq Pope AFB (F)	5th Heli-copter Flt Pope AFB (G)	30th Motor Trans Sq Shaw AFB (H)	363d Rcn Tech Sq Langley AFB (I)	803d Eng Avn Bn McChord AFB (J)	Co "B" 803d Engr Avn Bn Moses Lake (K)	Co "C" 803d Engr Avn Bn Moses Lake (L)	934th Sig Bn Pope AFB (M)	2220th Bmt Sq Benj Harri (N)	2597th Air Police Sq Brooks AFB (O)	2602d Tow Target Sq Biggs AFB (P)	4410th Bomb Disp Unit Pope AFB (Q)	(R)
1	No. of Personnel Reported																	
2	Officers		3	0	2	1	4	1	7	20	5	5	14	19	3	38	2	
3	Airmen		17	11	7	20	14	70	106	396	143	140	330	77	85	208	9	
4	Civilians		0	0	0	0	0	0	0	0	0	0	0	70	1	0	0	
5																		
6	Total Personnel		20	11	9	21	18	71	113	416	148	145	344	166	89	246	11	
7																		
8	Payroll Costs																	
9	Officers		$ 1,403	$ -	$ 1,063	$ 608	$ 2,108	$ 545	$ 3,163	$ 9,754	$ 2,219	$ 2,086	$ 6,893	$ 10,425	$ 1,766	$ 20,336	$ 987	
10	Airmen		2,598	2,102	1,431	2,318	2,021	7,888	15,738	40,327	13,662	13,475	39,142	10,817	13,543	39,181	1,266	
11	Civilians		-	-	-	-	-	-	-	-	-	-	-	15,334	221	-	-	
12																		
13	Total Payroll		$ 4,001	$ 2,102	$ 2,494	$ 2,926	$ 4,129	$ 8,433	$ 18,901	$ 50,081	$ 15,881	$ 15,561	$ 46,035	$ 36,576	$ 15,530	$ 59,517	$ 2,253	
14																		
15	A Non-Personnel Costs		$ 447	$ 323	$ 191	$ 518	$ 740	$ 2,167	$ 26,055	$ 13,658	$ 4,236	$ 3,843	$ 10,059	$ 4,988	$ 2,406	$ 42,640	$ 249	
16																		
17	Total Costs		$ 4,448	$ 2,425	$ 2,685	$ 3,444	$ 4,869	$ 10,600	$ 44,956	$ 63,739	$ 20,117	$ 19,404	$ 56,094	$ 41,564	$ 17,936	$ 102,157	$ 2,502	
18																		
19																		

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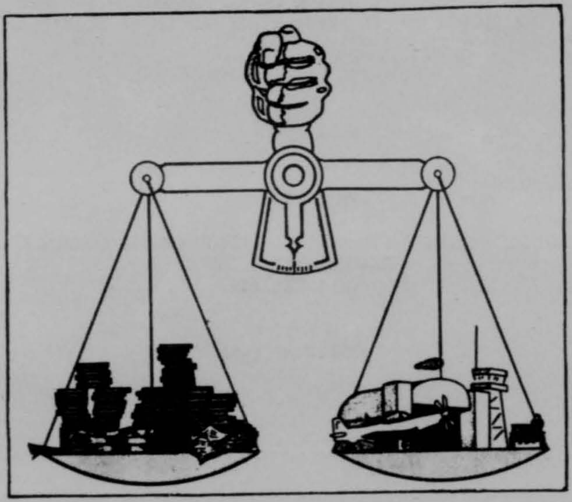
CONTINENTAL AIR COMMAND

MANAGEMENT ANALYSIS REVIEW

JANUARY 1950



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PREPARED BY:

DIRECTOR, PROGRAMS AND COSTS - OFFICE OF THE COMPTROLLER
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MITCHEL AFB

FEBRUARY 1950

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INTRODUCTION

THE PURPOSE OF THE CONAC MANAGEMENT ANALYSIS REVIEW IS TO PROVIDE COMMANDERS AND THEIR STAFFS WITH ANALYSES AND SELECTED DATA WHICH, WHEN PROPERLY INTERPRETED, WILL INDICATE ACHIEVEMENT WITHIN SPECIFIC FUNCTIONS OF THEIR ACTIVITY.

IT IS INTENDED THAT THIS REVIEW PRESENT FACTS IN SUCH A MANNER THAT COMMANDERS AND THEIR STAFFS CAN EVALUATE THE CONSISTENCY OF THEIR OPERATING ACTIONS, THE EFFICIENT AND ECONOMICAL USE OF RESOURCES AND THE PROGRESS OF THEIR VARIOUS ACTIVITIES TOWARD AUTHORIZED OBJECTIVES.

THE CONTENTS OF THIS REVIEW WILL VARY FROM MONTH TO MONTH. THIS WILL PERMIT GREATER COVERAGE OF COMMAND ACTIVITIES AND CONCENTRATION ON CURRENT ITEMS OF COMMAND INTEREST.

THE PRESENCE OF EXTREME CONDITIONS ARE READILY APPARENT TO COMMANDERS WHEN PROPERLY SHOWN IN GRAPHIC PRESENTATIONS. MANY OF THE EXTREME CONDITIONS INDICATED HEREIN MAY BE JUSTIFIED BY LOCAL SITUATIONS AND THE NATURE OF ASSIGNED MISSIONS. THESE ANALYSES, HOWEVER, SERVE AS A GUIDE TO AREAS AND ACTIVITIES WHERE FURTHER INVESTIGATIONS AND CORRECTIVE ACTIONS MAY RESULT IN BETTER MANAGEMENT.

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EXPLANATION OF GRAPHIC PRESENTATION ON

TOTAL COSTS OF CONTINENTAL AIR COMMAND BY FUNCTIONAL GROUPING - MONTHLY PERCENTAGE DISTRIBUTION

The following activities are included in the functional groupings as shown on the chart:

COMMAND GROUP

Hq & Hq Sq Continental Air Command
Hq & Hq Sq Air Defense Command
Hq & Hq Sq Tactical Air Command
Hq & Hq Sq Air Defense Force
Hq & Hq Sq ConAC numbered Air Forces
Hq & Hq Sq Air Divisions (Air Defense and Tactical)
2220th Extension Group (Less Extension Course Activity)
Hq & Hq Sq ConAC Combat Wings

OPERATIONS GROUP

Combat - Total Operating Costs of Fighter Groups, Troop Carrier Groups, Tactical Recon Group, Bomb Squadrons (L), Assault Squadron.

Combat Support - Total Operating Costs of Liaison Flights, Aircraft Control & Warning Groups, Tactical Control Groups, Shoran Beacon Unit.

SERVICE GROUP

Total operating costs of ConAC organizations less those included in Command, Operations and other Mission Groups.

OTHER MISSION GROUP

Air Force Reserve (AFRTC's only)
Air National Guard (Instructor Personnel only)
Air ROTC (Instructor Personnel only)
Military Liaison personnel with Army, Navy and other agencies
Air Force Overseas Replacement Depots
Extension Course Activity of 2220th Extension Group
All other (minor activities)

ADDITIONAL CHARGES

Cost of excess personnel and recruits awaiting shipment, AFORD Casuals, Detachment of Patients, Lump Sum Payments, reenlistment bonuses, initial issue of clothing, PCS, Supplies & Services furnished others, parts to salvage, and extraordinary repairs.

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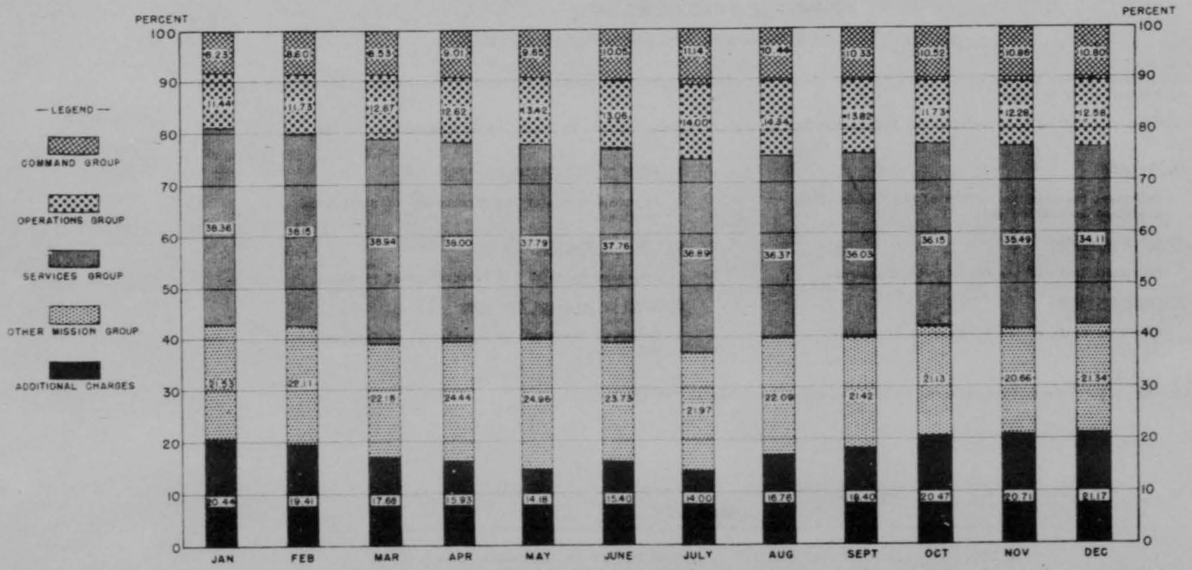
TOTAL COSTS OF CONTINENTAL AIR COMMAND *
BY FUNCTIONAL GROUPING

MONTHLY PERCENTAGE DISTRIBUTION

PREPARED BY:
DIRECTOR, PROGRAMS
HQ, CONAC
FEBRUARY 1950



FUNCTIONS	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
COMMAND GROUP	$ 1,816,461	$ 1,919,419	$ 1,961,647	$ 1,947,073	$ 1,965,721	$ 2,079,877	$ 2,152,739	$ 2,136,114	$ 2,120,784	$ 2,445,143	$ 2,486,347	$ 2,478,004
OPERATIONS GROUP	2,524,207	2,618,283	2,917,193	2,726,755	2,731,591	2,701,916	2,706,975	2,933,863	2,833,337	2,726,337	2,811,496	2,886,492
SERVICES GROUP	8,465,088	8,513,579	8,962,626	8,208,906	7,692,718	7,814,751	7,519,660	7,438,453	7,390,023	8,404,340	8,127,869	7,826,588
OTHER MISSION GROUP	4,751,429	4,934,486	5,102,166	5,279,341	5,081,649	4,911,676	4,247,759	4,516,720	4,393,566	4,910,512	4,731,565	4,895,072
ADDITIONAL CHARGES	4,509,649	4,330,951	4,068,097	3,439,331	2,886,070	3,187,339	2,706,436	3,428,366	3,773,511	4,758,284	4,742,454	4,857,157
TOTAL COST	$ 22,066,834	$ 22,316,718	$ 23,011,729	$ 21,601,406	$ 20,357,749	$ 20,695,461	$ 19,333,569	$ 20,453,516	$ 20,511,221	$ 23,244,616	$ 22,899,521	$ 22,943,313

SOURCE: COST CONTROL REPORT, AF FORM 321,
RCS AF-FO-F22C

* CHART IS ONE MONTH IN ARREARS DUE
TO MACHINE PROCESSING SCHEDULE

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EXPLANATION OF GRAPHIC PRESENTATION ON
COSTS OF OFFICE OF COMPTROLLER, HQ CONAC AND HQ NUMBERED AIR FORCES

This chart depicts the personnel costs only, of the Office of the Comptroller function included in the presentation on Page 5 (Costs by Functional Grouping).

Costs of the following activities are included in the Office of the Comptroller, Hq ConAC and Hq Numbered Air Forces:

COMPTROLLER

Personnel Costs of the Office of the Comptroller, Assistant and office staff.

DIRECTOR OF BUDGET

Personnel Costs of the Directorate of Budget.

DIRECTOR OF AUDITS

Personnel Costs of the Directorate of Audits.

DIRECTOR OF STATISTICAL SERVICES

Personnel Costs of the Directorate of Statistical Services.

DIRECTOR OF FINANCE

Personnel Costs of the Directorate of Finance.

DIRECTOR OF PROGRAMS AND COSTS

Personnel Costs of the Directorate of Programs and Costs.

Costing of staff activities referred to is in accordance with ConAC Ltr 170-7.

COMMENT

TOTAL COSTS OF COMPTROLLER ACTIVITY IN CONTINENTAL AIR COMMAND DECREASED $1420 IN JANUARY 1950 OVER THE PREVIOUS MONTH. ANALYSIS OF THE COST REVEALS AN INCREASE IN THE OFFICE OF THE COMPTROLLER, HQ FIRST AIR FORCE, OF $605. AN INCREASE OF $2789 IS NOTED FOR THE STATISTICAL SERVICE FUNCTION, THE MAJOR PORTIONS BEING AT HQ FIRST AIR FORCE ($1492) AND AT HQ FOURTH AIR FORCE ($349).

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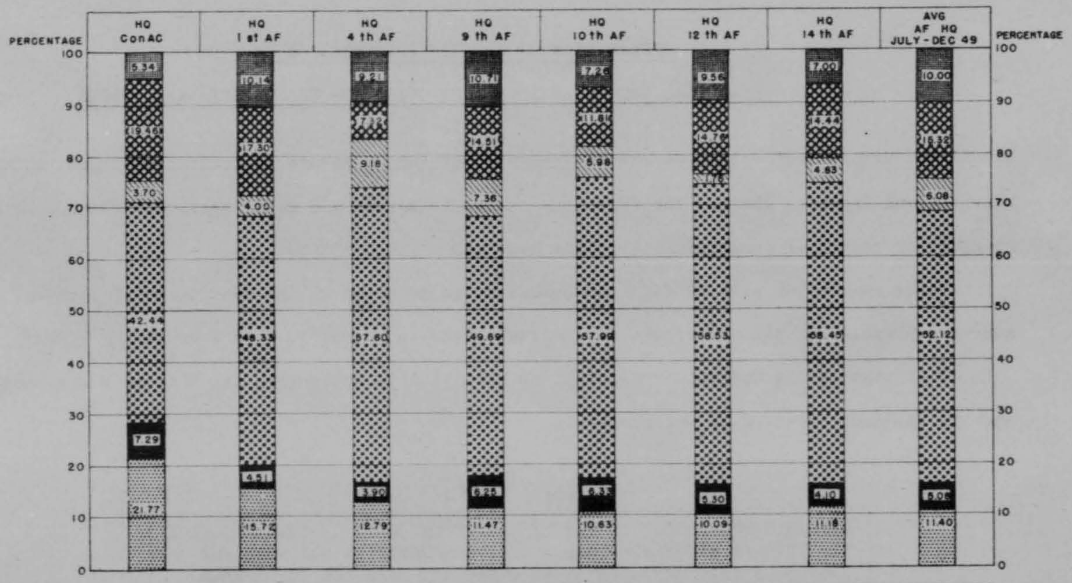
PREPARED BY:
DIRECTOR, PROGRAMS & COSTS
HQ, CONAC
FEBRUARY 1950

COSTS OF OFFICE OF COMPTROLLER *

HQ ConAC AND HQ NUMBERED AIR FORCES

JANUARY 1950



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▦	COMPTROLLER	$ 3,122	$ 2,370	$ 1,827	$ 2,363	$ 924	$ 1,578	$ 1,409	$ 1,748
▩	DIRECTOR OF BUDGET	11,373	4,045	1,453	3,203	1,502	2,435	2,907	2,676
▧	DIRECTOR OF AUDITS	2,164	935	1,821	1,625	760	290	972	1,062
▨	DIR OF STATISTICAL SERVICES	24,808	11,300	11,432	10,964	7,376	9,665	11,765	9,107
■	DIRECTOR OF FINANCE	4,262	1,055	774	1,380	805	875	826	887
▒	DIR OF PROGRAMS AND COSTS	12,722	3,676	2,539	2,532	1,352	1,664	2,249	1,993
	TOTAL COMPTROLLER COSTS	$ 58,451	$ 23,381	$ 19,846	$ 22,067	$ 12,719	$ 16,507	$ 20,128	$ 17,473

* PERSONNEL COSTS ONLY

SOURCE: CONTROL REPORT, AF FORM 321,
RCS-AF-FO-F22C

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EXPLANATION OF GRAPHIC PRESENTATION ON COST OF CONTRACTUAL COMMUNICATIONS - HQ CONAC AND HQ NUMBERED AIR FORCES

The cost of Contractual Communications reflects all payments to commercial organizations for services and includes charges for telephone calls, telegraph and cable service, teletype service and charges for rental of commercial telephone service.

Where commercial service for a headquarters is paid for by the base on which located, the headquarters proportionate share of the contractual costs is posted to this account.

This time series analysis indicates the variation in costs with relation to a six month period wherein the most recent data was available.

COMMENT

EMPHASIS WAS PLACED ON THE REDUCTION OF COSTS OF COMMUNICATION SERVICES IN SEPTEMBER 1949. THIS PRESENTATION MEASURES THE EFFECT OF THIS EMPHASIS IN HQ CONAC AND EACH AIR FORCE HEADQUARTERS. THERE IS INDICATED THAT THERE HAS BEEN A 40% REDUCTION IN COSTS FOR ALL HEADQUARTERS OVER THE SIX MONTHS PERIOD, RANGING FROM 64% AT HQ NINTH AIR FORCE TO 5% AT HQ FOURTEENTH AIR FORCE.

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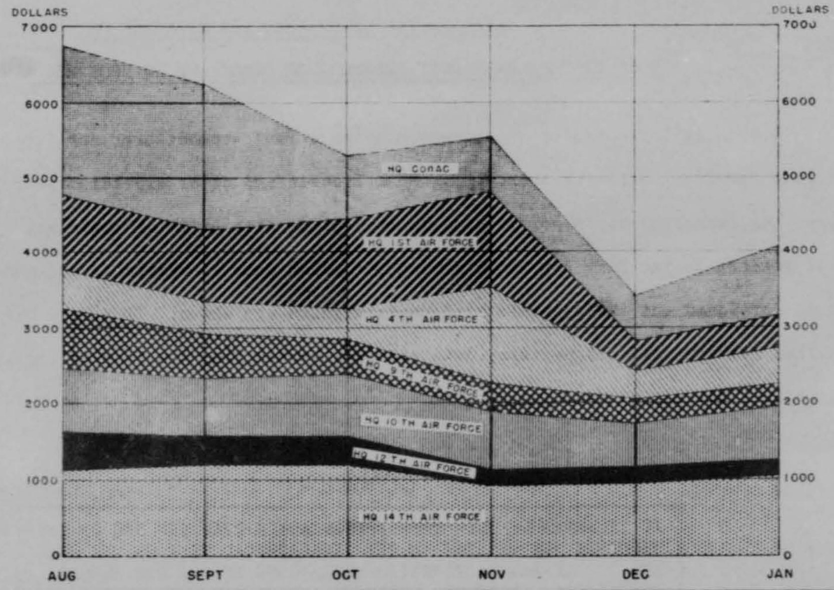
COST OF CONTRACTUAL COMMUNICATIONS

HQ ConAC AND HQ NUMBERED AIR FORCES

AUGUST 1949 – JANUARY 1950

PREPARED BY
DIRECTOR, PROGRAM & COSTS
HQ, ConAC
FEBRUARY 1950



-LEGEND-		AUG	SEPT	OCT	NOV	DEC	JAN
▨	HQ ConAC	$ 1,933	$ 1,956	$ 866	$ 761	$ 577	$ [illegible]
▨	HQ 1st AF	991	937	1,202	1,339	387	477
▨	HQ 4th AF	535	433	355	1,242	396	506
▨	HQ 9th AF	[illegible]	[illegible]	450	394	348	293
▨	HQ 10th AF	[illegible]	751	429	794	530	668
■	HQ 12th AF	499	375	377	139	228	217
▨	HQ 14th AF	1,104	1,178	1,175	911	932	1,138
	TOTAL	$ 6,733	$ 6,234	$ 5,264	$ 5,582	$ 3,409	$ 4,073

SOURCE: COST CONTROL REPORT, AF FORM 321, RCS-AF-FO-F22C

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EXPLANATION OF GRAPHIC PRESENTATION ON
COST OF TEMPORARY DUTY TRAVEL - HQ CONAC AND HQ NUMBERED AIR FORCES

The costs indicated on this chart are the normal expenditures for Temporary Duty Travel and include Per Diem, Rail Transportation, Meal Tickets and other expenditures for civilian or military personnel traveling on temporary duty in connection with official business. This chart is plotted with respect to the last six month period for which data is available and demonstrates the trend of costs for ConAC and the separate headquarters which are shown. If a more precise examination is desired for any one headquarters, data can be selected from the tabular section and compared on an individual basis.

COMMENT

IT IS APPARENT FROM THIS PRESENTATION THAT THE USE OF TDY FUNDS IS NOT RELATED TO THE GEOGRAPHICAL SIZE OR THE NUMBER OF SEPARATE ACTIVITIES SUPERVISED BY THE AIR FORCES. COMPTROLLER CHART #5, REVISED 31 DECEMBER 1949, GIVES A GENERAL PICTURE OF THE COMPARATIVE SUPERVISORY WORKLOAD OF EACH NUMBERED AIR FORCE.

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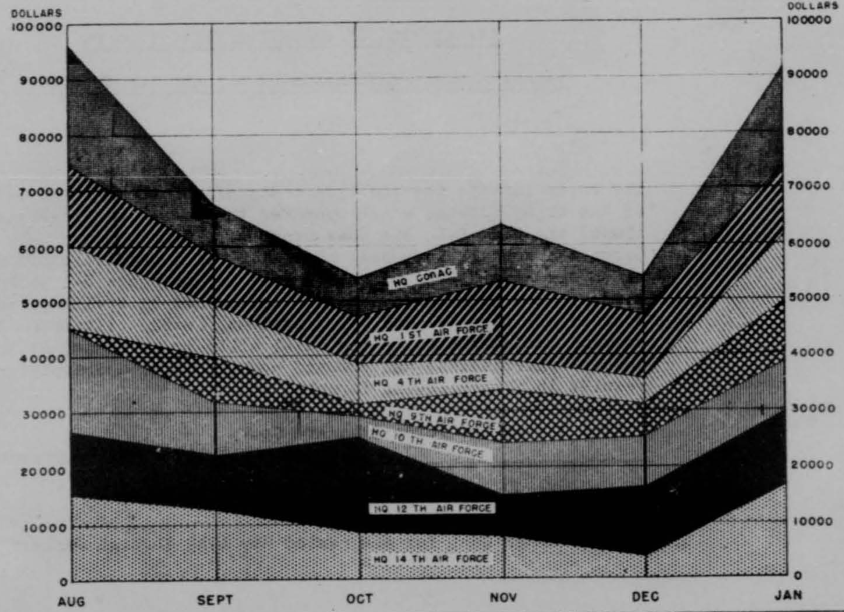
COST OF TEMPORARY DUTY TRAVEL

HQ ConAC AND HQ NUMBERED AIR FORCES

AUGUST 1949 — JANUARY 1950

PREPARED BY:
DIRECTOR, PROGRAMS & COSTS
HQ, CONAC
FEBRUARY 1950



-LEGEND-

		AUG	SEPT	OCT	NOV	DEC	JAN
▩	HQ ConAC	$ 21,229	$ 9,222	$ 7,367	$ 9,517	$ 7,252	$ 17,581
▨	HQ 1st AF	14,240	8,926	[illegible],415	11,492	11,528	11,822
▧	HQ 4th AF	15,087	9,432	7,412	5,286	4,696	12,203
▦	HQ 9th AF	50	8,222	1,993	9,575	5,798	11,172
▥	HQ 10th AF	18,699	9,406	13,469	9,365	9,651	8,570
■	HQ 12th AF	11,524	9,839	7,513	7,489	12,198	13,399
▒	HQ 14th AF	11,238	12,433	8,624	7,408	3,979	16,458
	TOTAL	$ 95,136	$ 67,687	$ 54,263	$ 63,172	$ 54,565	$ 91,025

SOURCE: COST CONTROL REPORT, AF FORM 321,
RCS - AF - FO - F22C

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EXPLANATION OF GRAPHIC PRESENTATION ON RELATIVE WORK PERFORMANCE OF A-1 AND S-1 FUNCTIONS

The costs include the combined costs of all the A-1 and S-1 staffs of the organizations which operated the base. On Wing-Base installations, the Wing A-1, Air Base Group A-1, Combat Group S-1, and M & S Group S-1 are all included. Normally, on a base which is operated by an Air Base Group, or an Air Base Sq, only one S-1 will be included. The work performance is determined by dividing the total cost of all base A-1 and S-1 functions, (except intermediate and command headquarters) by the total military personnel of the base (except intermediate and command headquarters) and applying the results in the following formula:

$$\frac{\text{United States Air Force Standard Cost}}{\text{Actual Cost of Base Activity}} \times 100 = \text{Work Performance Rating.}$$

The ConAC Average Cost for the period May 1949 through January 1950 is $1.51.

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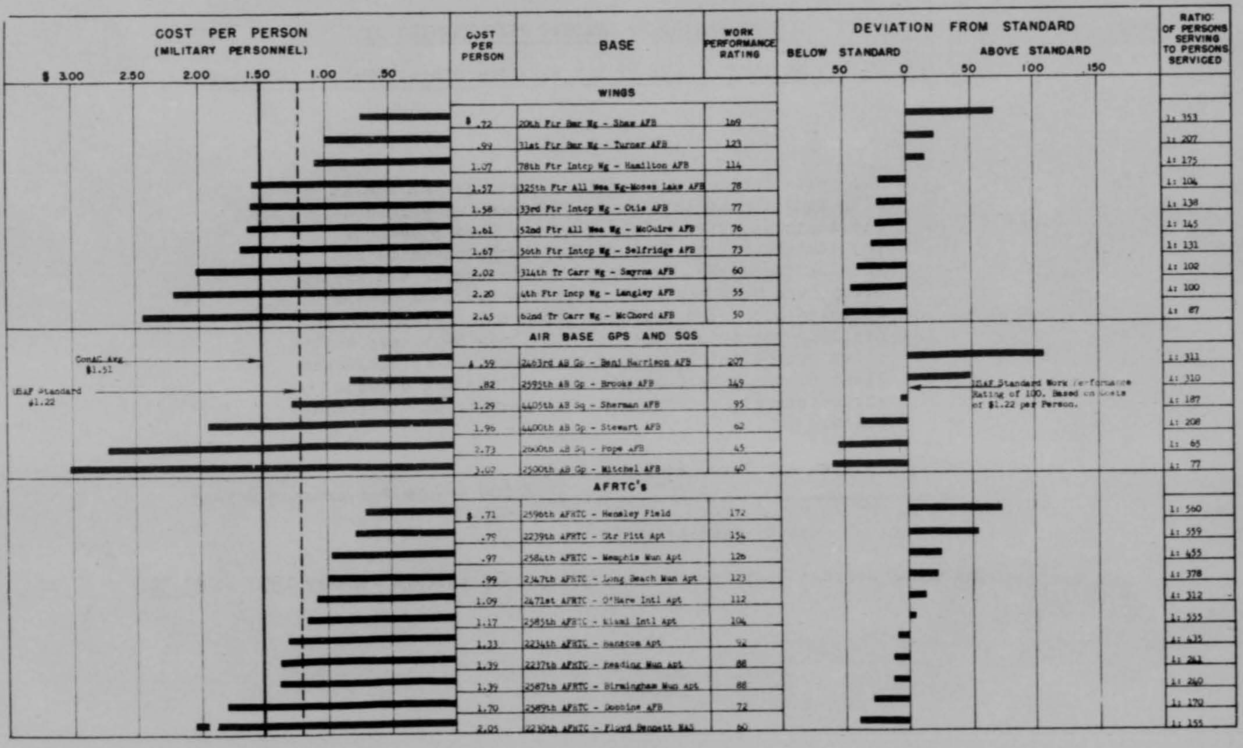
RELATIVE WORK PERFORMANCE OF A-1 AND S-1 FUNCTIONS

JANUARY 1950



COST PER PERSON	BASE	WORK PERFORMANCE RATING	RATIO: OF PERSONS SERVING TO PERSONS SERVICED
	WINGS		
$ .72	20th Ftr Bmr Wg - Shaw AFB	169	1: 353
.99	31st Ftr Bmr Wg - Turner AFB	123	1: 207
1.07	78th Ftr Intcp Wg - Hamilton AFB	114	1: 175
1.57	325th Ftr All Wea Wg-Moses Lake AFB	78	1: 104
1.58	33rd Ftr Intcp Wg - Otis AFB	77	1: 138
1.61	52nd Ftr All Wea Wg - McGuire AFB	76	1: 145
1.67	56th Ftr Intcp Wg - Selfridge AFB	73	1: 131
2.02	314th Tr Carr Wg - Smyrna AFB	60	1: 102
2.20	4th Ftr Incp Wg - Langley AFB	55	1: 100
2.45	62nd Tr Carr Wg - McChord AFB	50	1: 87
	AIR BASE GPS AND SQS		
$ .59	2463rd AB Gp - Benj Harrison AFB	207	1: 311
.82	2595th AB Gp - Brooks AFB	149	1: 310
1.29	4405th AB Sq - Sherman AFB	95	1: 187
1.96	4400th AB Gp - Stewart AFB	62	1: 208
2.73	2600th AB Sq - Pope AFB	45	1: 65
3.07	2500th AB Gp - Mitchel AFB	40	1: 77
	AFRTC's		
$ .71	2596th AFRTC - Hensley Field	172	1: 560
.79	2239th AFRTC - Gtr Pitt Apt	154	1: 559
.97	2584th AFRTC - Memphis Mun Apt	126	1: 455
.99	2347th AFRTC - Long Beach Mun Apt	123	1: 378
1.09	2471st AFRTC - O'Hare Intl Apt	112	1: 312
1.17	2585th AFRTC - Miami Intl Apt	104	1: 555
1.33	2234th AFRTC - Hanscom Apt	92	1: 435
1.39	2237th AFRTC - Reading Mun Apt	88	1: 261
1.39	2587th AFRTC - Birmingham Mun Apt	88	1: 240
1.70	2589th AFRTC - Dobbins AFB	72	1: 170
2.05	2230th AFRTC - Floyd Bennett NAS	60	1: 155

SOURCE: WORK PERFORMANCE REPORT, AF FORM 323, RCS-AF-FO-F30

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EXPLANATION OF GRAPHIC PRESENTATION ON RELATIVE WORK PERFORMANCE OF ALL SQUADRON ADMINISTRATIVE OVERHEAD

The costs include the combined costs of (a) the Hq & Hq Squadron Administrative Overhead at Wing-Base, (b) Administrative Overhead of Air Base Squadrons, (c) Administrative Overhead of the Maintenance Sq, and the Supply Squadron of the Maintenance and Supply Group, and Squadron Administrative Overhead of the Combat Group. The work performance is determined by dividing the total costs of the above mentioned activities by the total military personnel of all organizations on the base (except intermediate and command headquarters), and applying the results in the formula below:

$$\frac{\text{United States Air Force Standard Cost}}{\text{Actual Cost of Base Activity}} \text{ X } 100 = \text{Work Performance Rating}$$

The ConAC Average Cost for the period May 1949 through January 1950 is $8.32.

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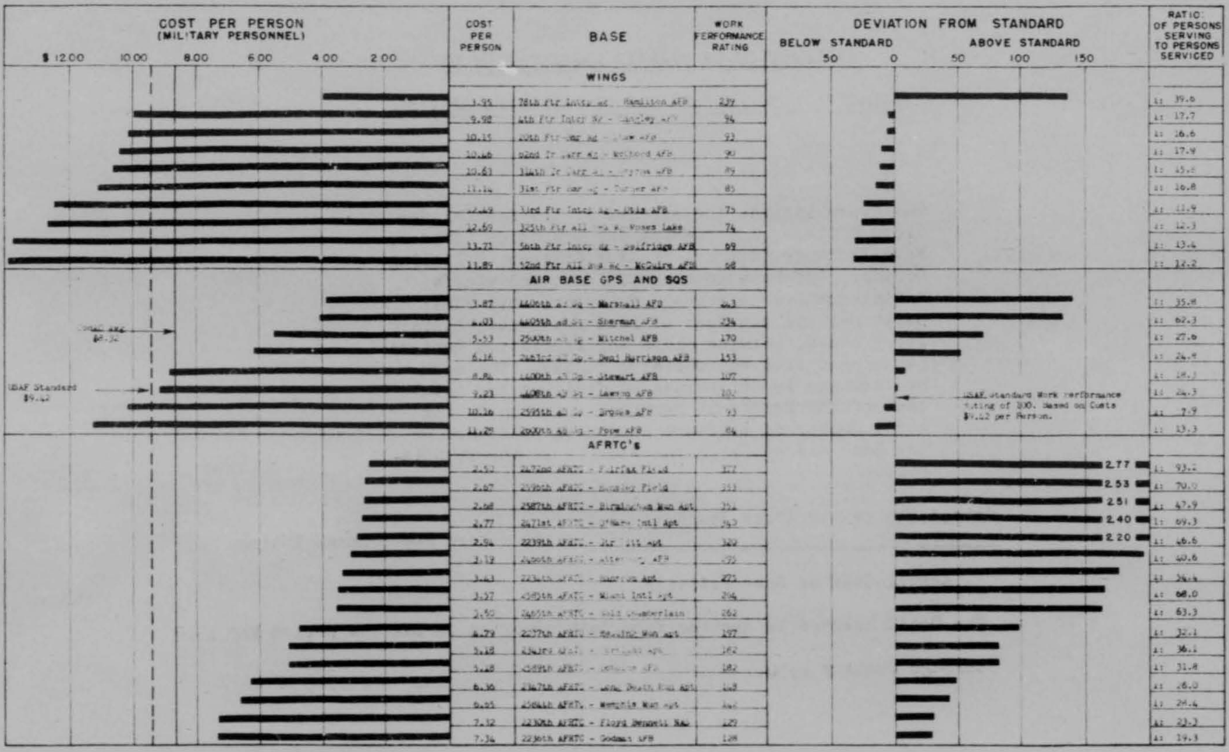
RELATIVE WORK PERFORMANCE OF ALL SQUADRON ADMINISTRATIVE OVERHEAD

JANUARY 1950

PREPARED BY:
DIRECTOR, PROGRAMS & COSTS
HQ, ConAC
FEBRUARY 1950



COST PER PERSON	BASE	WORK PERFORMANCE RATING	RATIO OF PERSONS SERVING TO PERSONS SERVICED
	WINGS		
3.95	78th Ftr Intcp Wg - Hamilton AFB	239	1: 39.6
9.98	4th Ftr Intcp Wg - Langley AFB	94	1: 17.7
10.15	20th Ftr-Bmr Wg - Shaw AFB	93	1: 16.6
10.46	62nd Tr Carr Wg - McChord AFB	90	1: 17.9
10.63	314th Tr Carr Wg - [illegible] AFB	89	1: 15.8
11.14	31st Ftr Bmr Wg - Turner AFB	85	1: 16.8
12.49	33rd Ftr Intcp Wg - Otis AFB	75	1: 11.9
12.69	325th Ftr All Wea Wg - Moses Lake	74	1: 12.3
13.71	56th Ftr Intcp Wg - Selfridge AFB	69	1: 13.4
13.89	52nd Ftr All Wea Wg - McGuire AFB	68	1: 12.2
	AIR BASE GPS AND SQS		
3.87	4406th AB Gp - Marshall AFB	243	1: 35.8
4.03	4405th AB Sq - Sherman AFB	234	1: 62.3
5.53	2500th AB Gp - Mitchel AFB	170	1: 27.6
6.16	2463rd AB Gp - Benj Harrison AFB	153	1: 24.9
8.84	4400th AB Gp - Stewart AFB	107	1: 18.3
9.23	4408th AB Sq - Lawson AFB	102	1: 24.3
10.16	2595th AB Sq - Grenier AFB	93	1: 7.9
11.28	2600th AB Sq - Pope AFB	84	1: 13.3
	AFRTC's		
2.53	2472nd AFRTC - Fairfax Field	377	1: 93.2
2.67	2596th AFRTC - Hensley Field	353	1: 70.0
2.68	2587th AFRTC - Birmingham Mun Apt	351	1: 47.9
2.77	2471st AFRTC - O'Hare Intl Apt	343	1: 69.3
2.94	2239th AFRTC - Gtr Pitt Apt	320	1: 46.6
3.19	2466th AFRTC - [illegible] AFB	295	1: 40.6
3.43	2234th AFRTC - Harrison Apt	271	1: 36.4
3.57	2585th AFRTC - Miami Intl Apt	264	1: 68.0
3.50	2465th AFRTC - Wold Chamberlain	262	1: 63.3
4.79	2237th AFRTC - Reading Mun Apt	197	1: 32.1
5.18	2242nd AFRTC - [illegible] AFB	182	1: 36.1
5.18	2589th AFRTC - [illegible] AFB	182	1: 31.8
6.36	2347th AFRTC - Long Beach Mun Apt	143	1: 26.0
6.55	2584th AFRTC - Memphis Mun Apt	140	1: 24.4
7.32	2230th AFRTC - Floyd Bennett NAS	129	1: 23.3
7.34	2236th AFRTC - Godman AFB	128	1: 19.3

SOURCE: WORK PERFORMANCE REPORT, AF FORM 323,
RCS F-FO-F30

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EXPLANATION OF GRAPHIC PRESENTATION ON RELATIVE WORK PERFORMANCE OF PERSONNEL SERVICES

The costs include the expense of the Special Services Officer, Information and Education Officer, Post Exchange Officer, Theater Officer, Billeting Officer, Off-Base Housing Officer, and staffs; Administrative personnel of Central Post Fund; personnel and expenses of Base newspaper, library, guest house, service clubs and recreation centers (when paid from appropriated funds). The work performance is determined by dividing the total cost of the Personnel Services function by the total number of military personnel stationed on the base and applying the results in the formula below:

$$\frac{\text{United States Air Force Standard Cost}}{\text{Actual Cost of Base Activity}} \times 100 = \text{Work Performance Rating}$$

The ConAC Average is derived from data reported during the period May 1949 through January 1950.

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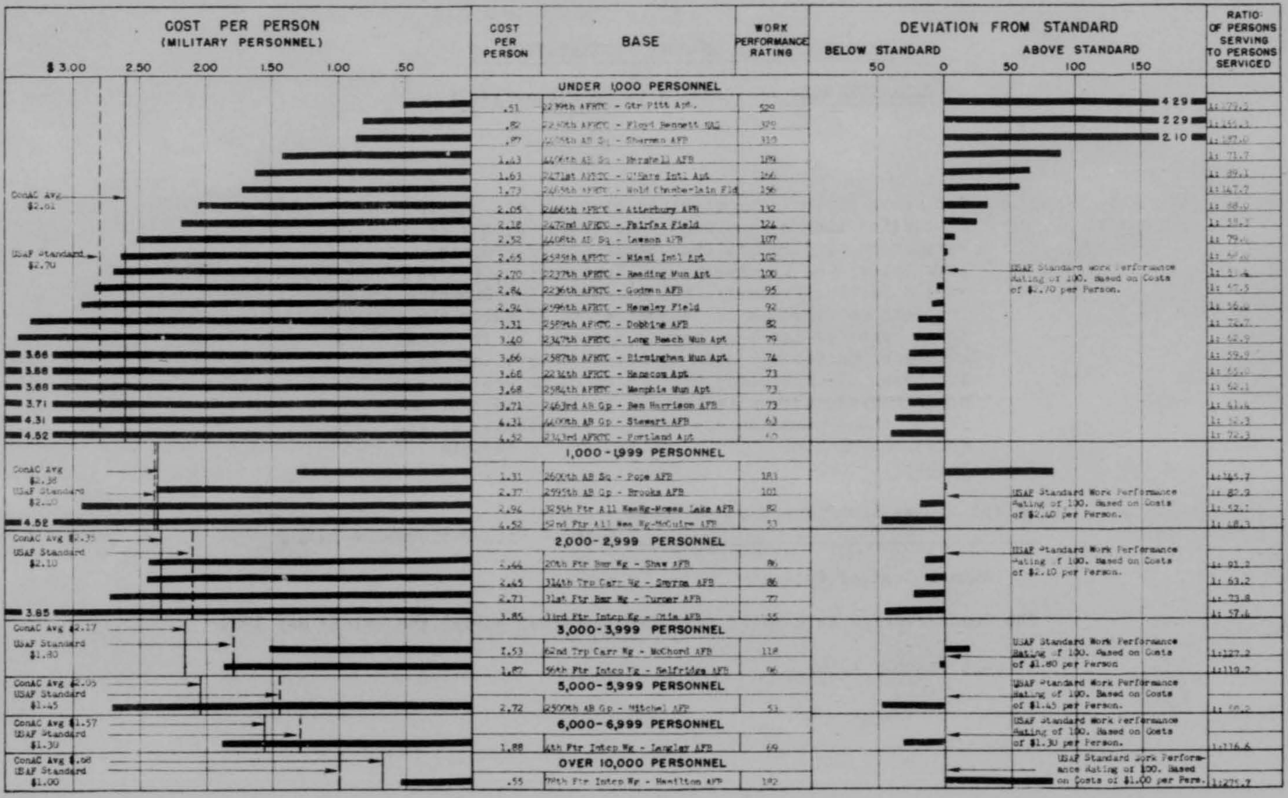
RELATIVE WORK PERFORMANCE OF PERSONNEL SERVICES

JANUARY 1950

PREPARED BY:
DIRECTOR, PROGRAMS & COSTS
HQ, CONAC
FEBRUARY 1950



COST PER PERSON	BASE	WORK PERFORMANCE RATING	RATIO: OF PERSONS SERVING TO PERSONS SERVICED
	UNDER 1,000 PERSONNEL		
.51	2239th AFRTC - Gtr Pitt Apt.	520	1:179.2
.82	2230th AFRTC - Floyd Bennett NAS	329	1:155.3
.87	2605th AB Sq - Sherman AFB	310	1:187.0
1.43	4406th AB Sq - Marshall AFB	189	1: 71.7
1.63	2471st AFRTC - O'Hare Intl Apt	166	1: 89.1
1.73	2465th AFRTC - Wold Chamberlain Fld	156	1:147.7
2.05	2466th AFRTC - Atterbury AFB	132	1: 88.0
2.18	2472nd AFRTC - Fairfax Field	124	1: 58.3
2.52	4408th AB Sq - Lawson AFB	107	1: 79.4
2.65	2585th AFRTC - Miami Intl Apt	102	1: 58.0
2.70	2237th AFRTC - Reading Mun Apt	100	1: 51.4
2.84	2236th AFRTC - Godman AFB	95	1: 47.5
2.94	2596th AFRTC - Hensley Field	92	1: 56.0
3.31	2589th AFRTC - Dobbins AFB	82	1: 72.7
3.40	2347th AFRTC - Long Beach Mun Apt	79	1: 62.9
3.66	2587th AFRTC - Birmingham Mun Apt	74	1: 59.9
3.66	2234th AFRTC - Hanscom Apt	73	1: 65.0
3.68	2584th AFRTC - Memphis Mun Apt	73	1: 62.1
3.71	2463rd AB Gp - Ben Harrison AFB	73	1: 61.6
4.31	4600th AB Gp - Stewart AFB	63	1: 52.3
4.52	2343rd AFRTC - Portland Apt	60	1: 72.3
	1,000-1,999 PERSONNEL		
1.31	2600th AB Sq - Pope AFB	181	1:145.7
2.37	2595th AB Gp - Brooks AFB	101	1: 82.9
2.96	325th Ftr All Wea Wg-Moses Lake AFB	82	1: 52.1
4.52	52nd Ftr All Wea Wg-McGuire AFB	53	1: 48.3
	2,000-2,999 PERSONNEL		
2.44	20th Ftr Bmr Wg - Shaw AFB	86	1: 91.2
2.45	314th Trp Carr Wg - Smyrna AFB	86	1: 63.2
2.71	31st Ftr Bmr Wg - Turner AFB	77	1: 73.8
3.85	33rd Ftr Intcp Wg - Otis AFB	55	1: 57.4
	3,000-3,999 PERSONNEL		
1.53	62nd Trp Carr Wg - McChord AFB	118	1:127.2
1.87	56th Ftr Intcp Wg - Selfridge AFB	96	1:119.7
	5,000-5,999 PERSONNEL		
2.72	2500th AB Gp - Mitchel AFB	53	1: 66.2
	6,000-6,999 PERSONNEL		
1.88	4th Ftr Intcp Wg - Langley AFB	69	1:116.6
	OVER 10,000 PERSONNEL		
.55	78th Ftr Intcp Wg - Hamilton AFB	182	1:275.7

SOURCE: WORK PERFORMANCE REPORT, AF FORM 323,
RCS - AF - FO - F30

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EXPLANATION OF GRAPHIC PRESENTATION ON RELATIVE WORK PERFORMANCE OF SUPPLY ACTIVITY

The costs include the combined costs of all supply activities such as (a) Supply Control, (b) Supply Warehouses, (c) Subsistence Handling, (d) Commissary Sales, (e) Purchasing and Contracting, (f) Salvage & Surplus Property, (g) Laundry & Dry Cleaning. The Work Performance is determined by dividing the total costs of the base supply activity by the total number of personnel, both civilian and military of the base. In addition, if a major or intermediate command headquarters is located on the base, personnel of those commands are added. The results of the above calculation will be applied to the formula below:

$$\frac{\text{United States Air Force Standard Cost}}{\text{Actual Cost of Activity}} \times 100 = \text{Work Performance Rating}$$

The ConAC Average is derived from data reported during the period May 1949 through January 1950

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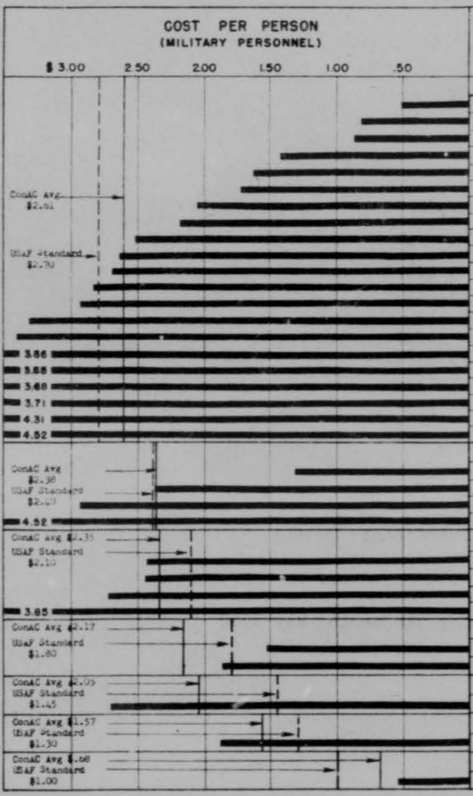
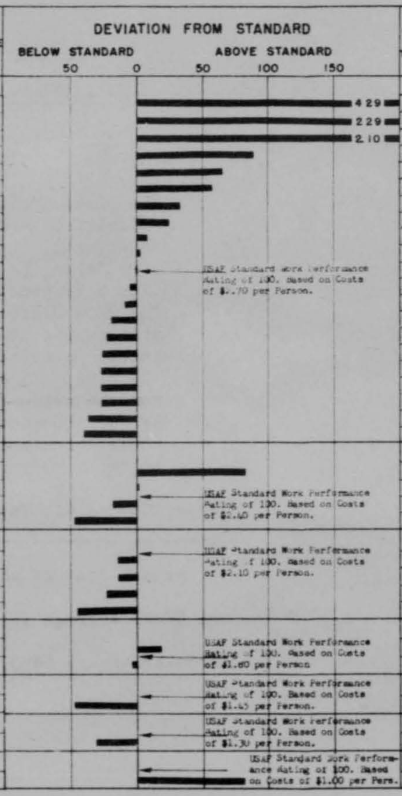
RELATIVE WORK PERFORMANCE OF PERSONNEL SERVICES

JANUARY 1950

PREPARED BY:
DIRECTOR, PROGRAMS & COSTS
HQ, CONAC
FEBRUARY 1950





USAF Standard Work Performance Rating of 100. Based on Costs of $2.70 per Person.

USAF Standard Work Performance Rating of 100. Based on Costs of $2.40 per Person.

USAF Standard Work Performance Rating of 100. Based on Costs of $2.10 per Person.

USAF Standard Work Performance Rating of 100. Based on Costs of $1.80 per Person

USAF Standard Work Performance Rating of 100. Based on Costs of $1.45 per Person.

USAF Standard Work Performance Rating of 100. Based on Costs of $1.30 per Person.

USAF Standard Work Performance Rating of 100. Based on Costs of $1.00 per Pers.

COST PER PERSON	BASE	WORK PERFORMANCE RATING	RATIO OF PERSONS SERVING TO PERSONS SERVICED
	UNDER 1,000 PERSONNEL		
.51	2239th AFRTC - Gtr Pitt Apt.	529	1: 79.5
.82	2230th AFRTC - Floyd Bennett NAS	329	1:155.3
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1.43	4406th AB Sq - Marshall AFB	189	1: 71.7
1.63	2471st AFRTC - O'Hare Intl Apt	166	1: 49.1
1.73	2465th AFRTC - Wold Chamberlain Fld	156	1:147.7
2.05	2466th AFRTC - Atterbury AFB	132	1: 58.0
2.18	2472nd AFRTC - Fairfax Field	124	1: 35.3
2.52	4408th AB Sq - Lawson AFB	107	1: 79.0
2.65	2585th AFRTC - Miami Intl Apt	102	1: 68.0
2.70	2237th AFRTC - Reading Mun Apt	100	1: 53.4
2.84	2236th AFRTC - Godman AFB	95	1: 57.5
2.94	2596th AFRTC - Hensley Field	92	1: 56.0
3.31	2589th AFRTC - Dobbins AFB	82	1: 72.7
3.40	2347th AFRTC - Long Beach Mun Apt	79	1: 54.9
3.66	2587th AFRTC - Birmingham Mun Apt	74	1:159.9
3.66	2234th AFRTC - Hanscom Apt	73	1: 65.0
3.68	2584th AFRTC - Memphis Mun Apt	73	1: 52.1
3.71	2463rd AB Gp - Ben Harrison AFB	73	1: 41.4
4.31	4400th AB Gp - Stewart AFB	63	1: 52.3
4.52	2343rd AFRTC - Portland Apt	60	1: 72.3
	1,000-1,999 PERSONNEL		
1.31	2600th AB Sq - Pope AFB	183	1:145.7
2.37	2595th AB Gp - Brooks AFB	101	1: 82.9
2.96	325th Ftr All Wea Wg-Moses Lake AFB	82	1: 52.7
4.52	52nd Ftr All Wea Wg-McGuire AFB	53	1: 18.3
	2,000-2,999 PERSONNEL		
2.44	20th Ftr Bmr Wg - Shaw AFB	86	1: 91.2
2.45	314th Trp Carr Wg - Smyrna AFB	86	1: 63.2
2.73	31st Ftr Bmr Wg - Turner AFB	77	1: 73.8
3.85	33rd Ftr Intcp Wg - Otis AFB	55	1: 57.4
	3,000-3,999 PERSONNEL		
1.53	62nd Trp Carr Wg - McChord AFB	118	1:127.2
1.87	56th Ftr Intcp Wg - Selfridge AFB	96	1:119.2
	5,000-5,999 PERSONNEL		
2.72	2500th AB Gp - Mitchel AFB	53	1: 60.2
	6,000-6,999 PERSONNEL		
1.88	4th Ftr Intcp Wg - Langley AFB	69	1:116.6
	OVER 10,000 PERSONNEL		
.55	78th Ftr Intcp Wg - Hamilton AFB	182	1:275.7

SOURCE: WORK PERFORMANCE REPORT, AF FORM 323,
RCS-AF-FO-F30

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EXPLANATION OF GRAPHIC PRESENTATION ON RELATIVE WORK PERFORMANCE OF SUPPLY ACTIVITY

The costs include the combined costs of all supply activities such as (a) Supply Control, (b) Supply Warehouses, (c) Subsistence Handling, (d) Commissary Sales, (e) Purchasing and Contracting, (f) Salvage & Surplus Property, (g) Laundry & Dry Cleaning. The Work Performance is determined by dividing the total costs of the base supply activity by the total number of personnel, both civilian and military of the base. In addition, if a major or intermediate command headquarters is located on the base, personnel of those commands are added. The results of the above calculation will be applied to the formula below:

$$\frac{\text{United States Air Force Standard Cost}}{\text{Actual Cost of Activity}} \times 100 = \text{Work Performance Rating}$$

The ConAC Average is derived from data reported during the period May 1949 through January 1950

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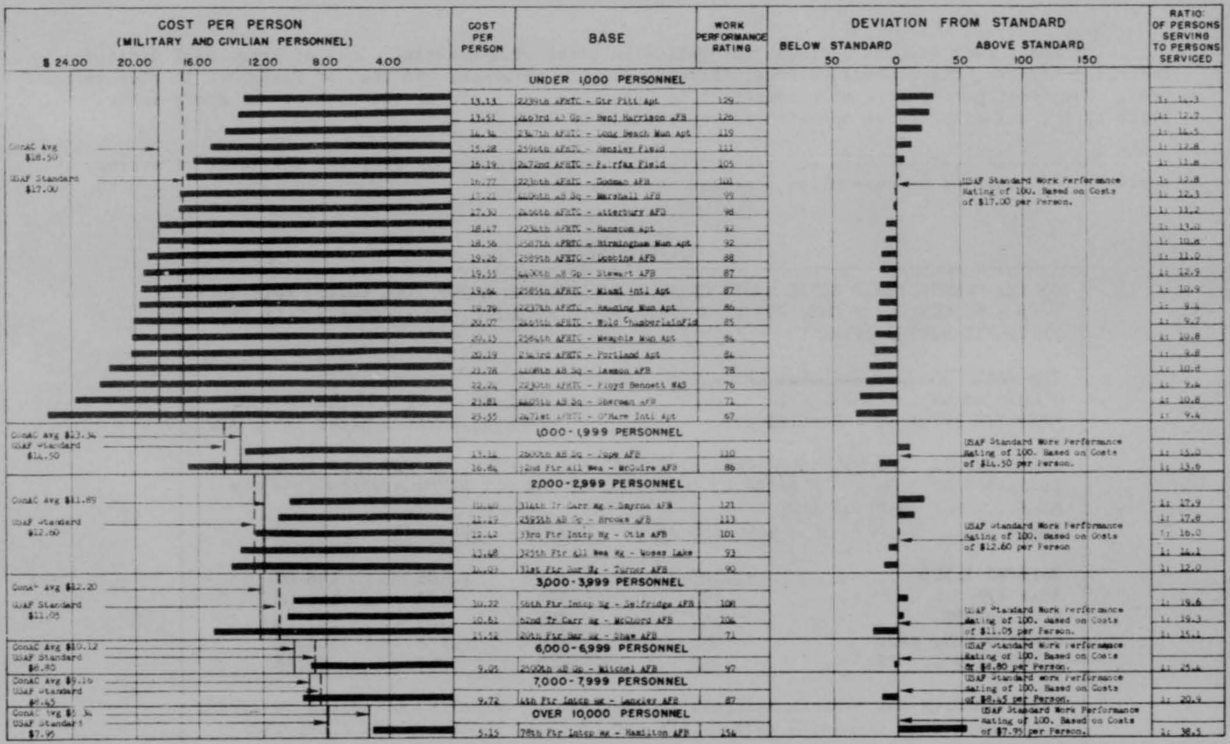
RELATIVE WORK PERFORMANCE OF SUPPLY ACTIVITY

JANUARY 1950

PREPARED BY:
DIRECTOR, PROGRAMS & COSTS
HQ, CONAC
FEBRUARY 1950



COST PER PERSON	BASE	WORK PERFORMANCE RATING	RATIO: OF PERSONS SERVING TO PERSONS SERVICED
	UNDER 1,000 PERSONNEL		
13.13	2239th AFRTC - Gtr Pitt Apt	129	1: 14.3
13.51	2463rd AB Gp - Benj Harrison AFB	126	1: 12.7
14.34	2347th AFRTC - Long Beach Mun Apt	119	1: 14.5
15.28	2594th AFRTC - Hensley Field	111	1: 12.8
16.19	2472nd AFRTC - Fairfax Field	105	1: 11.8
16.77	2236th AFRTC - Godman AFB	101	1: 12.8
17.21	4406th AB Sq - Marshall AFB	99	1: 12.3
17.32	2466th AFRTC - Atterbury AFB	98	1: 11.2
18.47	2234th AFRTC - Hanscom Apt	92	1: 13.0
18.56	2587th AFRTC - Birmingham Mun Apt	92	1: 10.8
19.26	2589th AFRTC - Dobbins AFB	88	1: 11.0
19.55	4430th AB Gp - Stewart AFB	87	1: 12.9
19.64	2585th AFRTC - Miami Intl Apt	87	1: 10.9
19.79	2237th AFRTC - Reading Mun Apt	86	1: 9.4
20.27	2465th AFRTC - Bold Chamberlain Fld	85	1: 9.7
20.15	2584th AFRTC - Memphis Mun Apt	84	1: 10.8
20.19	2343rd AFRTC - Portland Apt	84	1: 9.8
21.78	4408th AB Sq - Lawson AFB	78	1: 10.8
22.24	2230th AFRTC - Floyd Bennett NAS	76	1: 9.4
23.81	4405th AB Sq - Sherman AFB	71	1: 10.8
25.55	2471st AFRTC - O'Hare Intl Apt	67	1: 9.4
	1,000-1,999 PERSONNEL		
13.14	2600th AB Sq - Pope AFB	110	1: 15.0
16.84	52nd Ftr All Wea - McGuire AFB	86	1: 13.6
	2,000-2,999 PERSONNEL		
10.40	314th Tr Carr Wg - Smyrna AFB	121	1: 17.9
11.19	2595th AB Gp - Brooks AFB	113	1: 17.8
12.42	33rd Ftr Intcp Wg - Otis AFB	101	1: 16.0
13.48	325th Ftr All Wea Wg - Moses Lake	93	1: 14.1
14.03	31st Ftr Esc Wg - Turner AFB	90	1: 12.0
	3,000-3,999 PERSONNEL		
10.22	56th Ftr Intcp Wg - Selfridge AFB	108	1: 19.6
10.61	62nd Tr Carr Wg - McChord AFB	104	1: 19.3
15.52	20th Ftr Bmr Wg - Shaw AFB	71	1: 15.1
	6,000-6,999 PERSONNEL		
9.05	2500th AB Gp - Mitchel AFB	97	1: 25.4
	7,000-7,999 PERSONNEL		
9.72	4th Ftr Intcp Wg - Langley AFB	87	1: 20.9
	OVER 10,000 PERSONNEL		
5.15	78th Ftr Intcp Wg - Hamilton AFB	154	1: 38.5

SOURCE: WORK PERFORMANCE REPORT, AF FORM 323,
RCS AF-FO-F30

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EXPLANATION OF GRAPHIC PRESENTATION ON COMPARATIVE COST OF MOTOR POOL ACTIVITY

The Motor Pool Account includes the following costs of operation: Cost of Motor Pool Officer, Refueling Officer, dispatchers, clerks, drivers, service personnel and cost of fuels and lubricants used. The "cost per vehicle mile operated" is determined by dividing the cost of the above activities by the number of miles operated as reported on AF Form 122 A.

The average cost per mile for each group type was determined by dividing the total of average costs by the total of average miles operated for each period.

COMMENT

OF THE THIRTY-THREE CONAC BASES CURRENTLY REPORTING MOTOR POOL COSTS, ONLY FOUR SHOW A REDUCTION OF COST PER MILE OPERATED IN JANUARY 1950 AS COMPARED TO THE PRIOR SIX MONTHS AVERAGE.

THE BASES SHOWING IMPROVED OPERATIONS ARE:
2500TH AB GP - MITCHEL AFB
52ND FTR INTCP WG - MCGUIRE AFB
4406TH AB SQ - MARSHALL AFB
2585TH AFRTC - MIAMI INT'L APT

INCREASES IN COST PER MILE OPERATED REVEAL A HIGH OF 21.7¢ PER MILE ALONG WITH INCREASES AT FOUR OTHER BASES OF OVER 100% OF THE SIX MONTH AVERAGE COST PER MILE. THESE STATIONS ARE:

BASES	6 MONTHS AVG.	JAN 50	INCREASE	PERCENT
FAIRFAX FIELD	$.123	$.305	$.182	148.0%
SHAW AFB	.156	.329	.173	110.9%
MCCHORD AFB	.157	.326	.169	107.6%
MEMPHIS MUN. APT.	.156	.314	.158	101.3%
O'HARE INT'L. APT.	.232	.449	.217	93.5%

INVESTIGATION AND FURTHER ANALYSIS IS REQUIRED AT OPERATING LOCATIONS TO DETERMINE WHERE COST INCREASES HAVE ARISEN AND IF THESE INCREASES ARE JUSTIFIED.

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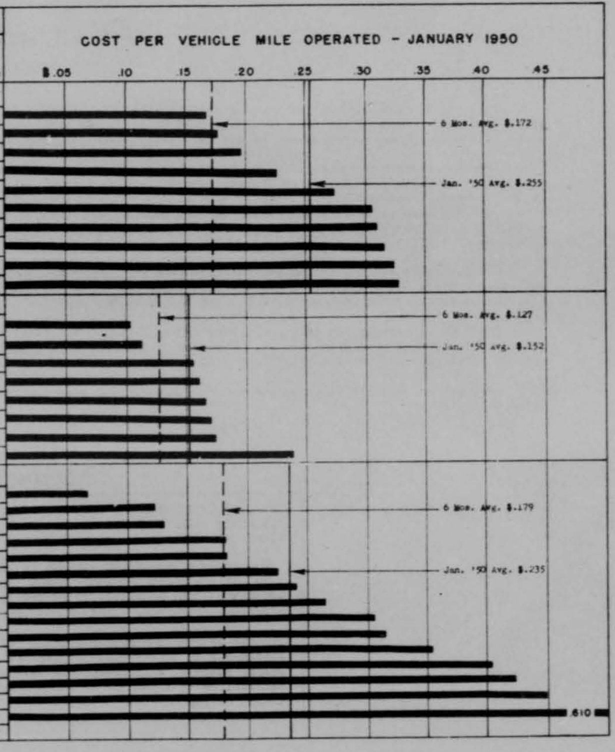
PREPARED BY:
DIRECTOR, PROGRAMS & COSTS
HQ, CONAC
FEBRUARY 1950

COMPARATIVE COST OF MOTOR POOL ACTIVITY

MONTHLY AVERAGE OF 1 JULY TO 31 DEC 49 COMPARED WITH JANUARY 1950

MONTHLY AVG FOR THE PERIOD 1 JULY - 31 DEC 1949			BASE	JANUARY 1950		
MOTOR POOL COSTS	VEHICLE MILES OPERATED	COST PER VEHICLE MILE OPERATED		MOTOR POOL COSTS	VEHICLE MILES OPERATED	COST PER VEHICLE MILE OPERATED
			WINGS			
$21,005	175,408	$ .120	4th Ftr Intcp Wg - Langley AFB	$24,902	147,326	$ .169
7,391	48,009	.154	314th Tr Carr Wg - Smyrna AFB	9,270	52,347	.177
10,177	74,815	.136	33rd Ftr Intcp Wg - Otis AFB	11,932	60,507	.197
10,149	70,035	.145	31st Ftr Bmr Wg - Turner AFB	12,381	54,500 E	.227
11,453	23,851	.480	52nd Ftr All Wea Wg - McGuire AFB	10,773	39,090	.276
11,881	68,091	.174	325th Ftr All Wea Wg - Moses Lake AFB	13,027	42,597	.306
15,858	60,277	.263	56th Ftr Intcp Wg - Selfridge AFB	19,882	64,064	.310
25,716	120,989	.213	78th Ftr Intcp Wg - Hamilton AFB	28,866	90,993	.317
18,297	116,695	.157	62nd Tr Carr Wg - McChord AFB	19,854	60,995	.326
16,982	108,592	.156	20th Ftr Bmr Wg - Shaw AFB	23,993	73,009	.329
			AIR BASE GPS AND SQS			
$ 8,775	111,735	$ .079	2595th ABGp - Brooks AFB	$ 7,870	77,191	$ .102
771	5,548	.139	4406th ABSq - Marshall AFB	877	7,762	.113
10,551	92,633	.114	2463rd ABGp - Benj Harrison AFB	7,760	50,184	.155
20,486	98,063	.209	2500th ABGp - Mitchel AFB	21,156	132,496	.160
1,409	11,475	.123	4405th ABSq - Sherman AFB	1,451	8,749	.166
7,525	69,886	.108	2600th ABGp - Pope AFB	7,343	43,195	.170
5,069	46,906	.108	4400th ABGp - Stewart AFB	5,108	29,466	.173
1,853	22,967	.106	4408th ABSq - Lawson AFB	4,255	17,908	.238
			AFRTC's			
$ 2,258	28,583	$ .079	2585th AFRTC - Miami Int Apt	$ 2,874	42,610	$ .067
1,945	21,555	.090	2596th AFRTC - Hensley Field	2,619	21,216	.123
4,107	31,629	.130	2466th AFRTC - Atterbury AFB	3,892	29,888	.130
4,410	26,756	.165	2237th AFRTC - Reading Mun Apt	4,354	24,067	.181
4,122	31,983	.129	2589th AFRTC - Dobbins AFB	5,447	30,000 E	.182
3,052	17,969	.170	2587th AFRTC - Birmingham Mun Apt	3,942	17,624	.224
2,757	16,306	.169	2230th AFRTC - Floyd Bennett NAS	3,440	14,281	.241
3,718	18,977	.196	2234th AFRTC - Hanscom Apt	3,397	12,769	.266
2,067	16,798	.123	2472nd AFRTC - Fairfax Field	2,980	9,784	.305
3,903	24,993	.156	2584th AFRTC - Memphis Mun Apt	5,036	16,063	.314
2,594	10,484	.247	2605th AFRTC - Wold-Chamberlain Field	3,582	10,106	.354
4,918	21,249	.231	2343rd AFRTC - Portland Apt	5,114	12,614	.405
5,630	21,416	.263	2239th AFRTC - Gtr Pittsburgh Apt	6,657	15,752	.423
6,651	28,662	.232	2471st AFRTC - O'Hare Int Apt	7,729	17,204	.449
6,267	13,645	.459	2236th AFRTC - Godman AFB	5,436	8,911	.610
9,223	47,298	.195	2347th AFRTC - Long Beach Mun Apt	9,461	NA	-



NA - LONG BEACH MUN APT "VEHICLE MILES OPERATED" NOT AVAILABLE FOR JANUARY
E - JANUARY "VEHICLE MILES OPERATED" ESTIMATED ON AF FORM 122A

SOURCE: COST CONTROL REPORTS, AF FORMS 320, 321, 322, RCS-AF-FO-F22C
USAF GROUND ACCIDENT EXPERIENCE SUMMARY AND ANALYSIS, AF FORM 122A, RCS-AF-AP-U8

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EXPLANATION OF GRAPHIC PRESENTATION ON

COST OF SERVING THE RATION

This chart shows the cost of serving rations at all Continental Air Command bases reporting Food Service, Subsistence Handling and Subsistence Costs. Costs of the Food Supervisor, Hq ConAC and Hq each numbered Air Force are not included since these functions service all units of the respective commands and do not materially affect the function described in this presentation.

The Food Service account includes the cost of the Base Food Supervisor and personnel necessary to direct and operate dining halls for airmen, the officers mess and other central food activities such as bakeries. The Subsistence Handling account includes the costs incurred in the receipt, issue and distribution of subsistence. The Subsistence account includes the cost of the ration; this cost was not added as a cost, to the cost of serving the ration but was used as explained below. Subsistence costs of headquarters, tenant and special mission organizations as described in AF M 170-5 are reported under the organization providing the services, such as the Wings, Air Base Groups or Squadrons or AFRTC's.

The number of rations served was obtained from the Commissary Operating Statement (WD AGO Form 10-133) for those bases submitting this statement. Where bases did not submit the Commissary Operating Statement, the number of rations was computed by dividing the total cost of subsistence by the ration value. If the field ration values were not available, the garrison ration value was used.

The cost of serving the ration was computed by dividing the total cost of the function (Food Service costs plus Subsistence Handling costs) by the number of rations served. The cost of the ration furnished is not included in costs of the function presented here, but was used to determine the number of rations served as explained above.

Averages for the six month period and for January 1950 were computed after eliminating the "extreme deviations from averages" as indicated on the chart.

COMMENT

THE COST OF SERVING THE RATION INCREASED IN JANUARY OVER THE PREVIOUS SIX MONTH AVERAGE AT ALL BASES EXCEPT THREE AFRTC'S, FLOYD BENNETT, MIAMI AND BIRMINGHAM.

A NUMBER OF BASES SHOW INCREASES IN PERSONNEL FOR JANUARY COMPARED WITH THE SIX MONTH AVERAGE. LARGE INCREASES AT MCGUIRE AND MITCHEL AFB REFLECT THE AUGMENTATION OF THE FUNCTION AFTER TRANSFER OR ACTIVATION.

BECAUSE OF THE INCREASED PAY UNDER THE CAREER COMPENSATION ACT, IT IS REASONABLE TO EXPECT SOME INCREASE IN JANUARY OVER THE SIX MONTH AVERAGE; HOWEVER, THIS SHOULD NOT HAVE EXCEEDED APPROXIMATELY 15%. INVESTIGATION IS WARRANTED AT THOSE BASES WHERE THE INCREASE IS IN EXCESS OF 15%.

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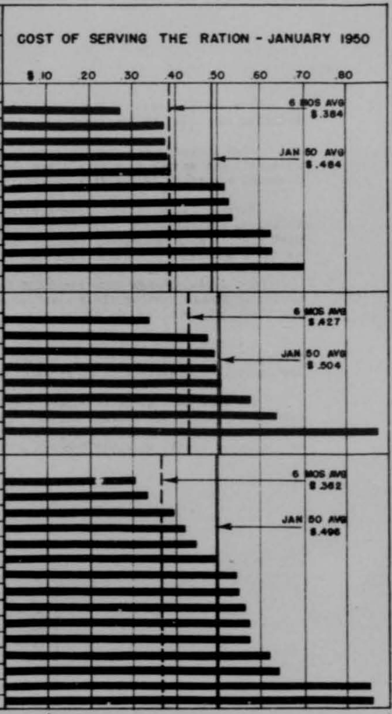
DIRECTOR, PROGRAMS & COSTS
HQ, CONAC
FEBRUARY 1950

COST OF SERVING THE RATION

MONTHLY AVERAGE OF 1 JULY TO 31 DEC 1949 COMPARED WITH JANUARY 1950

MONTHLY AVERAGE FOR THE PERIOD 1 JULY – 31 DECEMBER 1949				BASE	JANUARY 1950				COST OF SERVING THE RATION	
NUMBER OF PERSONNEL IN FUNCTION	TOTAL COST OF FUNCTION	AVG COST PER PERSON	NUMBER OF RATIONS SERVED		NUMBER OF PERSONNEL IN FUNCTION	TOTAL COST OF FUNCTION	AVG COST PER PERSON	NUMBER OF RATIONS SERVED	AVG SIX MONTHS 1 JULY, 31 DEC 1949	JANUARY 1950
				WINGS						
213	$ 28,683	$ 135	118,431	78th Ftr-Intcp Wg Hamilton AFB	219	$ 34,932	$ 161	127,606	$ .262	$ .274
89	10,939	123	31,827	33rd Ftr-Intcp Wg Otis AFB	76	11,655	153	31,066	.366	.375
111	12,613	114	42,376	325th Ftr-All Wea Wg Moses Lake AFB	93	11,830	127	31,393	.298	.377
76	8,848	117	25,207	81st Ftr-Intcp Wg Kirtland AFB	82	10,322	126	27,015	.351	* .382
117	14,235	122	37,042	56th Ftr-Intcp Wg Selfridge AFB	114	16,062	141	41,752	.384	.385
131	15,745	121	41,093	62nd Tr Carr Wg McChord AFB	148	21,016	142	40,765	.383	.516
93	12,119	130	29,654	20th Ftr-Bmr Wg Shaw AFB	120	18,295	152	34,564	.409	.529
(1) 67	8,669	129	25,116	52nd Ftr-All Wea Wg McGuire AFB	95	13,083	138	24,422	.345	* .536
83	10,016	121	20,225	314th Tr Carr Wg Smyrna AFB	125	16,315	131	26,083	.495	.625
214	28,737	134	55,911	4th Ftr-Intcp Wg Langley AFB	254	38,936	153	62,039	.514	.628
89	12,515	140	25,520	31st Ftr-Bmr Wg Turner AFB	114	16,471	144	23,547	.490	.699
				AIR BASE GPS AND SQS						
10	$ 1,168	$ 115	4,124	4406th AB Gp Marshall AFB	11	$ 1,471	$ 134	4,357	$ .283	* $ .338
42	5,737	136	14,542	4400th AB Gp Stewart AFB	30	4,330	144	9,038	.395	* .479
(1) 144	19,571	136	58,876	2500th AB Gp Mitchel AFB	202	28,703	142	58,092	.332	.494
56	7,503	134	16,310	2463rd AB Gp Ben Harrison AFB	57	9,031	158	18,132	.460	.498
69	9,385	136	22,256	2595th AB Gp Brooks AFB	66	10,850	164	21,381	.422	.507
8	981	131	2,132	4405th AB Sq Sherman AFB	5	849	** 170	1,463	.460	* .580
71	9,891	139	20,831	2600th AB Sq Pope AFB	74	12,526	169	19,758	.475	* .634
17	2,177	131	3,679	4408th AB Sq Lawson AFB	14	2,651	** 189	3,033	.592	* ** .874
				AFRTC's						
15	$ 2,220	$ 145	7,194	2230th AFRTC Floyd Bennett NAS	15	$ 2,303	$ 154	7,548	$ .309	* $ .305
13	1,624	130	6,256	2237th AFRTC Reading Mun Apt	19	2,571	135	7,738	.260	* .332
12	1,542	134	7,022	2234th AFRTC Hanscom Apt	13	2,267	** 174	5,799	.220	* .394
16	2,295	142	7,504	2236th AFRTC Godman AFB	17	2,639	155	6,324	.306	* .417
24	2,459	113	7,174	2239th AFRTC Gtr Pitts Apt -	26	3,406	131	7,701	.343	* .442
18	2,232	123	5,375	2584th AFRTC Memphis Mun Apt	19	2,849	150	5,811	.415	* .490
16	2,140	132	6,459	2589th AFRTC Dobbins AFB	26	2,814	108	5,209	.331	* .540
22	2,763	124	10,902	2347th AFRTC Long Beach Mun Apt	29	3,685	127	6,737	.253	* .547
23	3,307	144	5,559	2585th AFRTC Miami Int'l Apt	25	3,575	143	6,322	.595	.565
(2) 22	2,749	127	5,075	2596th AFRTC Hensley Fld	26	3,718	143	6,437	.541	* .578
24	3,193	134	16,881	2466th AFRTC Atterbury AFB	25	4,144	166	7,164	.189	* .578
12	1,498	121	3,009	2472nd AFRTC Fairfax Fld	16	2,340	146	3,780	.498	* .619
24	2,917	122	7,433	2471st AFRTC O'Hare Int'l Apt	28	3,898	139	6,082	.392	* .641
25	4,635	** 187	4,533	2587th AFRTC Birmingham Mun Apt	28	4,176	149	4,876	** 1.023	** .856
(2) 29	4,108	142	5,285	2343rd AFRTC Portland Apt	34	5,457	161	6,333	** .777	** .862



SOURCE: COST CONTROL REPORT, AF FORM 320, 321, 322, RCS: AF-FO-F22C
COMMISSARY OPERATING STATEMENT, WD AGO FORM 10-133, RCS: QMG-1

NOTE: (1) THREE MONTHS AVERAGES
(2) FIVE MONTHS AVERAGES

* GARRISON RATION VALUE USED FOR THESE BASES
** EXTREME DEVIATIONS FROM AVERAGES

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EXPLANATION OF GRAPHIC PRESENTATION ON COST OF STRUCTURAL FIRE PROTECTION

The monthly cost of Structural Fire Protection includes the cost of required and regularly assigned personnel and all operating and training supplies, (as distinguished from maintenance supplies) necessary in the accomplishment of the structural fire protection mission.

Also included are the costs of fire protection systems. This involves all interior and exterior components of sprinkler systems, automatic and manual type fire alarm systems, carbon dioxide systems, foam systems, standpipes, and similar fixed type systems and devices provided specifically for fire protection purposes.

Further included are costs incurred in the Equipment account specifically for structural fire protection. This includes all fire vehicles, extinguishers, hose appliances, and devices except fixed-type fire protection systems and devices, assigned and peculiar to and used specifically for accomplishment of the structural fire protection mission. The proportion used in computing these costs is the same as the proportion of structural fire vehicles is of the total of structural and crash vehicles reported in this account.

The ConAC average cost per 1,000 sq ft was determined by dividing the total of the average monthly cost of all bases by the total number of square feet of floor area for all bases. The average cost per 1,000 sq ft of floor area for one month was determined by dividing the total cost for one month by the total number of sq ft of floor area.

Although costs of Structural Fire Protection are presented on this chart in relation to square feet of floor area, there are other determining factors involved in the high or low cost of such protection. Among these factors are the size and physical layout of the base, the number and distribution of off-post facilities, the type of occupancy, and the terrain and climatic conditions prevailing at the base.

The work unit quantity reported in the building account on AF Form 329 for Fairfax Field (73,000 sq ft) is erroneous. The figure used in computing the average monthly cost per 1,000 sq ft of floor area was based on work unit quantities reported in the Interior Water Distribution System account (121,000 sq ft) of the cost report. 2,013,000 sq ft of buildings in the modification and assembly areas are not included in the workload because of uncertainty as to structural fire protection responsibility.

COMMENT

OF THE TWENTY-SEVEN BASES LISTED, FIFTEEN SHOW INCREASES IN COST PER M SQ FT RANGING FROM 1.2% FOR FAIRFAX FIELD TO 64.3% FOR OSCODA AFB. TEN BASES SHOW DECREASES RANGING FROM 1.6% FOR ATTERBURY AFB, TO 51.7% FOR LONG BEACH MUN. APT. TWO BASES, DOBBINS AND OTIS AFB, NO LONGER SUBMIT REAL ESTATE FACILITIES MONTHLY COST REPORTS.

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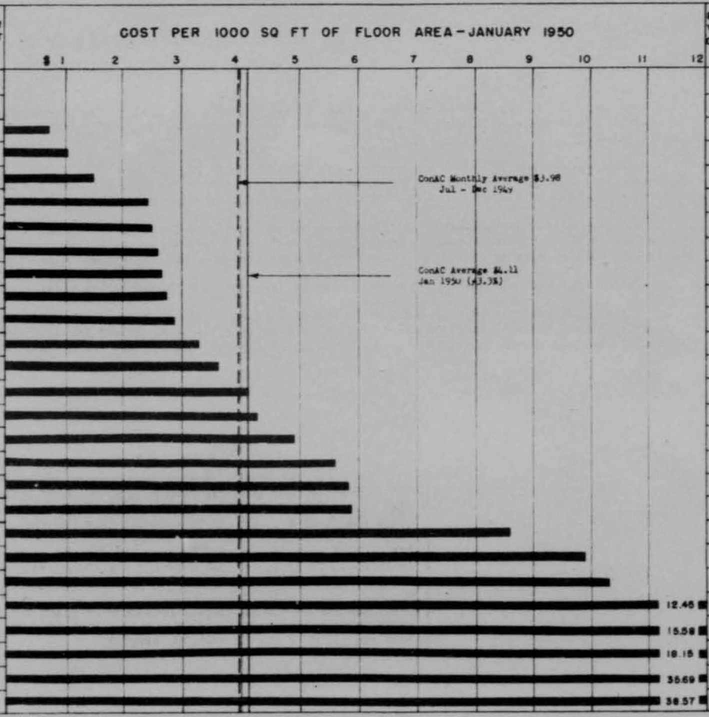
COST OF STRUCTURAL FIRE PROTECTION

SELECTED INSTALLATIONS

JANUARY 1950

PREPARED BY:
DIRECTOR, PROGRAMS & COSTS
HQ, CONAC
FEBRUARY 1950

BASE	AVG MONTHLY COST JULY-DEC 49	TOTAL COST JAN 1950	AVG MONTHLY COST PER 1000 SQ FT JULY-DEC 49	COST PER 1000 SQ FT JAN 1950	PERCENTAGE VARIATION OF CURRENT COSTS
Dobbins Air Force Base	$ 896	$ NR *	$ 1.37	$ NR	-
Otis Air Force Base	4,439	NR	4.54	NR	-
Long Beach Municipal Airport	864	402	1.51	.73	- 51.7%
McGuire Air Force Base	889	808	1.13	1.03	- 8.6%
O'Hare International Airport	3,333	3,441	1.44	1.49	+ 3.5%
Portland Airport	4,170	2,764	3.68	2.44	- 33.7%
Brooks Air Force Base	3,548	3,700	2.39	2.49	+ 4.2%
Mitchel Air Force Base	5,153	6,567	2.06	2.63	+ 27.7%
Selfridge Air Force Base	3,215	4,952	1.74	2.67	+ 53.4%
McChord Air Force Base	8,980	4,799	5.11	2.73	- 46.6%
Hensley Field	1,107	683	4.65	2.87	- 38.3%
Stewart Air Force Base	3,619	3,533	3.34	3.26	- 2.4%
Hamilton Air Force Base	9,912	9,597	3.75	3.63	- 3.2%
Langley Air Force Base	12,862	13,560	3.90	4.12	+ 5.6%
Moses Lake Air Force Base	5,535	5,443	4.23	4.26	- 1.6%
Turner Air Force Base	4,839	5,296	4.24	4.89	+ 12.7%
Memphis Municipal Airport	2,252	2,562	4.91	5.58	+ 13.6%
Shaw Air Force Base	6,230	6,306	5.66	5.80	+ 2.5%
Oscoda Air Force Base	900	1,479	3.56	5.85	+ 64.3%
Smyrna Air Force Base	7,967	10,355	6.62	8.60	+ 29.9%
Reading Municipal Airport	1,630	1,337	12.64	9.90	- 21.7%
Birmingham Municipal Airport	2,829	2,945	9.07	10.31	+ 4.1%
Wold-Chamberlain Field	1,838	2,179	10.50	12.45	+ 18.6%
Atterbury Air Force Base	4,544	4,471	15.83	15.58	- 1.6%
Hanscom Field	4,128	4,267	17.64	18.15	+ 2.9%
Fairfax Field	4,265	4,318	35.25	35.69	+ 1.2%
Greater Pittsburgh Airport	2,806	3,741	28.93	38.57	+ 33.3%



SOURCE: REAL ESTATE FACILITIES MONTHLY COST REPORT
AF FORM 329, RCS AF - MD - F33A

* NR - REPORTS RECEIVED DO NOT CONTAIN PERTINENT INFORMATION

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EXPLANATION OF GRAPHIC PRESENTATION ON AIRCRAFT CRASH RESCUE OPERATIONS

The designation "Aircraft Crash Rescue Operations" includes the cost of the proportionate required and regularly assigned personnel and all operating and training supplies, as distinguished from maintenance supplies, primarily necessary in the performance of the aircraft crash rescue mission.

The costs include the costs reported in the Aircraft Crash Rescue Operations account and a proportionate part of the Equipment account. The costs in the latter account were distributed to Structural Fire Protection Operations and to Aircraft Crash Rescue Operations in proportion to the number of vehicles in each activity as reported in the Equipment account.

Although costs for this activity are related to the number of landings and takeoffs in this chart, it is well to be cognizant of various other factors that influence manning, equipping and costs of crash rescue activities. Among these factors are size and physical layout of the airfield, assigned mission of the base, type of aircraft assigned, and terrain and climatic conditions of the airfield.

The average cost was determined by dividing the total cost by the number of bases involved.

The average cost per landing and takeoff was determined by dividing the total costs for all bases reporting landings and takeoffs, by the total of the number of landings and takeoffs. Bases reporting landings and takeoffs are the ones with control towers manned by AACS personnel. Bases not reporting are generally at municipal airports where towers are operated and manned by CAA personnel.

COMMENT

THE JANUARY AVERAGE COST PER BASE $6,952, SHOWS AN INCREASE OF $327 (4.9%) OVER THE AVERAGE MONTHLY COST PER BASE FOR THE SIX MONTH PERIOD FROM 1 JULY TO 31 DECEMBER 1949 ($6,625).

THE JANUARY AVERAGE COST PER TAKEOFF AND LANDING $3.53, SHOWS AN INCREASE OF $1.24 (54.1%) OVER THE AVERAGE MONTHLY COST FOR THE SIX MONTH PERIOD FROM 1 JULY TO 31 DECEMBER 1949 ($2.29).

THE VARIATION IN THE PERCENTAGE INCREASES OF THESE TWO FACTORS REFLECTS PRIMARILY, DECREASES IN ACTIVITY WITH RESPECT TO TAKE-OFFS AND LANDINGS DUE TO SEASONAL EFFECTS.

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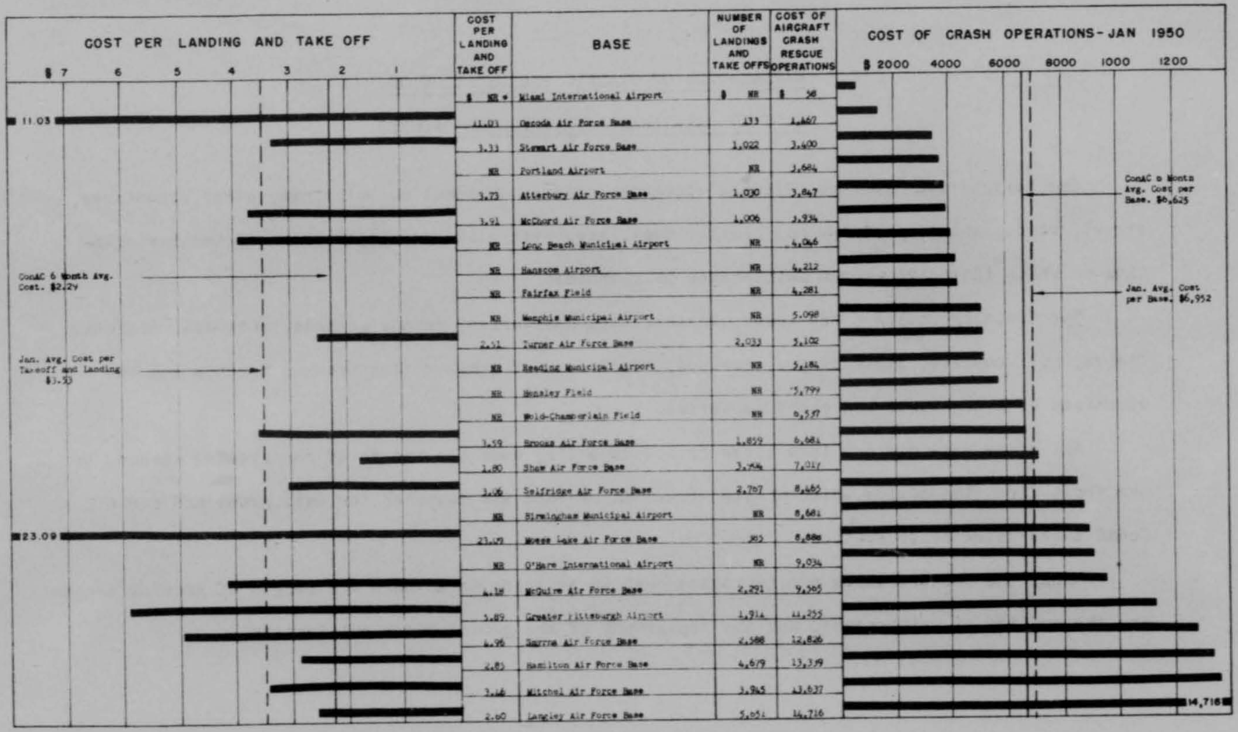
COST OF AIRCRAFT CRASH RESCUE OPERATIONS

SELECTED INSTALLATIONS

JANUARY 1950

PREPARED BY:
DIRECTOR, PROGRAMS & COSTS
HQ, ConAC
FEBRUARY 1950



COST PER LANDING AND TAKE OFF	BASE	NUMBER OF LANDINGS AND TAKE OFFS	COST OF AIRCRAFT CRASH RESCUE OPERATIONS
$ NR *	Miami International Airport	$ NR	$ 58
11.03	Oscoda Air Force Base	133	1,467
3.33	Stewart Air Force Base	1,022	3,400
NR	Portland Airport	NR	3,684
3.73	Atterbury Air Force Base	1,030	3,847
3.91	McChord Air Force Base	1,006	3,934
NR	Long Beach Municipal Airport	NR	4,046
NR	Hanscom Airport	NR	4,212
NR	Fairfax Field	NR	4,281
NR	Memphis Municipal Airport	NR	5,098
2.51	Turner Air Force Base	2,033	5,102
NR	Reading Municipal Airport	NR	5,184
NR	Hensley Field	NR	5,799
NR	Wold-Chamberlain Field	NR	6,537
3.59	Brooks Air Force Base	1,859	6,681
1.80	Shaw Air Force Base	3,898	7,017
3.06	Selfridge Air Force Base	2,707	8,465
NR	Birmingham Municipal Airport	NR	8,681
23.09	Moses Lake Air Force Base	385	8,888
NR	O'Hare International Airport	NR	9,034
4.18	McGuire Air Force Base	2,291	9,565
5.89	Greater Pittsburgh Airport	1,914	11,255
4.96	Sampson Air Force Base	2,588	12,826
2.85	Hamilton Air Force Base	4,679	13,319
3.46	Mitchel Air Force Base	3,945	13,637
2.60	Langley Air Force Base	5,651	14,716

SOURCE: REAL ESTATE FACILITIES MONTHLY COST REPORTS - AF FORM 329, RCS AF-MD-F33A 31 JAN 1950
MONTHLY RUNWAY TRAFFIC REPORT OF AIRPLANE LANDINGS & TAKE OFFS, RCS AF-SC-T-47A

* NR - NO TRAFFIC REPORT AVAILABLE

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EXPLANATION OF GRAPHIC PRESENTATION ON COST OF MAINTENANCE OF IMPROVED GROUNDS

The designation "Improved Grounds" includes grounds adjacent to buildings, other structures, street, roads, walks, parkways and similar facilities within the developed areas of the installation on which intensive ground maintenance is performed.

Specifically included are lawns, installation cemeteries, parade grounds, parkways, athletic fields, golf courses, rifle ranges, grassed, cultivated or similar fire breaks, beaches and the operation of greenhouses and plant nurseries.

All bases were divided into three groups depending upon the length of the growing season, or the frost-free time during which plants grow. An average was computed for each group and for all ConAC bases under consideration.

Among the factors which may influence cost in addition to acreage and length of growing season are the quality of maintenance, and the topography of the ground under cultivation.

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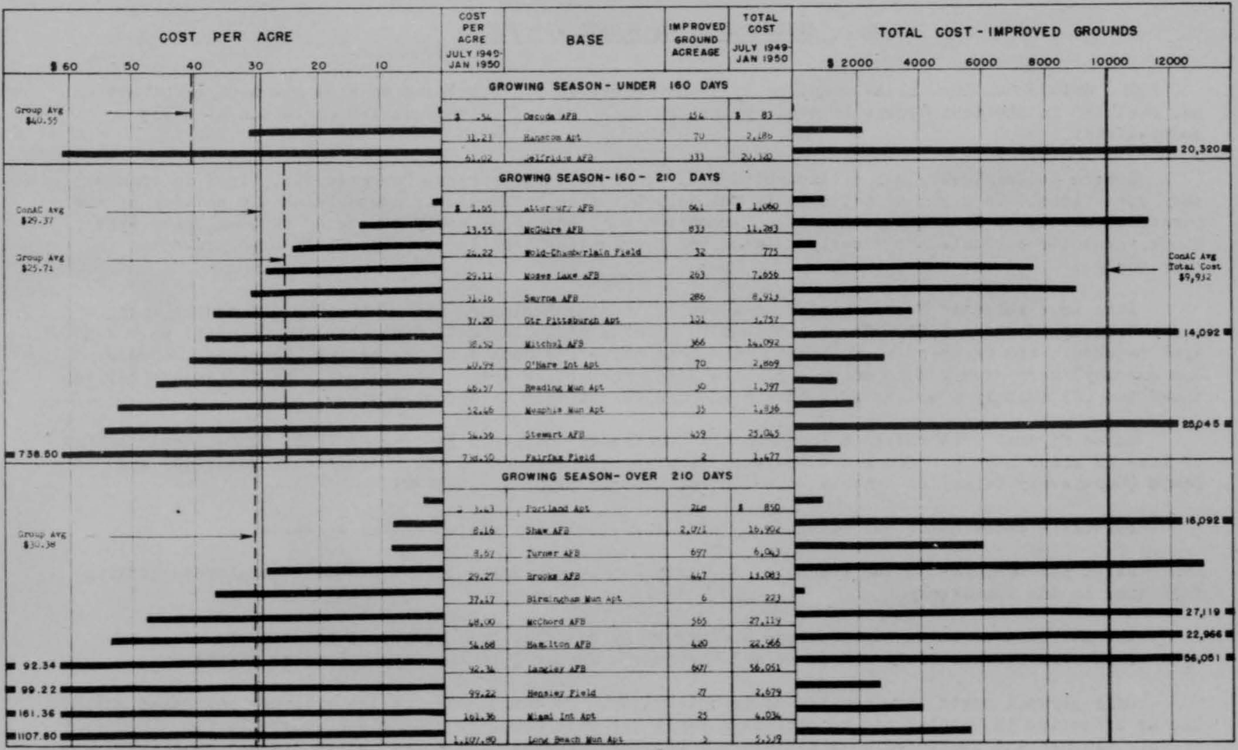
COST OF MAINTENANCE OF IMPROVED GROUNDS

SELECTED INSTALLATIONS

JULY 1949 - JAN 1950

PREPARED BY:
DIRECTOR, PROGRAMS & COSTS
HQ, CONAC
FEBRUARY 1950



COST PER ACRE JULY 1949-JAN 1950	BASE	IMPROVED GROUND ACREAGE	TOTAL COST JULY 1949-JAN 1950
GROWING SEASON - UNDER 160 DAYS			
$ .54	Oscoda AFB	154	$ 83
31.23	Hanscom Apt	70	2,186
61.02	Selfridge AFB	333	20,320
GROWING SEASON - 160 - 210 DAYS			
$ 1.65	Atterbury AFB	641	$ 1,060
13.55	McGuire AFB	833	11,283
24.22	Wold-Chamberlain Field	32	775
29.11	Moses Lake AFB	263	7,656
31.16	Smyrna AFB	286	8,913
37.20	Gtr Pittsburgh Apt	131	4,757
38.50	Mitchel AFB	366	14,092
40.99	O'Hare Int Apt	70	2,869
46.57	Reading Mun Apt	30	1,397
52.46	Memphis Mun Apt	35	1,836
54.56	Stewart AFB	459	25,045
738.50	Fairfax Field	2	1,477
GROWING SEASON - OVER 210 DAYS			
$ 3.43	Portland Apt	248	$ 850
8.16	Shaw AFB	2,071	16,902
8.67	Turner AFB	697	6,043
29.27	Brooks AFB	447	13,083
37.17	Birmingham Mun Apt	6	223
48.00	McChord AFB	565	27,119
54.68	Hamilton AFB	420	22,966
92.34	Langley AFB	607	56,051
99.22	Hensley Field	27	2,679
161.36	Miami Int Apt	25	4,034
1,107.80	Long Beach Mun Apt	5	5,539

SOURCE: REAL ESTATE FACILITIES MONTHLY COST REPORT, AF-FORM 329 RCS: AF-MD-F33A

1941 YEARBOOK - US DEPT OF AGRICULTURE

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EXPLANATION OF TABULAR PRESENTATION ON

PAY OFF PROJECT

ESTIMATED ANNUAL SAVINGS RESULTING FROM ANALYSIS

ORIGINATED BY HQ FOURTH AIR FORCE

The data shown herein was compiled by Headquarters Fourth Air Force to show how management action has resulted in the achievement of economy through increased efficiency in the operation of sales commissaries.

Costed to Commissary Sales (Acccunt 05408) are only those persons "engaged full time" in commissary operations. In light of this, it is not only possible but entirely probable that a portion of the personnel costed to Subsistence Handling (Account 05406) should properly be costed to Commissary Sales. Since these two accounts are closely related and overlapping, the latter account is also presented in this analysis.

Data were selected from a period of seven (7) months beginning with July 1949 and ending with, and including, January 1950. The first four (4) months (July, August, September and October) were averaged to obtain status prior to analysis. The last three (3) months of the period (November, December and January) were averaged to measure results after corrective action was taken. The difference between these two (2) monthly averages were then projected to estimate an annual savings.

Sales figures were obtained from Monthly Commissary Operating Statements (RCS: OQMG-1) and consist of Line 12 minus Line 5. Sources of payroll figures were Accounts 05406 (Subsistence Handling) and 05408 (Commissary Sales) of Monthly Cost Control Reports (RCS: AF-FO-F22C).

Payroll - Sales Ratio was obtained by dividing Commissary Sales payroll by sales.

Sales per employee is the result of dividing Commissary Sales by the number of employees working full time in the Commissary.

The per cent of sales increase was arrived at by dividing the difference between the sales averages of the two periods (July - October and November - January) by the July - October average.

Only payroll costs were considered in this study. To compensate for the military pay raise which became effective in October and to achieve a basis for more accurate comparison, payrolls for the months of July, August and September were arbitrarily adjusted upwards by a conservative ten per cent (10%).

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PREPARED BY:
DIRECTOR, PROGRAMS & COSTS
HQ, CONAC
FEBRUARY 1950

PAY-OFF PROJECT
ESTIMATED ANNUAL SAVINGS RESULTING FROM ANALYSIS OF FOURTH AIR FORCE COMMISSARY SALES
NOV 49 - JAN 50 COMPARED WITH JULY - OCT 49

	HAMILTON AFB			McCHORD AFB			MOSES LAKE AFB			TOTAL 4 AF		
	4 Mo Avg Jul-Oct	3 Mo Avg Nov-Jan	12 Mo Projection of Difference	4 Mo Avg Jul-Oct	3 Mo Avg Nov-Jan	12 Mo Projection of Difference	4 Mo Avg Jul-Oct	3 Mo Avg Nov-Jan	12 Mo Projection of Difference	4 Mo Avg Jul-Oct	3 Mo Avg Nov-Jan	12 Mo Projection of Difference
1. Payroll-05408 (Commissary Sales)	$ 4,199	$ 2,661	18,456	$ 2,670	$ 1,954	$ 8,592	$ 2,265	$ 1,308	$ 11,484	$ 9,134	$ 5,923	$ 38,532
2. Sales	40,844	44,986	(10.14%) (Increase)	23,973	27,704	(15.56%) (Increase)	10,770	15,498	(43.90%) (Increase)	75,587	88,188	
3. Payroll-Sales Ratio-05408	10.3	5.9		11.1	7.1		21.0	8.4		12.1	6.7	
4. Sales per Employee-05408	1,702	2,999		1,499	2,770		769	2,214		1,400	2,756	
5. Estimated Efficiency Savings (Per cent Sales Increase X Payroll)		270	3,240		304	3,648		574	6,891		1,148	13,779
6. TOTAL COMMISSARY SAVINGS			$ 21,696			$ 12,240			$ 18,375			$ 52,311
7. Payroll-05406 (Subsistence Handling)	1,741	2,490	(8,988)	1,174	1,578	(4,848)	1,798	786	12,144	4,713	4,854	(1,692)
8. NET SAVINGS PER BASE			$ 12,708			$ 7,392			$ 30,519			

or , AN ESTIMATED ANNUAL SAVING TO THE USAF OF **$ 50,619**

1. Action taken by the CG, 4th Air Force to improve the efficiency of Sales Commissary operations was emphasized after receipt of letter, Hq ConAC, "Excessive Commissary Overhead Costs", 18 November 1949, wherein a minimum standard of $2,000 in sales per employee was specified.

2. It can be noted that Subsistence Handling costs at both Hamilton and McChord AFB's did increase somewhat, but that decreases in Commissary Sales costs were more than double the amount of increases in Subsistence Handling. Moses Lake AFB indicated substantial decreases in both accounts.

3. Estimated Efficiency Savings was computed by multiplying the average monthly Commissary Sales payroll costs for the period November - January by the per cent sales increase. This resulted in a monthly efficiency savings which multiplied by 12 produced a yearly figure.

4. Efficiency savings for the year were estimated to be $13,779. This factor is included since more sales were made with less payroll, thereby precluding additional payroll costs that would have been necessary to handle the increase in volume of sales.

5. Annual direct savings in the Commissary Sales Account (05408) alone are estimated to be $38,532 for the three Fourth Air Force commissaries.

6. Total net savings of $50,619 consists of savings as result of Commissary Sales payroll reductions added to savings from increased efficiency, to which were added or subtracted the Subsistence Handling payroll decreases or increases.

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EXPLANATION OF GRAPHIC PRESENTATION ON

RELATIVE COST OF AIRCRAFT MAINTENANCE FUNCTION (PAYROLL) PER UNIT OF FLYING ACCOMPLISHED

The Aircraft Maintenance Workload Factors are based on the number of T/O&E authorizations in maintenance SSN's (modified for AFRTC), in relation to the number of flying hours expected per aircraft, by type, as specified in Air Force Letter 150-10. In using these factors, the assumption is made that the T/O&E authorizations reflect the approximate requirements necessary to maintain the various types of aircraft.

These factors are based on the following figures, developed by Director, Maintenance, Supply, and Services, Headquarters, Continental Air Command:

11.6 Man Hours of Maintenance = 1 T-6 Flying Hour
15 Man Hours of Maintenance = 1 C-47 Flying Hour
17.6 Man Hours of Maintenance = 1 C-45, T-7, T-11 Flying Hour
18 Man Hours of Maintenance = 1 C-46 Flying Hour
22 Man Hours of Maintenance = 1 B-26 Flying Hour

The B-26 requires the most man hours of maintenance to accomplish one hour of flying. Therefore, for convenience of computation, all factors were expressed as a percentage, with the B-26 figure as 1, or 100%, resulting in the following final Workload Factors:

B - 26 = 1
C - 46 = .82
C - 45, T - 7, T - 11 = .80
C - 47 = .68
T - 6 = .53

"Units of Flying Accomplished" are then computed as follows:

Workload Factor (By type acft) X Actual Hours Flown (By type acft) = Total Units of Flying Accomplished

EXAMPLE:

C - 47 - 147 hrs x .68 = 99.96
T - 7 - 196 hrs x .80 = 156.80
T - 6 - 239 hrs x .53 = 126.67
TOTAL UNITS OF FLYING ACCOMPLISHED = 383.43

DEFINITIONS: "Cost of Maintenance Function (Payroll)" is the cost shown in payroll column of Cost Account Code 07110.

"Tenant AFRTC's" are those which are located on regular Air Force or Navy Installations. Base Services, or a proportionate part of Base Services are provided by the unit operating the installation.

COMMENT

THE DOLLAR VALUE IS USED IN THIS PRESENTATION AS A UNIT OF MEASURE. THE RELATIVE EFFICIENCY OF EACH AFRTC VARIES ONLY SLIGHTLY WHEN CALCULATED ON A "UNIT OF FLYING ACCOMPLISHED PER PERSON ENGAGED IN THE FUNCTION." USING THIS METHOD, THE RELATIVE STANDINGS ARE: FLOYD BENNETT (3.2 TO 1), TINKER (3.7 TO 1), OFFUTT (3.7 TO 1), SCOTT (3.8 TO 1), CLEVELAND (5.6 TO 1), SELFRIDGE (6.3 TO 1), HENSLEY (7.4 TO 1) AND HAMILTON (8.3 TO 1). HOWEVER, ON THIS BASIS, THE RELATIVE EFFICIENCY IN USE OF RESOURCES IN ACCOMPLISHING ONE UNIT OF FLYING AT FLOYD BENNETT, TINKER, OFFUTT AND SCOTT IS NOT REDUCED. THIS REAFFIRMS THE NEED FOR INVESTIGATION INTO MANNING VS WORKLOAD AT THESE FOUR AFRTC'S.

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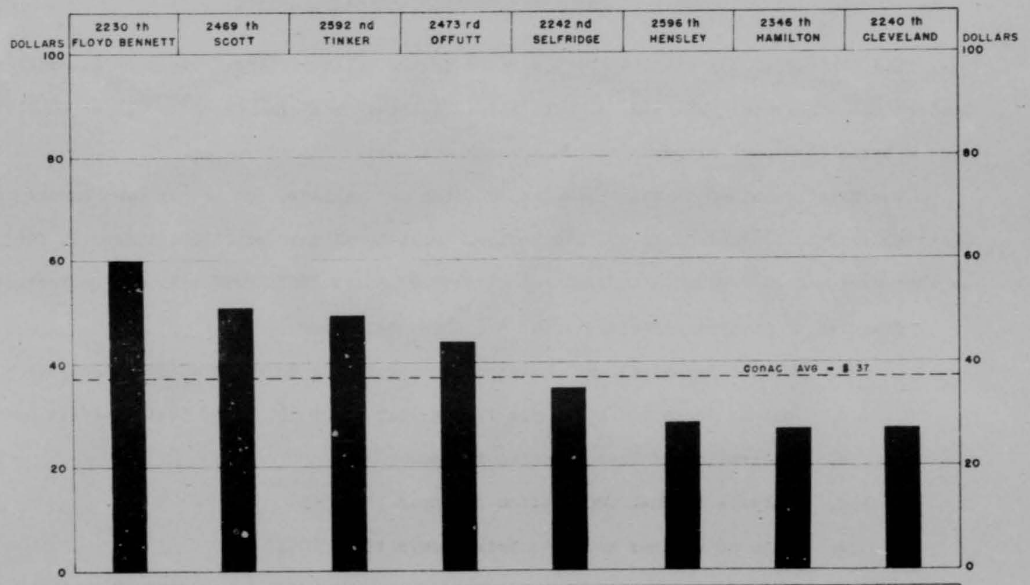
DIRECTOR, PROGRAMS & COSTS
HQ, ConAC
FEBRUARY 1950

RELATIVE COST OF AIRCRAFT MAINTENANCE FUNCTION (PAYROLL) PER UNIT OF FLYING ACCOMPLISHED

TENANT AFRTC's

7 MO. AVERAGES

1 JULY 49 - 31 JANUARY 50



AVG MO COST OF ACFT MAINT (PAYROLL)	$ [illegible]	$ 27,132	$ 29,582	$ 22,794	$ 32,121	$ 28,459	$ [illegible]	$ 18,947
AVG UNITS OF FLYING ACCOMPLISHED PER MO	[illegible]	537	609	521	920	1,034	[illegible]	697
AVG MO COST PER UNIT OF FLYING	$ 60	$ 51	$ 49	$ 44	$ 35	$ 28	$ 27	$ 27
AVG MONTHLY HOURS FLOWN	[illegible]	744	727	714	[illegible]	1,336	[illegible]	7?6
AVG NO PERSONNEL IN FUNCTION	203	142	167	141	147	139	146	124

SOURCE:
A. ACTUAL COST: COST CONTROL REPORT, RCS AF-FO-F22C
B. WORKLOAD FACTORS: STD ORGN MAINT HRS VS FLYING HRS, DIV MS & S, HQ ConAC 3 NOV 49
C. HOURS FLOWN: AF FORM 110A, RCS AFW-5C-A1

* UNITS OF FLYING ACCOMPLISHED ARE THE NO OF HRS FLOWN, BY TYPE ACFT MULTIPLIED BY THE APPROPRIATE "MAINTENANCE WORKLOAD FACTOR" (SEE OPPOSITE PAGE)

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EXPLANATION OF TABULATIONS OF COMPARATIVE DATA FOR PROGRESS AND MANAGEMENT ANALYSIS, COMBAT GROUPS, SEPARATE SQUADRONS AND AIR FORCE RESERVE TRAINING CENTERS

The purpose of the tabulations presented on the following three pages is to provide, to commanders and management analysts, at unit level, selected performance data. These tabulations provide a basis for local progress and management analysis.

The data contained in these tabulations does not replace, but rather supplements Comptroller Chart #6 and the presentations in this Review. Additional data will be included in future issues of this Review upon request. Information classified above RESTRICTED will not be included.

Examples of analyses possible from data shown here are:

a. Cost of Organizational Maintenance per Flying Hour (ConAC Cost Analysis Review, August).

b. Cost of Fuels and Lubes per Flying Hour (Page 16, ConAC Cost Analysis Review, July).

c. Utilization of in-commission rates.

d. Analysis of Fuel Consumption per hour.

e. Ratio of weather hours to total hours flown (Col. 11).

f. Cost of organizational maintenance per unit of flying, AFRTC (Page 11, ConAC Cost Analysis Review, November).

g. Hours flown per person assigned to organizational maintenance function.

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COMPARATIVE DATA FOR PROGRESS AND MANAGEMENT ANALYSIS
COMBAT GROUPS AND SEPARATE SQUADRONS
CONTINENTAL AIR COMMAND
JANUARY 1950

PREPARED BY:
DIRECTOR, PROGRAMS & COSTS
HQ, CONAC
FEBRUARY 1950

	AIRCRAFT — FLYING HOUR FACTORS													PERSONNEL FACTORS						COST - FACTORS								
COLUMN	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
COMBAT GROUP	AIR FORCE	TYPE ACFT	AV NO ACFT ON HAND	AV NO ACFT IN COMM	AV NO ACFT OUT (MAINT)	AV NO ACFT OUT (T. O COMP)	AV NO ACFT OUT (AOCP)	AV NO ACFT OUT (OTHER)	TOTAL HRS FLOWN	HRS FLOWN PER ACFT (ON HAND)	WEATHER HRS FLOWN	HOOD HRS FLOWN	GALLONS FUEL PER HR	NUMBER OFF AUTH	NUMBER OFF ASGD	NUMBER AM AUTH	NUMBER AM ASGD	TOTAL PERS ASGD	% AUTH PERS ASGD	TOTAL PERS ORG MAINT (7110)	PAYROLL COST ORG MAINT (7110)	TOTAL PERS UNIT OVERHEAD (7061)	PAYROLL COST (7061)	COST OF FUEL ACFT (7102)	TOTAL PERS CMBT UNIT (7270)	PAYROLL COST - COMBAT UNIT (7270)	TOTAL PERS SHOP MAINT (5160)	PAYROLL COST - SHOP MAINT (5160)
52 nd FTR A/W GP	1	F-82	43	15	5	----	3	----	517	22	6	75	129	78	67	219	227	296	99%	177	27044	58	12959	16275	283	102863	125	21886
325 th FTR A/W GP *	4	F-82	34	8	18	----	7	1	252	7	42	53	149	111	91	316	298	389	91%	224	31467	63	13305	7709	389	86485	65	14866
20 th FTR BMR GP	14	F84D	74	42	30	----	2	----	2062	28	83	154	362	101	128	367	369	497	106%	291	41830	73	15158	109805	478	105940	106	18526
31 st FTR BMR GP	14	F84E	55	32	19	----	6	----	1297	24	27	152	350	101	127	367	364	491	105%	277	39184	51	8654	73856	472	104247	96	16258
33 rd FTR INTCP GP	1	F86A	47	28	13	----	4	2	770	16	9	86	349	101	119	367	376	495	106%	267	39272	63	11624	49944	447	93095	153	22268
78 th FTR INTCP GP	4	F84D	53	29	20	----	2	2	1001	19	8	95	365	101	124	367	305	429	93%	261	39490	51	11140	65161	423	94687	246	49570
4 th FTR INTCP GP	9	F86A	69	25	28	6	7	3	691	10	----	----	380	101	106	349	385	491	109%	268	40813	73	14927	43732	458	102555	269	48137
56 th FTR INTCP GP	10	F86A	72	46	10	11	3	2	715	10	31	32	348	101	97	349	383	480	107%	292	43710	70	15750	45709	441	93297	112	22075
81 st FTR INTCP GP	12	F86A	77	41	21	3	12	----	1380	18	11	69	329	101	112	349	380	492	109%	303	44530	61	12522	61410	474	101724	149	24973
363 rd TAC RCN GP	9	RB-26	17	9	4	----	2	2	182	11	15	60	147	78	43	176	192	235	93%	65	14202	56	15875	3920	218	48153	----	----
161 st TAC RCN GP	14	RF-80	7	5	1	----	1	----	212	30	28	----	381	28	30	115	106	136	95%	60	8925	21	5370	12753	116	23608	----	----
62 nd TRP CARR GP	4	C-54D	31	14	12	----	5	----	1450	47	400	40	222	142	107	454	306	553	93%	229	35283	60	13824	73926	544	133379	152	32947
314 th TRP CARR GP (H)	14	C-119B C-82A	17 33	7 11	9 18	---- 1	1 1	---- 2	743 380	44 18	148 72	21 13	246 162	206	194	486	370	564	82%	232	33087	65	12957	54878	563	141050	131	21265
316 th TRP CARR GP (H) **	14	C-82A	25	11	12	----	2	----	636	25	91	25	176	99	106	304	243	349	87%	149	20170	46	11393	22898	323	74378	----	----
84 th BMB SQ (L)	9	B-45A	18	4	7	6	1	----	212	12	6	81	1317	55	38	193	189	227	92%	142	23022	15	2395	36997	207	44675	----	----
85 th BMB SQ (L)	9	B-45A	16	4	6	3	3	----	182	11	8	28	1295	55	41	193	190	231	93%	145	23719	17	2279	31124	210	45677	----	----

SOURCE:
A. USAF COST CONTROL REPORTS, AF FORM 320 & 320 A, 322 & 322A
B. ACFT STATUS & FLYING TIME REPORT, AF FORM 110A
C. CONAC PERSONNEL REPORT (P-17)
* ALL DATA INCLS 318 th SQ MCCHORD AFB
** DOES NOT INCL ASSAULT SQ (L)

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HQ, CONAC
FEBRUARY 1950

COMPARATIVE DATA FOR PROGRESS AND MANAGEMENT ANALYSIS

TENANT AIR FORCE RESERVE TRAINING CENTERS

CONTINENTAL AIR COMMAND

JANUARY 1950

	AIRCRAFT - FLYING HOUR FACTORS													PERSONNEL FACTORS							COST - FACTORS				
COLUMN	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
AFRTC	AIR FORCE	TYPE AIRCRAFT	AVG NO ACFT ON HAND	AVG NO ACFT IN COMM	AVG NO ACFT OUT (MAINT)	AVG NO ACFT OUT (T. O. COMP)	AVG NO ACFT OUT (AOCP)	AVG NO ACFT OUT (OTHER)	TOTAL HRS FLOWN	HRS FLOWN PER ACFT (ON HAND)	WEATHER HRS FLOWN	HOOD HRS FLOWN	GALLONS FUEL PER HR	NUMBER OFF AUTH	NUMBER OFF ASGD	NUMBER AM AUTH	NUMBER AM ASGD	TOTAL MIL PERS ASGD	% AUTH MIL PERS ASGD	TOTAL NO CIV EMPLOYED	TOTAL PERS ORGN MAINT (7110)	PAYROLL COST ORGN MAINT (7110)	COST OF FUEL - ASSIGNED ACFT (7102)	TOTAL PERS-MAINT & TNG FUNCTION (7270)	PAYROLL COST-MAINT & TNG FUNCTION (7270)
2230 th FLOYD BENNETT	1	C-47 T-7 T-11 T-6	13 15 16	10 13 14	3 1 2	0 1 0	0 0 0	0 0 0	666 422 348	51 28 22	20 6 0	234 186 111	91 43 29	32	32	368	402	432	108%	127	195	$38,106	$17,664	205	$41163
2233 rd MITCHEL	1	C-46 T-7 T-11 T-6	14 16 10	9 13 8	3 2 2	0 0 0	2 1 0	0 0 0	276 297 147	20 19 15	7 0 0	27 64 23	150 36 29	21	25	215	245	270	113%	33	170	$31,824	$11,965	173	$33185
2346 th HAMILTON	4	C-46 T-7 T-11 T-6	16 12 23	13 11 22	2 1 0	0 0 0	1 0 0	0 0 1	724 371 90	45 31 4	20 16 0	305 188 0	144 42 25	24	20	215	205	225	94%	56	153	$34,932	$24,485	158	$36418
2240 th CLEVELAND	9	C-46 T-7 T-11 T-6	17 15 14	14 12 13	2 2 1	0 0 0	1 1 0	0 0 0	480 218 122	28 15 9	69 15 1	83 73 44	112 37 24	32	21	296	311	332	104%	8	151	$24,314	$17,842	160	[illegible]
2242 nd SELFRIDGE	10	C-46 T-7 T-11 T-6	16 16 23	11 10 21	3 5 2	1 0 0	1 1 0	0 0 0	414 199 131	26 12 4	57 7 0	106 94 12	170 45 30	24	22	215	222	244	102%	51	159	$35,474	$19,138	177	$40239
2469 th SCOTT	10	C-46 T-7 T-11 T-6	17 15 13	11 10 11	6 5 2	0 0 0	0 0 0	0 0 0	344 258 94	20 17 7	28 3 2	40 67 11	154 41 31	24	21	215	270	291	122%	48	176	$33,474	$14,824	195	$36221
2473 rd OFFUTT	10	C-46 T-7 T-11 T-6	16 11 13	14 9 11	2 2 2	0 0 0	0 0 0	0 0 0	265 181 158	17 16 12	20 0 0	58 67 37	150 43 30	24	21	215	234	255	107%	36	158	$26,746	$13,550	181	$32245
2592 nd TINKER	12	B-26 T-7 T-11 T-6	19 17 12	13 8 9	5 8 3	0 0 0	1 1 0	0 0 0	285 360 30	15 21 3	6 11 0	89 126 10	153 36 40	24	27	225	335	362	145%	46	226	$40,252	$14,389	244	$45074
2596 th HENSLEY	12	C-46 T-7 T-11 T-6	16 15 10	12 9 10	3 3 0	0 0 0	1 3 0	0 0 0	636 419 43	40 28 4	47 39 2	154 82 4	151 40 28	32	31	366	498	529	132%	88	200	$40,423	$25,886	224	$46639

SOURCE: A. USAF COST CONTROL REPORTS, AF FORM 320 & 322
B. ACFT STATUS & FLYING TIME REPORT, AF FORM 110A
C. CONAC PERSONNEL REPORT (RCS-FS-P17)

* SEE EXPLANATION ON PAGE 34

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COMPARATIVE DATA FOR PROGRESS AND MANAGEMENT ANALYSIS
NON-TENANT AIR FORCE RESERVE TRAINING CENTERS
CONTINENTAL AIR COMMAND
JANUARY 1950

PREPARED BY:
DIRECTOR, PROGRAMS & COSTS
HQ, CONAC
FEBRUARY 1950

AFRTC	AIRCRAFT - FLYING HOUR FACTORS													PERSONNEL FACTORS							COST-FACTORS				
COLUMN	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
	AIR FORCE	TYPE AIRCRAFT	AVG NO ACFT ON HAND	AVG NO ACFT IN COMM	AVG NO ACFT OUT (MAINT)	AVG NO ACFT OUT (T. O. COMP)	AVG NO ACFT OUT (AOCP)	AVG NO ACFT OUT (OTHER)	TOTAL HRS FLOWN	HRS FLOWN PER ACFT (ON HAND)	WEATHER HRS FLOWN	HOOD HRS FLOWN	GALLONS FUEL PER HR	NUMBER OFF AUTH	NUMBER OFF ASGD	NUMBER AM AUTH	NUMBER AM ASGD	TOTAL MIL PERS ASGD	% AUTH MIL PERS ASGD	TOTAL NO CIV EMPLOYED	TOTAL PERS ORGN MAINT (7110)	PAYROLL COST ORGN MAINT (7110)	COST OF FUEL - ASSIGNED ACFT (7102)	TOTAL PERS - MAINT & TNG FUNCTION (7270)	PAYROLL COST - MAINT & TNG FUNCTION (7270)
2234 th HANSCOM	1	C-46 T-7 T-11 T-6	16 16 17	14 14 14	1 1 3	0 0 0	1 1 0	0 0 0	451 427 220	28 27 13	22 7 1	101 68 9	154 31 22	33	33	373	416	449	111%	148	201	$38,440	$2[illegible],143	205	$40,350
2343 rd PORTLAND	4	C-46 T-7 T-11 T-6	17 17 14	10 13 13	4 4 1	1 0 0	2 0 0	0 0 0	283 2 6	17 - 1	56 0 0	22 0 2	167 40 27	35	38	398	445	483	112%	112	192	$43,317	$12,221	192	$43,317
2347 th LONG BEACH	4	B-26 T-7 T-11 T-6	34 31 26	21 16 17	7 13 7	0 0 0	6 2 2	0 0 0	353 632 347	10 20 13	4 10 4	24 133 59	140 40 25	42	53	588	663	718	114%	117	329	$66,003	$10,882	340	$70,979
2236 th GODMAN	9	C-47 T-7 T-11 T-6	16 16 15	10 9 9	2 3 3	0 0 0	4 4 3	0 0 0	445 178 80	28 11 5	39 5 0	58 24 4	106 47 30	32	28	300	349	377	114%	96	127	$29,290	$12,811	130	$30,816
2237 th READING	9	C-46 T-7 T-11 T-6	16 19 9	11 10 7	3 6 2	0 0 0	2 3 0	0 0 0	238 302 69	15 16 8	9 4 1	19 45 14	130 40 28	32	20	368	442	462	116%	86	147	$28,662	$10,324	154	$30,640
2239 th GR PITTSBURGH	9	C-46 T-7 T-11 T-6	12 11 12	8 6 9	3 1 2	0 0 0	1 4 1	0 0 0	488 316 211	41 29 18	26 7 1	78 81 47	133 31 27	32	27	368	474	501	125%	99	189	$36,828	$15,799	208	$43,593
2465 th WOLD - CHAMBERLAIN	10	C-46 T-7 T-11 T-6	14 14 15	6 7 10	5 6 2	0 0 0	3 1 0	0 0 3	405 385 82	29 28 5	36 3 0	72 150 42	151 39 29	32	33	348	384	417	104%	82	155	$30,688	$19,055	183	$36,184
2466 th ATTERBURY	10	C-46 T-7 T-11 T-6	17 22 24	7 8 13	6 13 9	0 0 0	4 1 2	0 0 0	263 225 140	15 10 6	35 7 0	33 49 38	149 44 31	32	36	393	454	490	115%	96	157	$29,444	$12,169	175	$34,753
2471 st O'HARE	10	C-46 T-7 T-11 T-6	36 28 23	24 18 19	9 6 2	0 1 0	2 3 1	1 0 1	688 405 218	25 17 9	159 2 5	143 167 34	150 40 33	42	46	498	517	563	106%	337	228	$52,8[illegible]7	$31,100	278	$63,787
2472 nd FAIRFAX	10	C-47 T-7 T-11 T-6	13 15 10	11 12 8	2 2 1	0 0 0	0 1 1	0 0 0	672 470 227	52 31 23	68 39 13	235 148 19	100 35 29	32	25	368	421	446	112%	87	165	$34,30[illegible]	$18,381	189	$37,10[illegible]
2584 th MEMPHIS	14	C-46 T-7 T-11 T-6	17 15 10	14 13 9	2 1 1	0 0 0	1 0 0	0 1 0	491 102 18	29 11 2	105 6 1	78 34 0	159 43 34	32	32	348	398	430	108%	108	168	$35,00[illegible]	$19,157	170	$36,547
2585 th MIAMI	14	C-46 T-7 T-11 T-6	14 13 9	10 9 7	4 3 -	0 0 0	0 1 0	0 0 0	482 447 [illegible]	34 33 24	44 9 2	92 113 [illegible]	135 50 30	32	44	368	445	489	112%	101	190	$34,913	$15,238	208	$39,986
2587 th BIRMINGHAM	14	B-26 C-46 T-7 T-11 T-6	17 7 13 10	9 3 7 9	3 2 5 1	0 0 0 0	5 2 1 0	0 0 0 0	189 53 387 144	11 8 30 14	24 22 47 1	0 4 87 47	155 156 35 26	32	27	368	425	457	113%	100	173	$35,901	$12,130	186	$38,854
2589 th DOBBINS	14	B-26 T-7 T-11 T-6	18 13 26	12 9 24	2 1 1	0 0 0	2 1 0	2 2 1	319 557 230	18 43 9	12 37 3	10 79 32	158 41 30	32	32	378	417	449	110%	71	153	$30,324	$15,572	163	$32,839

SOURCE: A. USAF COST CONTROL REPORTS, AF FORM 320 & 322
B. ACFT STATUS & FLYING TIME RERORT, AF FORM 110A
C. CONAC PERSONNEL REPORT (ACS-FS-P17)

* SEE EXPLANATION ON PAGE 34

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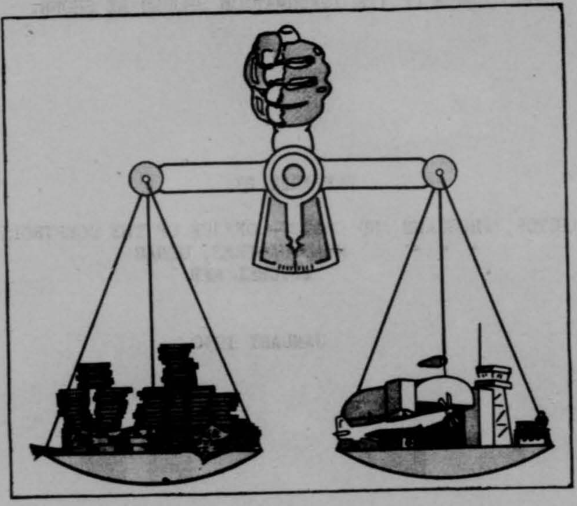
CONTINENTAL AIR COMMAND

COST ANALYSIS REVIEW

DECEMBER 1949



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PREPARED BY:

DIRECTOR, PROGRAMS AND COSTS - OFFICE OF THE COMPTROLLER
HEADQUARTERS, CONAC
MITCHEL AFB

JANUARY 1950

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PAGE

INTRODUCTION

THE PURPOSE OF THIS REVIEW IS TO PROVIDE COMMANDERS AND THEIR STAFFS AN OPPORTUNITY TO COMPARE THE OPERATIONAL COSTS OF SELECTED ACTIVITIES OF THEIR COMMAND WITH COSTS FOR LIKE ACTIVITIES OF OTHER COMMANDS.

ADDITIONAL DATA IS PROVIDED WHICH HAS NOT BEEN PROJECTED ON CHARTS IN THIS REVIEW. IF DESIRED, LOCAL ANALYSTS CAN FURNISH FURTHER ANALYSES FOR COMMANDERS AND THEIR STAFFS. REFERENCE IS MADE TO THE ADDITION OF THE COMPARATIVE DATA FOR PROGRESS AND MANAGEMENT ANALYSIS.

LOCAL CONDITIONS ARE KNOWN TO EXIST WHICH TEND TO JUSTIFY MANY OF THE EXTREMES PORTRAYED HEREIN. EVEN WITH THIS LIMITATION, THE DATA DOES SERVE AS A GUIDE FOR FURTHER INVESTIGATION AND ANALYSIS.

CONSIDERING THOSE BASES WHICH SEEM TO BE PERFORMING WITH EXCEPTIONAL EFFICIENCY, IT IS SUGGESTED THAT INVESTIGATION BE MADE TO DETERMINE IF NEW METHODS HAVE BEEN DEVELOPED WHICH, IF USED, MIGHT ASSIST IN EFFECTING GREATER EFFICIENCY AT OTHER BASES. FURTHER INVESTIGATION MAY ALSO SHOW THAT THESE BASES ARE NOT REPORTING ACCURATELY. SIMILAR INVESTIGATIONS SHOULD BE MADE AT BASES WHICH SHOW UNUSUALLY LOW EFFICIENCIES. LOW EFFICIENCY MAY RESULT EITHER FROM IMPROPER MANAGEMENT OR INCORRECT REPORTING.

THE ANALYSES CONTAINED HEREIN HAVE BEEN DERIVED FROM INFORMATION AS REPORTED TO THIS HEADQUARTERS.

COMMENTS ARE REQUESTED WHICH CALL ATTENTION TO THOSE FUNCTIONS FOR WHICH ADDITIONAL PRESENTATIONS ARE DESIRED, IN ORDER THAT THIS HQ MAY PROVIDE MAXIMUM ANALYTICAL DATA FOR COMPARATIVE PURPOSES TO THE OPERATING ACTIVITIES.

EXPLANATION OF GRAPHIC PRESENTATION ON

TOTAL COSTS OF CONTINENTAL AIR COMMAND BY FUNCTIONAL GROUPING - MONTHLY PERCENTAGE DISTRIBUTION

The following activities are included in the functional groupings as shown on the chart:

COMMAND GROUP

Hq & Hq Sq ConAC
Hq & Hq Sq ADC
Hq & Hq Sq TAC
Hq & Hq Sq ConAC numbered air forces
Hq & Hq Sq Air Divisions (Air Defense and Tactical)
2220th Extension Group (Less Extension Course Activity)
ConAC Wing Commanders, and Deputy, Executive Officer,
  A-1, A-2, A-3, A-4, Comptroller, IG, AI, AG, PIO,
  Hq & Hq Sq Administrative Overhead

OPERATIONS GROUP

Combat - Total Operating Costs of Fighter Groups,
  Troop Carrier Groups, Tactical Rec'n Group,
  Bomb Squadrons (L)
Combat Support - Total Operating Costs of: Liaison
  Flights, Aircraft Control & Warning Groups,
  Tactical Control Groups.

SERVICE GROUP

Total operating costs of ConAC organizations less those included in Command, Operations and Other Mission Groups

OTHER MISSION GROUP

Air Force Reserve (AFRTC's only)
Air National Guard (Instructor Personnel only)
Air ROTC (Instructor personnel only)
Military Liaison personnel with Army, Navy, and other agencies
Air Force Overseas Replacement Depots
Extension Course Activity of 2220th Extension Group
All other (minor activities)

ADDITIONAL CHARGES

Cost of excess personnel and recruits awaiting shipment, AFORD Casuals, Detachment of Patients, Lump Sum payments, reenlistment bonuses, initial issue of clothing, PCS, Supplies & Services furnished others, parts to salvage, and extraordinary repairs.

COMMENT

DURING THE MONTH OF NOVEMBER, THIS COMMAND SHOWED AN OVERALL REDUCTION OF $345,000 FROM THE ANNUAL HIGH POSITION REPORTED DURING OCTOBER.

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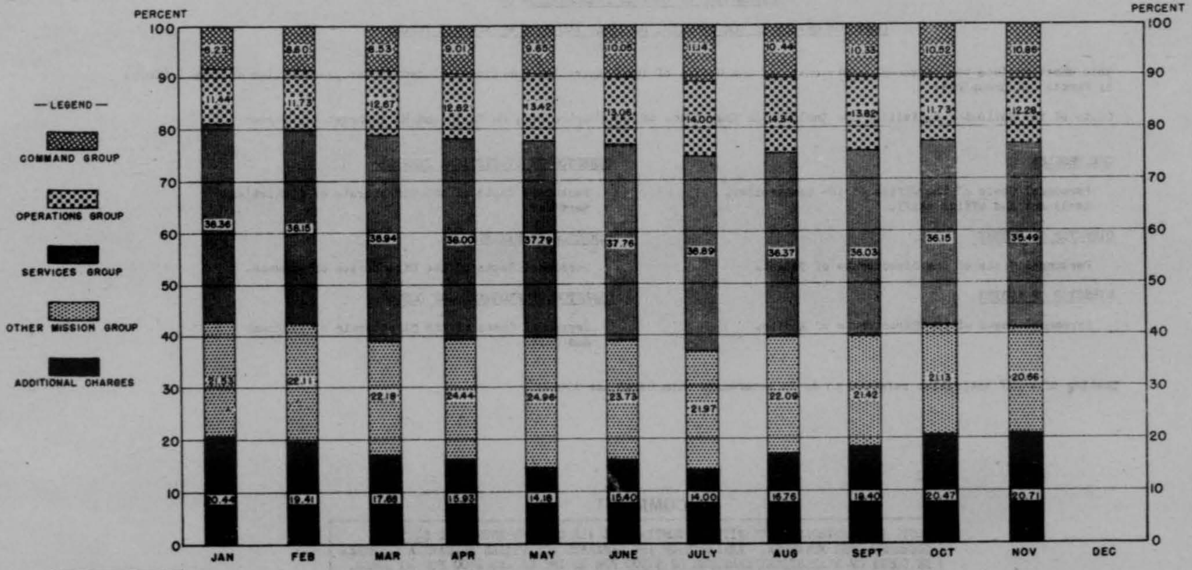
TOTAL COSTS OF CONTINENTAL AIR COMMAND *
BY FUNCTIONAL GROUPING
MONTHLY PERCENTAGE DISTRIBUTION

PREPARED BY:
DIRECTOR, PROGRAMS & COSTS
HQ, ConAC
JANUARY 1950



FUNCTIONS												
COMMAND GROUP	$ 1,816,461	$ 1,919,419	$ 1,961,647	$ 1,947,073	$ 1,965,721	$ 2,079,877	$ 2,152,739	$ 2,136,114	$ 2,120,784	$ 2,445,143	$ 2,486,347	
OPERATIONS GROUP	2,524,207	2,618,283	2,917,193	2,726,755	2,731,591	2,701,818	2,706,975	2,933,863	2,833,337	2,726,337	2,811,496	
SERVICES GROUP	8,465,088	8,513,579	8,962,626	8,208,906	7,692,718	7,814,751	7,519,660	7,438,453	7,390,023	8,404,340	8,127,669	
OTHER MISSION GROUP	4,751,429	4,934,466	5,102,166	5,279,341	5,081,649	4,911,676	4,247,759	4,516,720	4,393,566	4,910,512	4,731,565	
ADDITIONAL CHARGES	4,509,649	4,330,951	4,068,097	3,439,331	2,886,070	3,187,339	2,706,436	3,428,366	3,773,511	4,758,284	4,742,464	
TOTAL COST	$ 22,066,834	$ 22,316,718	$ 23,011,729	$ 21,801,406	$ 20,357,749	$ 20,695,461	$ 19,333,569	$ 20,453,516	$ 20,511,221	$ 23,244,616	$ 22,899,521	

SOURCE: COST CONTROL REPORT,
RCS AF-FO-F22A

* CHART IS ONE MONTH IN ARREARS DUE TO MACHINE PROCESSING SCHEDULE

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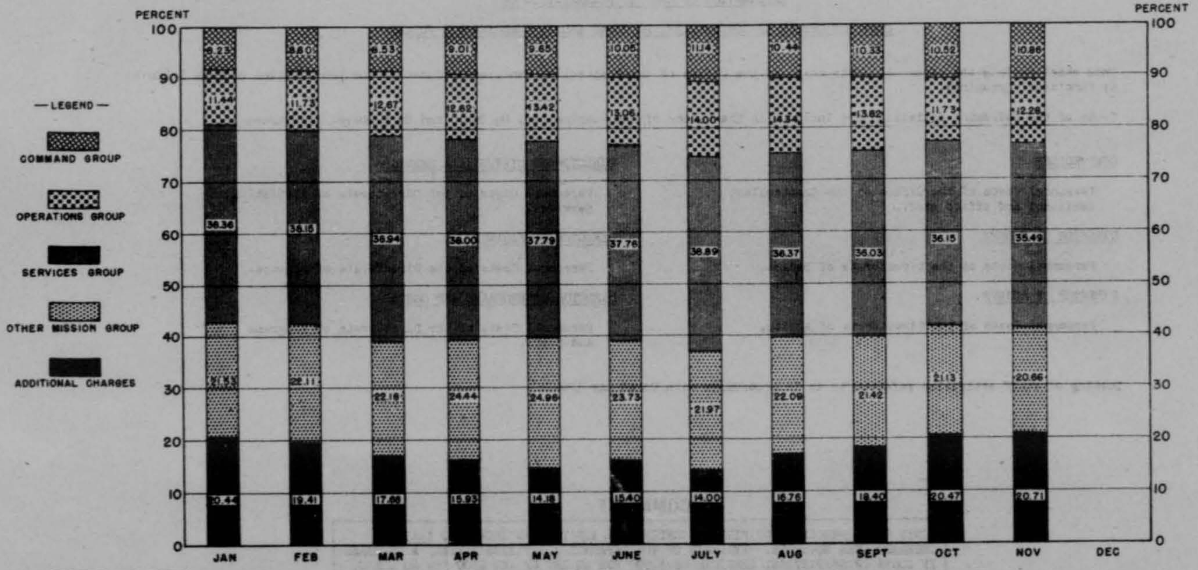
TOTAL COSTS OF CONTINENTAL AIR COMMAND *
BY FUNCTIONAL GROUPING
MONTHLY PERCENTAGE DISTRIBUTION

PREPARED BY:
DIRECTOR, PROGRAMS & COSTS
HQ, ConAC
JANUARY 1950



FUNCTIONS	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
COMMAND GROUP	$ 1,816,461	$ 1,919,419	$ 1,961,647	$ 1,947,073	$ 1,965,721	$ 2,079,877	$ 2,152,739	$ 2,136,114	$ 2,120,784	$ 2,445,143	$ 2,486,347	
OPERATIONS GROUP	2,524,207	2,616,283	2,917,193	2,726,755	2,731,591	2,701,818	2,706,975	2,933,863	2,833,337	2,726,337	2,811,496	
SERVICES GROUP	8,465,088	8,513,579	8,962,626	8,208,906	7,692,718	7,814,751	7,519,660	7,438,453	7,390,023	8,404,340	8,127,669	
OTHER MISSION GROUP	4,751,429	4,934,486	5,102,166	5,279,341	5,081,649	4,911,676	4,247,759	4,516,720	4,393,566	4,910,512	4,731,565	
ADDITIONAL CHARGES	4,509,649	4,330,951	4,068,097	3,439,331	2,886,070	3,187,339	2,706,436	3,428,366	3,773,511	4,758,284	4,742,464	
TOTAL COST	$ 22,066,834	$ 22,316,718	$ 23,011,729	$ 21,601,406	$ 20,357,749	$ 20,695,461	$ 19,333,569	$ 20,453,516	$ 20,511,221	$ 23,244,616	$ 22,899,521	

SOURCE: COST CONTROL REPORT,
RCS AF-FO-F22A

* CHART IS ONE MONTH IN ARREARS DUE TO MACHINE PROCESSING SCHEDULE

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EXPLANATION OF GRAPHIC PRESENTATION ON

COSTS OF OFFICE OF COMPTROLLER, HQ CONAC AND HQ NUMBERED AIR FORCES

This chart depicts the personnel costs only, of the Office of the Comptroller function included in the presentation on Page 5 (Costs by Functional Grouping).

Costs of the following activities are included in the Office of the Comptroller, Hq ConAC and Hq Numbered Air Forces:

COMPTROLLER

Personnel Costs of the Office of the Comptroller, Assistant and office staff.

DIRECTOR OF BUDGET

Personnel Costs of the Directorate of Budget.

DIRECTOR OF AUDITS

Personnel Costs of the Directorate of Audits.

DIRECTOR OF STATISTICAL SERVICES

Personnel Costs of the Directorate of Statistical Services.

DIRECTOR OF FINANCE

Personnel Costs of the Directorate of Finance.

DIRECTOR OF PROGRAMS AND COSTS

Personnel Costs of the Directorate of Programs and Costs.

Costing of staff activities referred to is in accordance with ConAC Ltr 170-7.

COMMENT

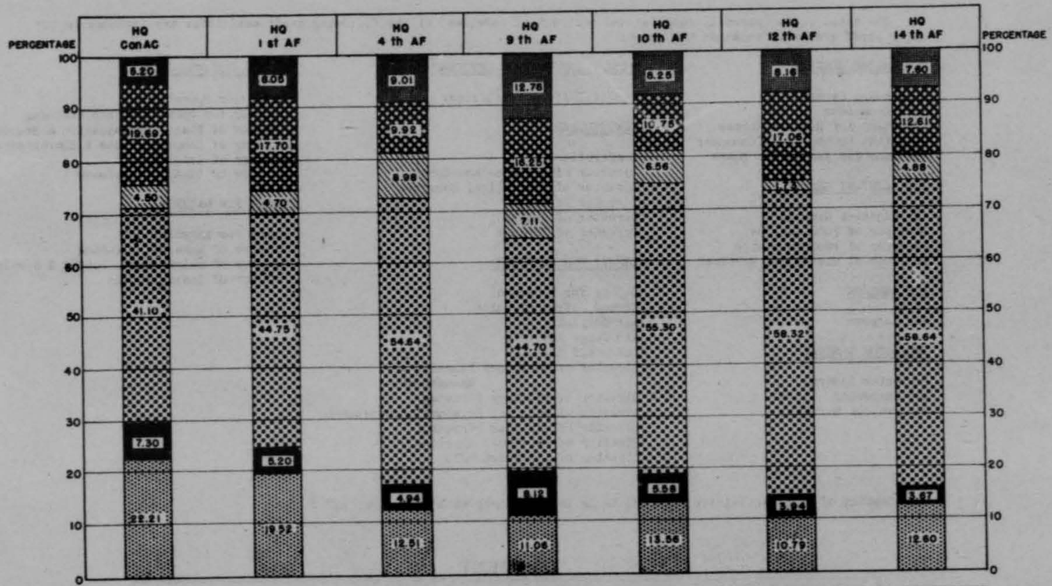
COSTS OF COMPTROLLER ACTIVITY IN CONTINENTAL AIR COMMAND INCREASED $1155 IN DECEMBER OVER NOVEMBER. ANALYSIS OF THE SEPARATE ACTIVITIES REVEALS A DECREASE IN COSTS OF STATISTICAL SERVICES OF $1900 FOR HQ 1ST AF AND $800 FOR HQ CONAC, AND INCREASES OF $700 FOR HQ 14TH AF, $1300 FOR HQ 12TH AF, $600 IN HQ 4TH AF AND $570 FOR HQ 9TH AF. COSTS OF THE IMMEDIATE OFFICE OF COMPTROLLER INCREASED $570 FOR HQ 1ST AF AND DECREASED $1446 FOR HQ 12TH AF AND $450 HQ 9TH AF. COST OF THE PROGRAMS AND COSTS ACTIVITY INCREASED $1300 IN HQ 1ST AF.

PREPARED BY:
DIRECTOR, PROGRAMS & COSTS
HQ, CONAC
JANUARY 1950

COSTS OF OFFICE OF COMPTROLLER *

HQ ConAC AND HQ NUMBERED AIR FORCES

DECEMBER 1949



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		HQ ConAC	HQ 1 st AF	HQ 4 th AF	HQ 9 th AF	HQ 10 th AF	HQ 12 th AF	HQ 14 th AF
■	COMPTROLLER	$ 3,039	$ 1,765	$ 1,827	$ 2,908	$ 1,188	$ 1,370	$ 1,514
▩	DIRECTOR OF BUDGET	11,506	3,897	2,011	3,695	1,548	2,863	2,512
▧	DIRECTOR OF AUDITS	2,634	1,031	1,821	1,619	944	290	972
▦	DIR OF STATISTICAL SERVICES	24,020	9,808	11,083	10,174	7,962	9,786	11,678
■	DIRECTOR OF FINANCE	4,269	1,139	1,001	1,849	805	662	730
▒	DIR OF PROGRAMS AND COSTS	12,980	4,278	2,539	2,518	1,952	1,812	2,510
	TOTAL COMPTROLLER COSTS	$ 58,448	$ 21,918	$ 20,282	$ 22,763	$ 14,399	$ 16,783	$ 19,916

* PERSONNEL COSTS ONLY

SOURCE: COST CONTROL REPORT, AF FORM 321,
RCS- AF -FO-F22A

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EXPLANATION OF GRAPHIC PRESENTATION ON
COSTS OF MAJOR STAFF GROUPS HQ CONAC AND HQ NUMBERED AIR FORCES

The total costs (payroll, supplies and contractual services) of the following staff activities are included in the major staff groups as shown on the chart:

COMMANDING GENERAL

Commanding General
Vice Commander
Assistant for Reserve Forces
Assistant to the Vice Commander
The Manpower Evaluation Board

AIR ADJUTANT GENERAL

Air Adjutant General
Director of Publications
Director of Administration
Director of Historical Services

AIR SURGEON

Air Surgeon

INSPECTOR GENERAL

Inspector General
Air Inspector
Air Provost Marshal

PUBLIC INFORMATION OFFICER

Public Information Officer

COMPTROLLER

Comptroller
Director of Programs and Costs
Director of Statistical Services
Director of Budget
Director of Audits
Director of Finance

DEPUTY FOR PERSONNEL

Deputy for Personnel
Ground Safety Division
Air Chaplain
Air Judge Advocate
WAF Staff Director
Director of Personnel Planning and Management
Director of Military Personnel
Director of Military Personnel Procurement
Director of Civilian Personnel
Director of Personnel Services
Director of Air Force ROTC

DEPUTY FOR OPERATIONS

Deputy for Operations
Director for Operations and Training
Director of Plans, Organization & Requirements
Director of Communications & Electronics
Director of Intelligence
Director of Civil Air Defense

DEPUTY FOR MATERIEL

Deputy for Materiel
Director of Materiel Planning
Director of Maintenance, Supply & Services
Director of Installations

Costing of staff activities referred to is in accordance with ConAC Ltr. 170-7.

COMMENT

LACK OF UNIFORMITY IN THE REPORTING OF COSTS AMONG THE SIX (6) NUMBERED AIR FORCES FOR THE STAFF SECTIONS TITLED "COMMANDING GENERAL" AND "AIR ADJUTANT GENERAL" IS DUE TO DIFFERENCES IN INTERPRETATION OF COST REPORTING PROCEDURES WHICH APPLY TO VARTU ACTIVITIES AND THE ADMINISTRATION OF RESERVE RECORDS. APPROPRIATE DIRECTIVES INDICATE THAT VARTU COSTING IS PROPERLY PERFORMED IN A DIGIT ACCOUNT OF "AIR RESERVE" WHILE RESERVE RECORDS ARE COSTED TO THE "ADJUTANT" ACCOUNT.
AT HEADQUARTERS TENTH AIR FORCE, OF $116,994 REPORTED BY THE DEPUTY FOR PERSONNEL, $101,815 IS REPORTED IN THE OFFICE OF THE DIRECTOR OF AIR FORCE ROTC.
PART OF THE COST OF THE COMPTROLLER WHICH ACCOUNTS FOR A FAIRLY HIGH PERCENTAGE OF HEADQUARTERS COST IS THE COST OF THE RENTAL AND SERVICES OF MECHANICAL EQUIPMENT.

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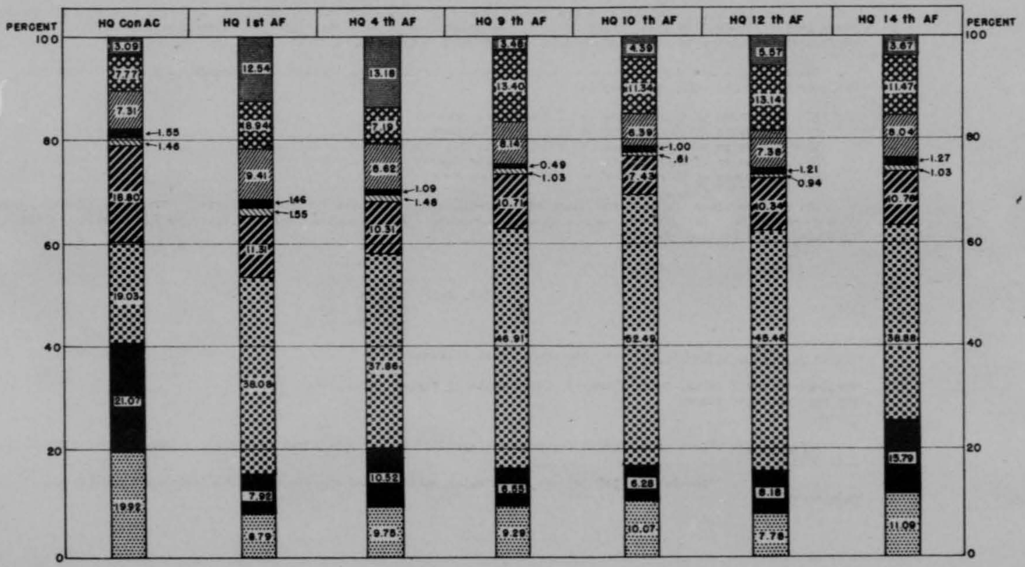
COST OF MAJOR STAFF GROUPS

HQ ConAC AND HQ NUMBERED AIR FORCES

DECEMBER 1949

PREPARED BY:
DIRECTOR, PROGRAMS & COSTS
HQ, CONAC
FEBRUARY 1950



-LEGEND-

		HQ ConAC	HQ 1st AF	HQ 4th AF	HQ 9th AF	HQ 10th AF	HQ 12th AF	HQ 14th AF
■	COMMANDING GENERAL	$ 10,291	$ 26,253	$ 28,549	$ 7,997	$ 9,787	$ 10,309	$ 7,443
▩	AIR ADJUTANT GENERAL	25,866	18,716	15,580	30,831	25,287	24,327	23,287
▨	INSPECTOR GENERAL	24,274	19,697	18,658	18,722	14,237	13,677	16,322
■	AIR SURGEON	5,155	3,051	2,351	1,135	2,238	2,237	2,587
▧	PUBLIC INFORMATION OFFICER	4,859	3,239	3,207	2,366	1,355	1,737	2,098
▨	COMPTROLLER	62,566	23,683	22,322	24,654	16,570	19,159	21,841
▩	DEPUTY FOR PERSONNEL	63,329	79,731	81,972	107,954	116,994	84,187	78,948
■	DEPUTY FOR OPERATIONS	70,117	16,592	22,787	15,072	13,995	15,141	27,996
▒	DEPUTY FOR MATERIEL	66,291	18,421	21,114	21,375	22,442	14,409	22,519
	TOTAL	$ 332,728	$ 209,383	$ 216,540	$ 230,106	$ 222,905	$ 185,183	$ 203,041

SOURCE: COST CONTROL REPORT, AF FORM 321,
RCS - AF - FO - F22A.

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EXPLANATION OF GRAPHIC PRESENTATION ON

RELATIVE COST OF AIRCRAFT MAINTENANCE FUNCTION (PAYROLL) PER UNIT OF FLYING ACCOMPLISHED

The Aircraft Maintenance Workload Factors are based on the number of T/O&E authorizations in maintenance SSN's (modified for AFRTC), in relation to the number of flying hours expected per aircraft, by type, as specified in Air Force Letter 150-10. In using these factors, the assumption is made that the T/O&E authorizations reflect the approximate requirements necessary to maintain the various types of aircraft.

These factors are based on the following figures, developed by Director, Maintenance, Supply, and Services, Headquarters, Continental Air Command:

11.6 Man Hours of Maintenance = 1 T-6 Flying Hour
15 Man Hours of Maintenance = 1 C-47 Flying Hour
17.6 Man Hours of Maintenance = 1 C-45, T-7, T-11 Flying Hour
18 Man Hours of Maintenance = 1 C-46 Flying Hour
22 Man Hours of Maintenance = 1 B-26 Flying Hour

The B-26 requires the most man hours of maintenance to accomplish one hour of flying. Therefore, for convenience of computation, all factors were expressed as a percentage, with the B-26 figure as 1, or 100%, resulting in the following final Workload Factors:

B-26 = 1
C-46 = .82
T-7, T-11, C-45 = .80
C-47 = .68
T-6 = .53

"Units of Flying Accomplished" are then computed as follows:

Workload Factor X Actual Hours Flown = Total Units of Flying Accomplished
(By type acft and summed)

DEFINITIONS: "Cost of Maintenance Function (Payroll)" is the cost shown in payroll column of Cost Account Code 07110.

"Non-Tenant AFRTC's" are those which maintain and operate the installation and provide all Base Services.

COMMENT

IF DESIRED, DATA SHOWN IN THIS PRESENTATION CAN BE ADDED TO THE 5 MONTH AVERAGES (P. 11, CONAC COST ANALYSIS REVIEW, NOVEMBER) BY THE INDIVIDUAL ANALYST TO DEVELOP A 6 MONTH AVERAGE FOR HIS UNIT.

THE DATA FOR THE MONTH OF DECEMBER, COMPARED WITH THE PREVIOUS 5 MONTH AVERAGE INDICATES:

1. A DECREASE OF 6399 FLYING HOURS
2. AN INCREASE OF 290 PERSONS IN THE AIRCRAFT MAINTENANCE FUNCTION
3. AN INCREASE OF $94,481 IN PAYROLL COSTS

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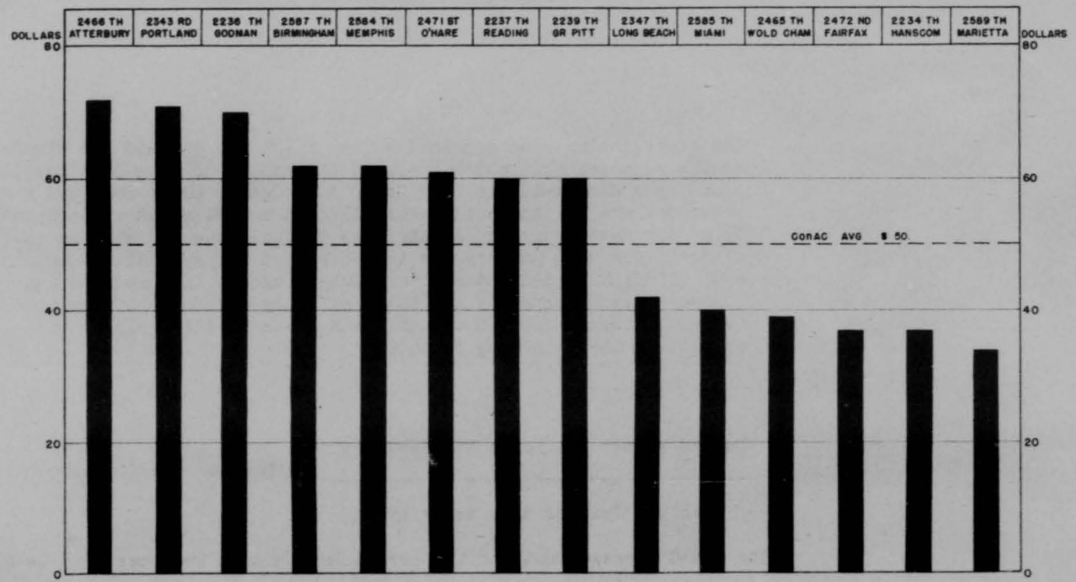
PREPARED BY:
DIRECTOR, PROGRAMS & COSTS
HQ, CONAC
JANUARY 1950

RELATIVE COST OF AIRCRAFT MAINTENANCE FUNCTION (PAYROLL) PER UNIT OF FLYING ACCOMPLISHED *

NON-TENANT AFRTC's

DECEMBER 1949



	2466 TH ATTERBURY	2343 RD PORTLAND	2236 TH GODMAN	2587 TH BIRMINGHAM	2584 TH MEMPHIS	2471 ST O'HARE	2237 TH READING	2239 TH GR PITT	2347 TH LONG BEACH	2585 TH MIAMI	2465 TH WOLD CHAM	2472 ND FAIRFAX	2234 TH HANSCOM	2589 TH MARIETTA
COST OF ACFT MAINT (PAYROLL)	$ 29,843	$ 42,090	$ 28,766	$ 41,505	$ 33,555	$ 52,274	$ 28,034	$ 32,269	$ 62,510	$ 29,243	$ 29,595	$ 29,704	$ 37,405	$ 27,750
UNITS OF FLYING ACCOMPLISHED	415	592	414	674	539	852	469	533	1,474	732	752	793	1,011	806
■ COST PER UNIT OF FLYING	$ 72	$ 71	$ 70	$ 62	$ 62	$ 61	$ 60	$ 60	$ 42	$ 40	$ 39	$ 37	$ 37	$ 34
TOTAL HOURS FLOWN	582	790	599	905	694	1,114	625	710	1,770	998	976	1,170	1,342	1,001
NUMBER OF PERSONNEL IN FUNCTION	153	189	121	162	158	220	146	177	305	155	150	159	196	143

SOURCE: A. ACTUAL COST: COST CONTROL REPORT, RCS - AF - FO - F22
B. WORKLOAD FACTORS: DIR MS & S, HQ, CONAC
C. HOURS FLOWN: AF FORM 110 A

NOTES: * UNITS OF FLYING ACCOMPLISHED ARE THE NUMBER OF HOURS FLOWN, BY TYPE ACFT., MULTIPLIED BY THE APPROPIATE "MAINTENANCE WORKLOAD FACTOR" (SEE OPPOSITE PAGE)

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EXPLANATION OF GRAPHIC PRESENTATION ON RELATIVE WORK PERFORMANCE OF A-1 AND S-1 FUNCTIONS

The costs include the combined costs of all the A-1 and S-1 staffs of the organizations which operated the base. On Wing-Base installations, the Wing A-1, Air Base Group A-1, Combat Group S-1, and M & S Group S-1 are all included. Normally, on a base which is operated by an Air Base Group, or an Air Base Sq, only one S-1 will be included. The work performance is determined by dividing the total cost of all base A-1 and S-1 functions, (except intermediate and command headquarters) by the total military personnel of the base (except intermediate and command headquarters) and applying the results in the following formula:

$$\frac{\text{United States Air Force Standard Cost}}{\text{Actual Cost of Base Activity}} \times 100 = \text{Work Performance Rating}$$

The ConAC Average Cost for the period May through December 1949 is <u>$1.50</u>.

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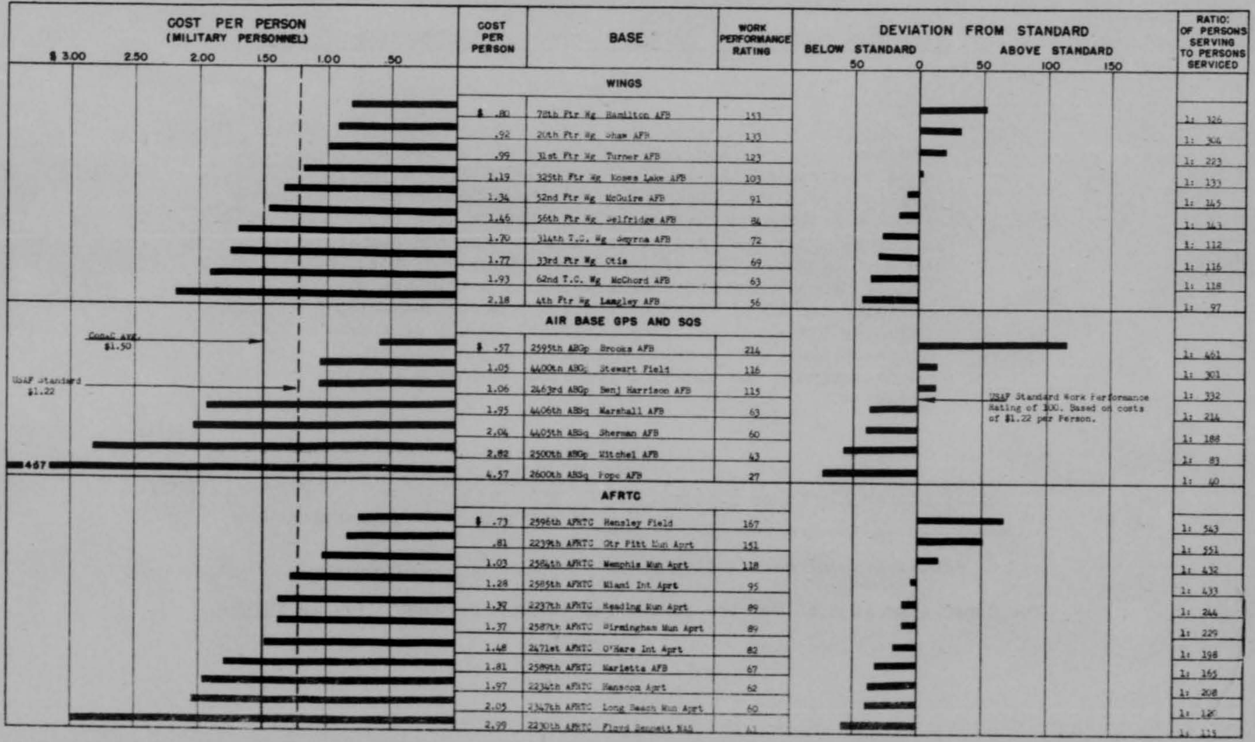
RELATIVE WORK PERFORMANCE OF A-I AND S-I FUNCTIONS

DECEMBER 1949

PREPARED BY:
DIRECTOR, PROGRAMS & COSTS
HQ, ConAC
JANUARY 1950



ConAC Ave.
$1.50

USAF Standard
$1.22

USAF Standard Work Performance Rating of 100. Based on costs of $1.22 per Person.

COST PER PERSON	BASE	WORK PERFORMANCE RATING	RATIO: OF PERSONS SERVING TO PERSONS SERVICED
	WINGS		
$ .80	78th Ftr Wg Hamilton AFB	153	1: 326
.92	20th Ftr Wg Shaw AFB	133	1: 304
.99	31st Ftr Wg Turner AFB	123	1: 223
1.19	325th Ftr Wg Moses Lake AFB	103	1: 133
1.34	52nd Ftr Wg McGuire AFB	91	1: 145
1.46	56th Ftr Wg Selfridge AFB	84	1: 143
1.70	314th T.C. Wg Smyrna AFB	72	1: 112
1.77	33rd Ftr Wg Otis	69	1: 116
1.93	62nd T.C. Wg McChord AFB	63	1: 118
2.18	4th Ftr Wg Langley AFB	56	1: 97
	AIR BASE GPS AND SQS		
$ .57	2595th ABGp Brooks AFB	214	1: 461
1.05	4400th ABGp Stewart Field	116	1: 301
1.06	2463rd ABGp Benj Harrison AFB	115	1: 332
1.95	4406th ABSq Marshall AFB	63	1: 214
2.04	4405th ABSq Sherman AFB	60	1: 188
2.82	2500th ABGp Mitchel AFB	43	1: 83
4.57	2600th ABSq Pope AFB	27	1: 40
	AFRTC		
$ .73	2596th AFRTC Hensley Field	167	1: 543
.81	2239th AFRTC Gtr Pitt Mun Aprt	151	1: 551
1.03	2584th AFRTC Memphis Mun Aprt	118	1: 432
1.28	2585th AFRTC Miami Int Aprt	95	1: 433
1.37	2237th AFRTC Reading Mun Aprt	89	1: 244
1.37	2587th AFRTC Birmingham Mun Aprt	89	1: 229
1.48	2471st AFRTC O'Hare Int Aprt	82	1: 198
1.81	2589th AFRTC Marietta AFB	67	1: 165
1.97	2234th AFRTC Hanscom Aprt	62	1: 208
2.05	2347th AFRTC Long Beach Mun Aprt	60	1: 120
2.99	2230th AFRTC Floyd Bennett NAS	[illegible]	1: 115

SOURCE: WORK PERFORMANCE REPORT, AF FORM 323, RCS - AF - FO - F30

-RESTRICTED-

EXPLANATION OF GRAPHIC PRESENTATION ON
RELATIVE WORK PERFORMANCE OF ALL SQUADRON ADMINISTRATIVE OVERHEAD

The costs include the combined costs of (a) the Hq & Hq Squadron Administrative Overhead at Wing-Base, (b) Administrative Overhead of Air Base Squadrons, (c) Administrative Overhead of the Maintenance Sq, and the Supply Squadron of the Maintenance and Supply Group, and Squadron Administrative Overhead of the Combat Group. The work performance is determined by dividing the total costs of the above mentioned activities by the total military personnel of all organizations on the base (except intermediate and command headquarters), and applying the results in the formula below:

$$\frac{\text{United States Air Force Standard Cost}}{\text{Actual Cost of Base Activity}} \times 100 = \text{Work Performance Rating}$$

The ConAC Average Cost for the period May through December 1949 is $8.26.

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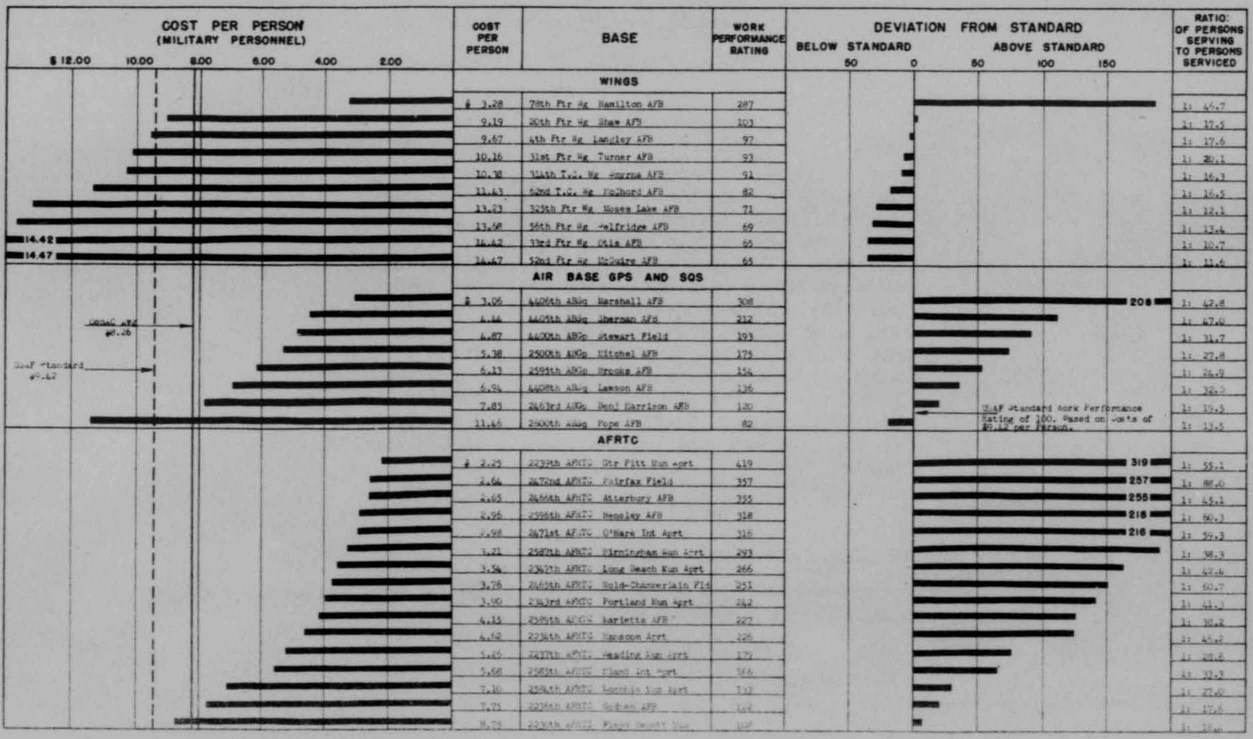
RELATIVE WORK PERFORMANCE OF ALL SQUADRON ADMINISTRATIVE OVERHEAD

DECEMBER 1949

PREPARED BY:
DIRECTOR, PROGRAMS & COSTS
HQ, CONAC
JANUARY 1950



USAF Standard Work Performance Rating of 100. Based on Costs of $9.42 per Person.

COST PER PERSON	BASE	WORK PERFORMANCE RATING	RATIO: OF PERSONS SERVING TO PERSONS SERVICED
	WINGS		
$ 3.28	78th Ftr Wg Hamilton AFB	287	1: 46.7
9.19	20th Ftr Wg Shaw AFB	103	1: 17.5
9.67	4th Ftr Wg Langley AFB	97	1: 17.6
10.16	31st Ftr Wg Turner AFB	93	1: 20.1
10.38	314th T.C. Wg Smyrna AFB	91	1: 16.3
11.43	62nd T.C. Wg McChord AFB	82	1: 16.5
13.23	325th Ftr Wg Moses Lake AFB	71	1: 12.1
13.68	56th Ftr Wg Selfridge AFB	69	1: 13.4
14.42	33rd Ftr Wg Otis AFB	65	1: 10.7
14.47	52nd Ftr Wg McGuire AFB	65	1: 11.6
	AIR BASE GPS AND SQS		
$ 3.06	4406th ABSq Marshall AFB	308	1: 42.8
4.44	4405th ABSq Sherman AFB	212	1: 47.0
4.87	4400th ABGp Stewart Field	193	1: 31.7
5.38	2500th ABGp Mitchel AFB	175	1: 27.8
6.13	2595th ABGp Brooks AFB	154	1: 24.9
6.94	4408th ABSq Lawson AFB	136	1: 32.9
7.85	2463rd ABGp Benj Harrison AFB	120	1: 19.5
11.46	2600th ABSq Pope AFB	82	1: 13.5
	AFRTC		
$ 2.25	2239th AFRTC Gtr Pitt Mun Aprt	419	1: 55.1
2.64	2472nd AFRTC Fairfax Field	357	1: 88.0
2.65	2466th AFRTC Atterbury AFB	355	1: 45.1
2.96	2596th AFRTC Hensley AFB	318	1: 60.3
2.98	2471st AFRTC O'Hare Int Aprt	316	1: 59.3
3.21	2587th AFRTC Birmingham Mun Aprt	293	1: 38.3
3.54	2347th AFRTC Long Beach Mun Aprt	266	1: 42.4
3.76	2465th AFRTC Wold-Chamberlain Fld	251	1: 60.7
3.90	2343rd AFRTC Portland Mun Aprt	242	1: 41.3
4.15	2585th AFRTC Marietta AFB	227	1: 30.2
4.42	2234th AFRTC Hanscom Aprt	226	1: 46.2
5.25	2237th AFRTC Reading Mun Aprt	179	1: 28.6
5.68	2589th AFRTC Miami Int Aprt	166	1: 33.3
7.10	2584th AFRTC Lincoln Mun Aprt	133	1: 27.0
7.75	2236th AFRTC Godman AFB	124	1: 17.6
8.75	2235th AFRTC [illegible]	108	1: [illegible]

SOURCE: WORK PERFORMANCE REPORT, AF FORM 323, RCS - AF - FO - F30

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EXPLANATION OF GRAPHIC PRESENTATION ON RELATIVE WORK PERFORMANCE OF PERSONNEL SERVICES

The costs include the expense of the Special Services Officer, Information and Education Officer, Post Exchange Officer, Theater Officer, Billeting Officer, Off-Base Housing Officer, and staffs; Administrative personnel of Central Post Fund; personnel and expenses of Base newspaper, library, guest house, service clubs and recreation centers (when paid from appropriated funds). The work performance is determined by dividing the total cost of the Personnel Services function by the total number of military personnel stationed on the base and applying the results in the formula below:

$$\frac{\text{United States Air Force Standard Cost}}{\text{Actual Cost of Base Activity}} \times 100 = \text{Work Performance Rating}$$

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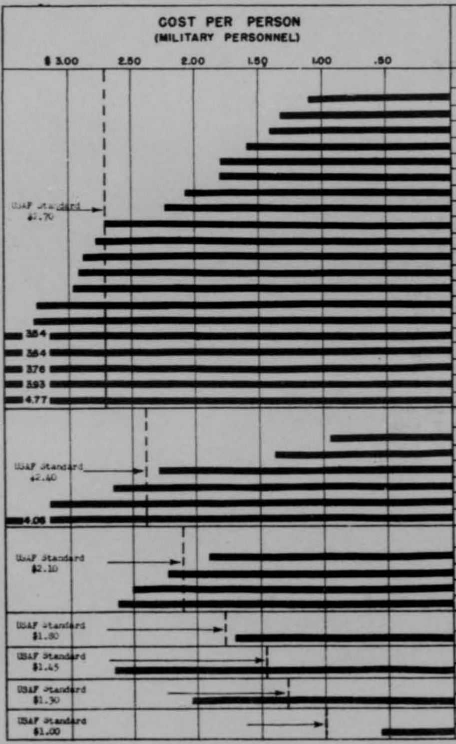
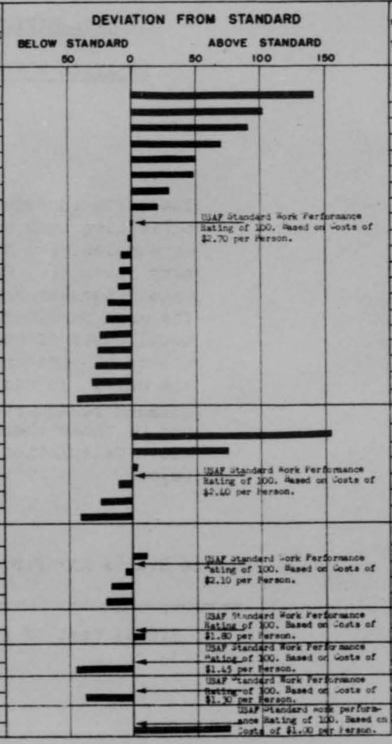
RELATIVE WORK PERFORMANCE OF PERSONNEL SERVICES

DECEMBER 1949

PREPARED BY:
DIRECTOR, PROGRAMS & COSTS
HQ, CONAC
JANUARY 1950



COST PER PERSON	BASE	WORK PERFORMANCE RATING	RATIO: OF PERSONS SERVING TO PERSONS SERVICED
	UNDER 1,000 PERSONNEL		
$ 1.11	4405th ABSq Sherman AFB	243	1: 188.0
1.33	2239th AFRTC Gtr Pitt Mun Aprt	203	1: 138.0
1.41	2472nd AFRTC Fairfax Field	191	1: 73.3
1.59	2471st AFRTC O'Hare Int Aprt	170	1: 85.0
1.80	2465th AFRTC Gold-Chamberlain Fld	150	1: 142.0
1.81	2230th AFRTC Floyd Bennett NAS	149	1: 76.5
2.08	2237th AFRTC Reading Mun Aprt	130	1: 69.6
2.24	4406th ABSq Marshall AFB	121	1: 71.3
2.70	2236th AFRTC Godman AFB	100	1: 77.6
2.79	2589th AFRTC Marietta AFB	97	1: 62.0
2.89	2585th AFRTC Miami Int Aprt	93	1: 61.9
2.93	2587th AFRTC Birmingham Mun Aprt	92	1: 65.6
2.96	2596th AFRTC Hensley Field	91	1: 54.3
3.25	4409th ABSq Lawson AFB	83	1: 80.0
3.28	2466th AFRTC Atterbury AFB	82	1: 90.2
3.54	2234th AFRTC Hanscom Aprt	76	1: 59.4
3.64	2584th AFRTC Memphis Mun Aprt	74	1: 48.0
3.76	2343rd AFRTC Portland Mun Aprt	72	1: 82.7
3.93	2347th AFRTC Long Beach Mun Aprt	69	1: 48.0
4.77	4600th ABGp Stewart Field	57	1: 46.3
	1,000-1,999 PERSONNEL		
$ .94	2600th ABSq Pope AFB	255	1: 216.3
1.38	2463rd ABGp Benj Harrison AFB	174	1: 111.5
2.31	2595th ABGp Brooks AFB	104	1: 86.1
2.66	325th Ftr Wg Moses Lake AFB	90	1: 52.5
3.16	52nd Ftr Wg McGuire AFB	76	1: 55.9
4.06	33rd Ftr Wg Otis AFB	59	1: 46.4
	2,000-2,999 PERSONNEL		
$ 1.89	56th Ftr Wg Selfridge AFB	111	1: 93.6
2.23	20th Ftr Wg Shaw AFB	94	1: 97.6
2.51	31st Ftr Wg Turner AFB	84	1: 77.2
2.62	314th T.C. Wg Smyrna AFB	80	1: 59.9
	3,000-3,999 PERSONNEL		
$ 1.70	62nd T.C. Wg McChord AFB	106	1: 103.6
	5,000-5,999 PERSONNEL		
$ 2.65	2500th ABGp Mitchel AFB	55	1: 73.8
	6,000-6,999 PERSONNEL		
$ 2.06	4th Ftr Wg Langley AFB	63	1: 116.1
	OVER 10,000 PERSONNEL		
$ .57	78th Ftr Wg Hamilton AFB	175	1: 285.2



USAF Standard Work Performance Rating of 100. Based on Costs of $2.70 per Person.

USAF Standard Work Performance Rating of 100. Based on Costs of $2.40 per Person.

USAF Standard Work Performance Rating of 100. Based on Costs of $2.10 per Person.

USAF Standard Work Performance Rating of 100. Based on Costs of $1.80 per Person.

USAF Standard Work Performance Rating of 100. Based on Costs of $1.45 per Person.

USAF Standard Work Performance Rating of 100. Based on Costs of $1.30 per Person.

USAF Standard work performance Rating of 100. Based on Costs of $1.00 per Person.

SOURCE: WORK PERFORMANCE REPORT, AF FORM 323, RCS- AF -FO - F30

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EXPLANATION OF GRAPHIC PRESENTATION ON RELATIVE WORK PERFORMANCE OF SUPPLY ACTIVITY

The costs include the combined costs of all supply activities such as (a) Supply Control, (b) Supply Warehouses, (c) Subsistence Handling, (d) Commissary Sales, (e) Purchasing and Contracting, (f) Salvage & Surplus Property, (g) Laundry & Dry Cleaning. The work performance is determined by dividing the total costs of the base supply activity by the total number of personnel, both civilian and military of the base. In addition, if a major or intermediate command headquarters is located on the base, personnel of those commands are added. The results of the above calculation will be applied to the formula below:

$$\frac{\text{United States Air Force Standard Cost}}{\text{Actual Cost of Activity}} \times 100 = \text{Work Performance Rating}$$

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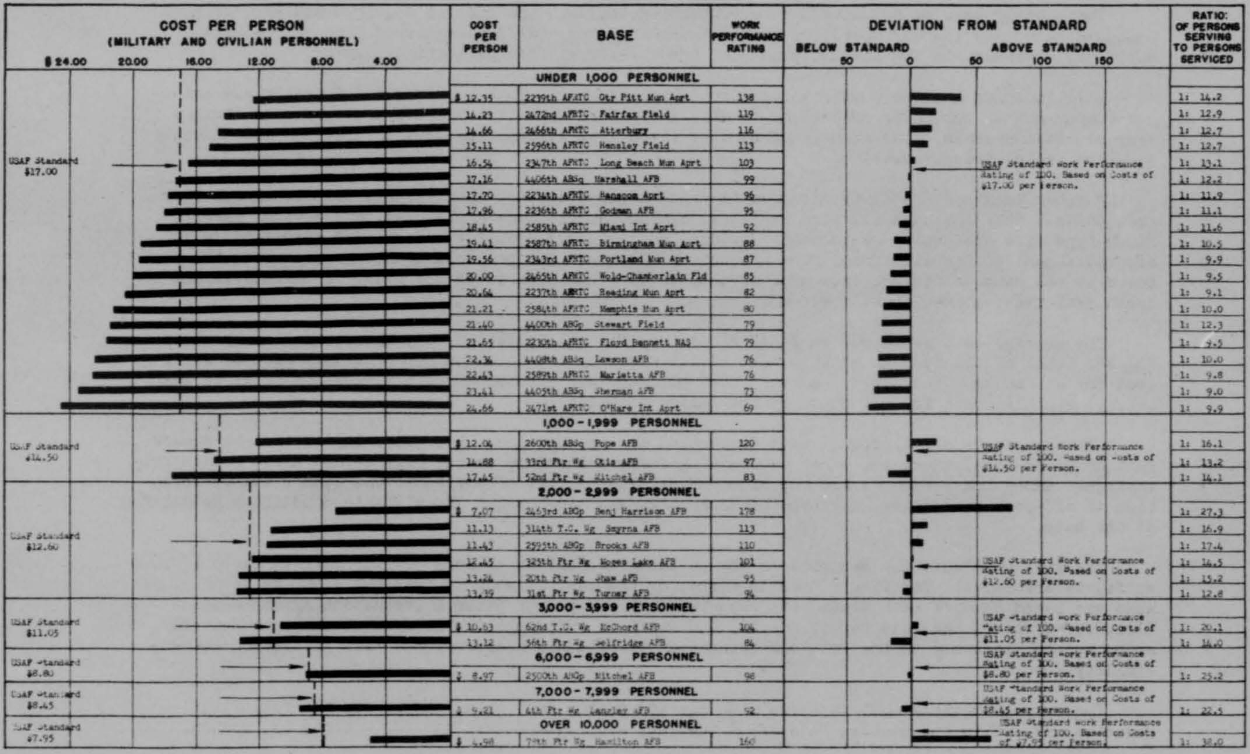
PREPARED BY:
DIRECTOR, PROGRAMS & COSTS
HQ, ConAC
JANUARY, 1950

RELATIVE WORK PERFORMANCE OF SUPPLY ACTIVITY

DECEMBER 1949



COST PER PERSON	BASE	WORK PERFORMANCE RATING	RATIO: OF PERSONS SERVING TO PERSONS SERVICED
	UNDER 1,000 PERSONNEL		
$ 12.35	2239th AFRTC Gtr Pitt Mun Aprt	138	1: 14.2
14.23	2472nd AFRTC Fairfax Field	119	1: 12.9
14.66	2466th AFRTC Atterbury	116	1: 12.7
15.11	2596th AFRTC Hensley Field	113	1: 12.7
16.54	2347th AFRTC Long Beach Mun Aprt	103	1: 13.1
17.16	4406th ABSq Marshall AFB	99	1: 12.2
17.70	2234th AFRTC Hanscom Aprt	96	1: 11.9
17.96	2236th AFRTC Godman AFB	95	1: 11.1
18.45	2585th AFRTC Miami Int Aprt	92	1: 11.6
19.41	2587th AFRTC Birmingham Mun Aprt	88	1: 10.5
19.56	2343rd AFRTC Portland Mun Aprt	87	1: 9.9
20.00	2465th AFRTC Wold-Chamberlain Fld	85	1: 9.5
20.64	2237th AFRTC Reading Mun Aprt	82	1: 9.1
21.21	2584th AFRTC Memphis Mun Aprt	80	1: 10.0
21.40	4400th ABGp Stewart Field	79	1: 12.3
21.65	2230th AFRTC Floyd Bennett NAS	79	1: 9.5
22.34	4408th ABSq Lawson AFB	76	1: 10.0
22.43	2589th AFRTC Marietta AFB	76	1: 9.8
23.41	4405th ABSq Sherman AFB	73	1: 9.0
24.66	2471st AFRTC O'Hare Int Aprt	69	1: 9.9
	1,000 - 1,999 PERSONNEL		
$ 12.04	2600th ABSq Pope AFB	120	1: 16.1
14.88	33rd Ftr Wg Otis AFB	97	1: 13.2
17.45	52nd Ftr Wg Mitchel AFB	83	1: 14.1
	2,000 - 2,999 PERSONNEL		
$ 7.07	2463rd ABGp Benj Harrison AFB	178	1: 27.3
11.13	314th T.C. Wg Smyrna AFB	113	1: 16.9
11.43	2595th ABGp Brooks AFB	110	1: 17.4
12.45	325th Ftr Wg Moses Lake AFB	101	1: 14.5
13.24	20th Ftr Wg Shaw AFB	95	1: 13.2
13.39	31st Ftr Wg Turner AFB	94	1: 12.8
	3,000 - 3,999 PERSONNEL		
$ 10.63	62nd T.C. Wg McChord AFB	104	1: 20.1
13.12	56th Ftr Wg Selfridge AFB	84	1: 14.0
	6,000 - 6,999 PERSONNEL		
$ 8.97	2500th ABGp Mitchel AFB	98	1: 25.2
	7,000 - 7,999 PERSONNEL		
$ 9.21	4th Ftr Wg Langley AFB	92	1: 22.5
	OVER 10,000 PERSONNEL		
$ 4.98	78th Ftr Wg Hamilton AFB	160	1: 38.0

USAF Standard Work Performance Rating of 100. Based on Costs of $17.00 per Person.

USAF Standard Work Performance Rating of 100. Based on Costs of $14.50 per Person.

USAF Standard Work Performance Rating of 100. Based on Costs of $12.60 per Person.

USAF Standard Work Performance Rating of 100. Based on Costs of $11.05 per Person.

USAF Standard Work Performance Rating of 100. Based on Costs of $8.80 per Person.

USAF Standard Work Performance Rating of 100. Based on Costs of $8.45 per Person.

USAF Standard Work Performance Rating of 100. Based on Costs of $7.95 per Person.

SOURCE: WORK PERFORMANCE REPORT, AF FORM 323, RCS - AF - FO - F 30

-RESTRICTED-

EXPLANATION OF GRAPHIC PRESENTATION ON

COST OF STRUCTURAL FIRE PROTECTION

The monthly cost of Structural Fire Protection includes the cost of required and regularly assigned personnel and all operating and training supplies, (as distinguished from maintenance supplies) necessary in the accomplishment of the structural fire protection mission.

Also included are the costs of fire protection systems. This involves all interior and exterior components of sprinkler systems, automatic and manual type fire alarm systems, carbon dioxide systems, foam systems, standpipes, and similar fixed type systems and devices provided specifically for fire protection purposes.

Further included are costs incurred in the Equipment account specifically for structural fire protection. This includes all fire vehicles, extinguishers, hose appliances, and devices except fixed-type fire protection systems and devices, assigned and peculiar to and used specifically for accomplishment of the structural fire protection mission. The proportion used in computing these costs is the same as the proportion of structural fire vehicles is of the total of structural and crash vehicles reported in this account.

The average cost per 1,000 sq ft of floor area for all bases ($3.98), was determined by dividing the total of the average monthly cost of all bases by the total number of square feet of floor area for all bases. The average monthly cost per base was determined by dividing the total of the average monthly costs for all bases by the number of bases.

Although costs of Structural Fire Protection are presented on this chart in relation to square feet of floor area, there are other determining factors involved in the high or low cost of such protection. Among these factors are the size and physical layout of the base, the number and distribution of off-post facilities, the type of occupancy, and the terrain and climatic conditions prevailing at the base.

The work unit quantity reported in the building account on AF Form 329 for Fairfax Field (73,000 sq ft) is erroneous. The figure used in computing the average monthly cost per 1,000 sq ft of floor area was based on work unit quantities reported in the Interior Water Distribution System account (121,000 sq ft) of the cost report. 2,013,000 sq ft of buildings in the modification and assembly areas are not included in the workload because of uncertainty as to structural fire protection responsibility.

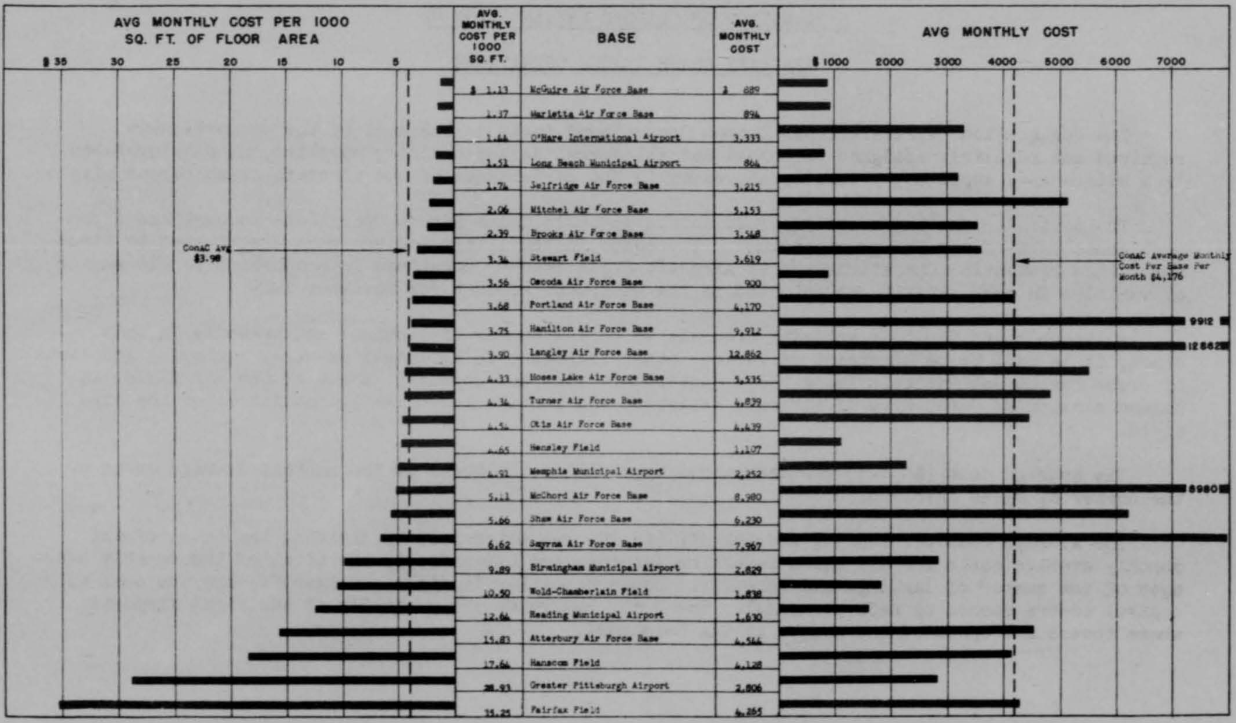
The average monthly cost is based upon six (6) months cost data, except for the following: Marietta AFB - five (5) months, Otis AFB - four (4) months, and Portland AFB - three (3) months.

PREPARED BY:
DIRECTOR, PROGRAMS & COSTS
HQ, ConAC
JANUARY 1950

AVERAGE MONTHLY COST OF STRUCTURAL FIRE PROTECTION

SELECTED INSTALLATIONS

JULY - DECEMBER 1949



AVG. MONTHLY COST PER 1000 SQ. FT.	BASE	AVG. MONTHLY COST
$ 1.13	McGuire Air Force Base	$ 689
1.37	Marietta Air Force Base	894
1.44	O'Hare International Airport	3,333
1.51	Long Beach Municipal Airport	864
1.74	Selfridge Air Force Base	3,215
2.06	Mitchel Air Force Base	5,153
2.39	Brooks Air Force Base	3,548
3.34	Stewart Field	3,619
3.56	Oscoda Air Force Base	900
3.68	Portland Air Force Base	4,170
3.75	Hamilton Air Force Base	9,912
3.90	Langley Air Force Base	12,862
4.33	Moses Lake Air Force Base	5,535
4.34	Turner Air Force Base	4,839
4.54	Otis Air Force Base	4,439
4.65	Hensley Field	1,107
4.91	Memphis Municipal Airport	2,252
5.11	McChord Air Force Base	8,980
5.66	Shaw Air Force Base	6,230
6.62	Smyrna Air Force Base	7,967
9.89	Birmingham Municipal Airport	2,829
10.50	Wold-Chamberlain Field	1,838
12.64	Reading Municipal Airport	1,630
15.83	Atterbury Air Force Base	4,544
17.64	Hanscom Field	4,128
28.93	Greater Pittsburgh Airport	2,806
35.25	Fairfax Field	4,265

SOURCE: REAL ESTATE FACILITIES MONTHLY COST REPORTS - 31 DEC 1949
AF FORM 329, RCS AF - MD - F33A

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EXPLANATION OF GRAPHIC PRESENTATION ON AIRCRAFT CRASH RESCUE OPERATIONS

The designation "Aircraft Crash Rescue Operations" includes the cost of the proportionate required and regularly assigned personnel and all operating and training supplies, as distinguished from maintenance supplies, primarily necessary in the performance of the aircraft crash rescue mission.

The costs include the costs reported in the Aircraft Crash Rescue Operations account and a proportionate part of the Equipment account. The costs in the latter account were distributed to Structural Fire Protection Operations and to Aircraft Crash Rescue Operations in proportion to the number of vehicles in each activity as reported in the Equipment account for December 1949.

Although costs for this activity are related to the number of landings and takeoffs in this chart, it is well to be cognisant of various other factors that influence manning, equipping and costs of crash rescue activities. Among these factors are size and physical layout of the air field, assigned mission of base, type of aircraft assigned, and terrain and climatic conditions of the airfield.

The average cost ($6,625) was determined by dividing the total of the monthly average costs by the number of bases involved.

The average cost per landing and takeoff ($2.29) was determined by dividing the total of the monthly average costs for all bases reporting landings and takeoffs, by the total of the monthly averages of the number of landings and takeoffs. Bases reporting landings and takeoffs are the ones with control towers manned by AACS personnel. Bases not reporting are generally at municipal airports where towers are operated and manned by CAA personnel.

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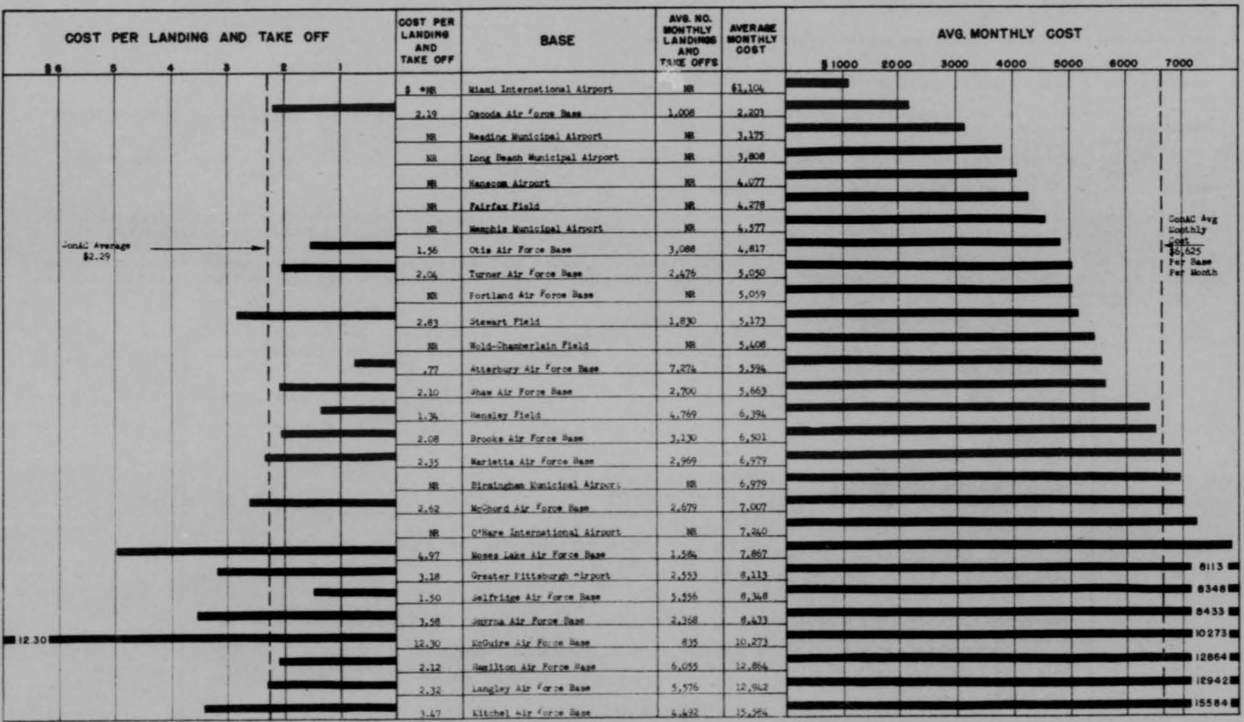
PREPARED BY:
DIRECTOR, PROGRAMS & COSTS
HQ, ConAC
JANUARY 1950

AVERAGE MONTHLY COST OF AIRCRAFT CRASH RESCUE OPERATIONS

SELECTED INSTALLATIONS

JULY - DECEMBER 1949



COST PER LANDING AND TAKE OFF	BASE	AVG. NO. MONTHLY LANDINGS AND TAKE OFFS	AVERAGE MONTHLY COST
$ *NR	Miami International Airport	NR	$1,104
2.19	Oscoda Air Force Base	1,008	2,203
NR	Reading Municipal Airport	NR	3,175
NR	Long Beach Municipal Airport	NR	3,808
NR	Hanscom Airport	NR	4,077
NR	Fairfax Field	NR	4,278
NR	Memphis Municipal Airport	NR	4,577
1.56	Otis Air Force Base	3,088	4,817
2.04	Turner Air Force Base	2,476	5,050
NR	Portland Air Force Base	NR	5,059
2.83	Stewart Field	1,830	5,173
NR	Wold-Chamberlain Field	NR	5,408
.77	Atterbury Air Force Base	7,274	5,594
2.10	Shaw Air Force Base	2,700	5,663
1.34	Hensley Field	4,769	6,394
2.08	Brooks Air Force Base	3,130	6,501
2.35	Marietta Air Force Base	2,969	6,979
NR	Birmingham Municipal Airport	NR	6,979
2.62	McChord Air Force Base	2,679	7,007
NR	O'Hare International Airport	NR	7,240
4.97	Moses Lake Air Force Base	1,584	7,867
3.18	Greater Pittsburgh Airport	2,553	8,113
1.50	Selfridge Air Force Base	5,556	8,348
3.58	Smyrna Air Force Base	2,368	8,433
12.30	McGuire Air Force Base	835	10,273
2.12	Hamilton Air Force Base	6,055	12,864
2.32	Langley Air Force Base	5,576	12,942
3.47	Mitchel Air Force Base	4,492	15,584

* NR - NO TRAFFIC REPORT AVAILABLE

SOURCE: REAL ESTATE FACILITIES MONTHLY COST REPORT, AF FORM 329, RCS AF-MD-F33A,
MONTHLY RUNWAY TRAFFIC REPORT OF AIRPLANE LANDINGS AND TAKE OFFS, RCS AF-SC-T47A.

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EXPLANATION OF TABULAR PRESENTATION ON PAY-OFF PROJECT

COMPARATIVE ANALYSIS OF COST OF ADMINISTRATION OF CIVILIAN PERSONNEL AND PAYROLL

ALL CONAC BASES OPERATING ADMINISTRATIVE OFFICES

The data shown is presented to indicate the savings to the USAF which have resulted from increased efficiency of operation of Civilian Personnel offices at ConAC bases during the calendar year 1949.

The average cost per civilian serviced was computed in the following manner:

1. The average cost per person administering in each of the functions was obtained from the Cost Report by dividing total costs by number of personnel reported by the units for personnel administration or payroll costs during the periods considered in the analysis.

2. The average cost per person administering was multiplied by the number of persons administering as shown in the Special Staffing Report of 30 April 1949 to obtain the Total Monthly Average Cost of Operation of each office.

3. The Total Monthly Average Cost was then divided by the average number of civilians serviced shown in the Special Staffing Report for the period being considered. The resulting figures in each case, i.e., Administration, Jan. - Mar. and Nov. - Dec., Payroll, Jan. - Mar. and Nov. - Dec., were then used as a basis for the computation of the estimated monthly savings.

Since the average cost per person serviced during the November - December period was not exactly comparable to that of the January - March figure due to the increase in civilian wages in November, adjustment was made to reflect this increase in civilian pay, which was estimated to be approximately 3.53%.

The adjusted average costs per civilian serviced were then compared for the two (2) periods cited with the savings or losses per person serviced at each base further extended for the total number of civilians serviced on 31 December 1949. The estimated monthly savings for each base was then obtained and projected for the annual figure.

COMMENT

THE FOLLOWING BASES HAVE INDIVIDUALLY ACCOMPLISHED SUBSTANTIAL SAVINGS IN THE OPERATING COSTS OF THE ADMINISTRATION AND PAYROLL FUNCTIONS IN THEIR CIVILIAN PERSONNEL OFFICES AND HAVE OBTAINED ESTIMATED ANNUAL SAVINGS AS FOLLOWS:

BASE	ESTIMATED ANNUAL SAVINGS
OTIS AIR FORCE BASE	$ 7,548
STEWART FIELD	3,012
HAMILTON AIR FORCE BASE	7,968
LANGLEY AIR FORCE BASE	10,944
BENJAMIN HARRISON AIR FORCE BASE	1,128
O'HARE INTERNATIONAL AIRPORT	3,900
TOTAL	$ 34,500

IF THE BASES WHICH ARE SHOWN AS HAVING INCREASED COSTS IN BOTH THE CIVILIAN EMPLOYEE ADMINISTRATION AND PAYROLL FUNCTION WERE TO REDUCE THEIR COSTS FOR THIS ACTIVITY TO THE JAN. - MAR. 1949 LEVEL, THERE WOULD BE AN ADDITIONAL ANNUAL SAVINGS TO THE USAF ESTIMATED AS **$19,332**.

THE EFFORTS TAKEN DURING THE CALENDAR YEAR 1949 TO OBTAIN GREATER EFFICIENCY IN CIVILIAN PERSONNEL OFFICES MAY BE ATTRIBUTED TO THE FOLLOWING MAJOR ACTIONS:

a. RECEIPT FROM DIRECTOR OF CIVILIAN PERSONNEL, HQ USAF, OF STAFFING STANDARDS SET BY THE BUREAU OF THE BUDGET, DATED 5 JULY 1949 (CIVILIAN PERSONNEL ADMINISTRATION) AND 13 SEP 1949 (CIVILIAN PAYROLL ADMINISTRATION). THESE STANDARDS ARE PRESENTLY BEING FOLLOWED BY CONAC IN THE ADMINISTRATION OF CIVILIAN PERSONNEL OFFICE THROUGHOUT THE COMMAND.

b. REORGANIZATION OF THE DIRECTORATE OF CIVILIAN PERSONNEL, THIS HEADQUARTERS, TO PROVIDE BETTER SUPERVISION AND CONTROL.

c. EMPHASIS PLACED ON THIS FUNCTION BY MANAGEMENT STUDY PREPARED BY DIRECTOR OF PROGRAMS AND COST, THIS HEADQUARTERS, 15 MAY 1949 TITLED "AN ANALYSIS OF THE COST OF ADMINISTRATION OF CIVILIAN PERSONNEL AND THE COST OF ADMINISTRATION OF CIVILIAN PAYROLLS".

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PREPARED BY:
DIRECTOR, PROGRAMS & COSTS
HQ, CONAC
JANUARY 1950

PAY-OFF PROJECT
ANALYSIS OF COST OF SERVICES PROVIDED CIVILIAN PERSONNEL BY CONTINENTAL AIR COMMAND CIVILIAN PERSONNEL OFFICES

	MITCHEL AFB	OTIS AFB	STEWART FIELD	HAMILTON AFB	MC CHORD AFB	LANGLEY AFB	BEN HARR AFB	SELFRIDGE AFB	O'HARE INTL APT	SHAW AFB
ADMINISTRATION FUNCTION OTHER THAN PAYROLL OF CIVILIAN PERS OFFICES										
1. AVG COST OF PERS IN ADMR FUNCTION PERS CIV SERVICED JAN-MAR 49	$ 3.39	$ 6.14	$ 4.52	$ 4.86	$ 3.70	$ 4.31	$ 4.39	$ 4.37	$ 5.42	$ 4.55
2. AVG COST OF PERS IN ADMR FUNCTION PER CIV SERVICED NOV-DEC 49	$ 3.92	$ 4.41	$ 4.07	$ 3.95	$ 3.92	$ 3.72	$ 4.41	$ 5.00	$ 4.67	$ 4.79
3. NOV-DEC 49 PAYROLL ADJUSTED FOR CIV PAY INCREASE (-3.53 %)	$ 3.78	$ 4.25	$ 3.93	$ 3.81	$ 3.78	$ 3.59	$ 4.25	$ 4.82	$ 4.51	$ 4.62
4. SAVINGS EFFECTED PER PERSON SERVICED.	($ .39)	$ 1.89	$ .59	$ 1.05	($ .08)	$ .72	$ .14	($ .45)	$ .91	($ .07)
5. TOTAL CIV EMPLOYEES PROVIDED ADMINISTRATIVE SERVICES 31 DEC 49	416	333	292	645	559	903	473	331	419	835
6. MONTHLY SAVINGS THRU GREATER EFFICIENCY IN CIV PERS ADMR FUNCTION	($ 552)	$ 629	$ 172	$ 677	($ 45)	$ 650	$ 66	($ 149)	$ 381	($ 58)
PAYROLL FUNCTION OF CIVILIAN PERS OFFICES										
7. AVG COST OF PERS IN PAYROLL FUNCTION PER CIV SERVICED JAN-MAR 49	$ 1.06	(A)	$ 2.19	$ .97	$ 1.16	$ 1.44	$ 1.53	$ 1.17	$ 1.19	$ 1.18
8. AVG COST OF PERS IN PAYROLL FUNCTION PER CIV SERVICED NOV-DEC 49	$ 1.35	$ 1.41	$ 1.99	$ 1.03	$ 1.28	$ 1.19	$ 1.52	$ 1.69	$ 1.31	$ 1.57
9. NOV-DEC 49 PAYROLL ADJUSTED FOR CIV PAY INCREASE (-3.53 %)	$ 1.30	$ 1.36	$ 1.92	$ .99	$ 1.23	$ 1.15	$ 1.47	$ 1.63	$ 1.26	$ 1.51
10. SAVINGS EFFECTED PER PERSON SERVICED	($ .24)	—	$ .27	($ .02)	($ .07)	$ .29	$ 06	($ .46)	($ .07)	($ .33)
11. TOTAL CIV EMPLOYEES PROVIDED PAYROLL SERVICE 31 DEC 49	1416	333	292	645	559	903	473	331	795	835
12. MONTHLY SAVINGS THRU GREATER EFFICIENCY IN PAYROLL SERVICES	($ 340)	—	$ 79.	($ 13)	($ 39)	$ 262	$ 28	($ 152)	($ 56)	($ 276)

1. IMPROVED EFFICIENCY IN CIVILIAN EMPLOYEE ADMINISTRATION AND PAYROLL FUNCTIONS AT CONAC CIVILIAN PERSONNEL OFFICES HAS RESULTED IN AN ESTIMATED ANNUAL SAVING TO THE UNITED STATES AIR FORCE OF $ 15,168

2. CONSIDERING THE REDUCTION OF EMPLOYEES IN CONAC CIVILIAN PERSONNEL OFFICES WHICH WAS EFFECTED BY THE GENERAL REDUCTIONS IN FORCE OF CIVILIAN PERSONNEL AND THE IMPROVED MANAGEMENT OF ALL CIVILIAN PERSONNEL ADMINISTRATION DURING THE PAST YEAR, THERE HAS RESULTED FOR THE CIVILIAN PERSONNEL ADMINISTRATION ACTIVITIES AN ESTIMATED ANNUAL SAVINGS TO THE UNITED STATES AIR FORCE OF $ 328,440

SOURCE: COST CONTROL REPORT, AF FORM 320, RCS: AF-FO-F22A
SPECIAL REPORT OF STAFFING OF AIR FORCE CIVILIAN PERSONNEL OFFICE BY FUNCTION, RCS: AF-CP-SP-13, 30 APRIL 1949
AND AF-CP-P7, 31 DEC 1949

THIS ANALYSIS HAS BEEN COORDINATED WITH THE DIRECTOR OF CIVILIAN PERSONNEL, HQ CONAC

NOTE: (A) PAYROLL ADMINISTRATION SERVICES BY GRENIER AFB

EXPLANATION OF TABULATION OF COMPARATIVE DATA
FOR PROGRESS AND MANAGEMENT ANALYSIS
COMBAT GROUPS AND SEPARATE SQUADRONS

The purpose of this compilation is to present to Management Analysts and Combat Commanders, at Wing-Base level, selected performance data on all ConAC combat units. This compilation of data provides a basis for local progress and management analysis.

The data contained in this compilation does not replace, but rather supplements, Comptroller Chart #6 and the presentations in this review. Additional data, which may be desired, will be included in future issues of this review, on request from interested personnel. Information classified above RESTRICTED will not be included.

Operational data on primary aircraft only, has been included. All units have from three (3) to six (6) interim or towing aircraft assigned, however, inclusion of these would unduly complicate the presentation.

Examples of Analyses possible from data shown here are:

a. Cost of Organizational Maintenance per flying hour (ConAC Cost Analysis Review, August).

b. Cost of Fuels and Lubes per flying hour (Page 16, ConAC Cost Analysis Review, July).

c. Utilization of in-commission rates.

d. Analysis of Fuel Consumption per hour (Note Col 13 for 4th and 81st Ftr. Gps.).

e. Ratio of weather hours to total hours flown (Col 11).

f. Ratios of personnel assigned, unit overhead and/or organizational maintenance to total personnel assigned to the combat unit.

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COMPARATIVE DATA FOR PROGRESS AND MANAGEMENT ANALYSIS

COMBAT GROUPS AND SEPARATE SQUADRONS

CONTINENTAL AIR COMMAND

DECEMBER 1949

PREPARED BY:
DIRECTOR, PROGRAMS & COSTS
HQ, CONAC
FEBRUARY 1950

	AIRCRAFT — FLYING HOUR FACTORS													PERSONNEL FACTORS						COST - FACTORS								
COLUMN	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
COMBAT GROUP	AIR FORCE	TYPE ACFT	AV. NO. ACFT ON HAND	AV. NO ACFT IN COMM	AV NO ACFT OUT (MAINT)	AV NO ACFT OUT (T. O. COMP)	AV NO ACFT OUT (AOCP)	AV NO ACFT OUT (OTHER)	TOTAL HRS FLOWN	HRS FLOWN PER ACFT (ON HAND)	WEATHER HRS FLOWN	HOOD HRS FLOWN	GALLONS FUEL PER HR	NUMBER OFF AUTH	NUMBER OFF ASGD	NUMBER AM AUTH	NUMBER AM ASGD	TOTAL PERS ASGD	% AUTH PERS ASGD	TOTAL PERS ORG MAINT (7110)	PAYROLL COST ORG MAINT (7110)	TOTAL PERS UNIT OVERHEAD (7061)	PAYROLL COST (7061)	COST OF FUEL CMBT ACFT (7102)	TOTAL PERS CMBT UNIT (7270)	PAYROLL COST - COMBAT UNIT (7270)	TOTAL PERS SHOP MAINT (5160)	PAYROLL COST - SHOP MAINT (5160)
52 nd FTR A/W GP	1	F-82	26	15	8	1	2	0	562	22	8	136	128	78	69	219	223	292	98	171	$26,056	58	$12,269	17,517	285	$63,447	115	$20,762
325 th FTR A/W GP *	4	F-82	35	12	13	0	10	0	751	21	144	96	128	111	106	316	294	400	94	217	32,948	58	11,765	30,720	377	84,881	90	15,367
20 th FTR BMR GP	14	F84D	61	37	19	4	1	0	1010	17	71	14	373	101	131	367	388	519	111	307	43,879	72	13,924	72,913	485	102,895	110	19,307
31 st FTR BMR GP	14	F84E	69	45	18	0	6	0	1181	17	1	41	340	101	137	367	356	493	105	279	39,446	47	7,893	57,021	470	103,921	82	14,282
33 rd FTR INTCP GP	1	F84C	72	45	22	0	4	1	1511	21	2	111	329	101	126	367	309	435	93	230	34,068	65	12,286	85,101	411	87,966	118	18,255
78 th FTR INTCP GP	4	F84D	49	21	19	0	2	7	749	15	3	47	342	101	140	367	316	456	97	268	42,017	49	10,998	41,702	438	102,403	203	40,122
4 th FTR INTCP GP	9	F86A	69	8	24	20	9	8	284	4	0	0	444	101	120	349	364	484	108	272	41,282	69	15,199	24,768	463	104,291	270	47,898
56 th FTR INTCP GP	10	F80A	84	60	22	0	2	0	1422	17	18	48	363	101	107	349	371	478	106	291	43,119	74	15,988	82,537	452	96,498	116	21,628
81 st FTR INTCP GP	12	F86A	70	46	16	0	8	0	802	11	0	13	373	101	119	349	362	481	107	272	39,514	55	11,637	51,934	435	95,358	140	22,898
363 rd TAC RCN GP	9	RB-26	17	10	2	0	2	3	321	19	4	48	162	78	47	176	187	234	92	94	14,903	57	13,470	12,879	227	47,597	——	——
161 st TAC RCN GP	14	RF-80	13	6	5	0	1	1	175	13	0	21	392	28	31	115	107	138	97	60	7,968	18	3,734	11,668	119	23,173	——	——
62 nd TRP CARR GP	4	C-54D	29	13	12	0	4	0	1150	40	184	157	196	142	180	454	384	564	95	246	40,223	59	13,490	52,818	532	133,503	155	32,961
314 th TRP CARR GP (H)	14	C-82A	43	11	19	8	3	2	367	9	36	71	190	206	194	486	484	678	98	223	32,110	57	11,298	24,747	553	140,995	93	16,328
316 th TRP CARR GP (H) **	14	C-82A	27	8	18	0	1	0	847	31	127	55	177	99	131	312	260	391	95	140	19,056	16	2,343	35,907	314	77,611	----	----
84 th BMB SQ (L)	9	B-45A	16	3	3	8	2	0	91	6	7	19	1306	55	38	193	176	214	86	144	23,220	18	2,683	21,851	208	43,259	----	----
85 th BMB SQ (L)	9	B-45A	16	3	5	6	2	0	97	6	2	24	1340	55	41	193	177	218	88	149	24,419	18	2,632	22,945	214	43,653	----	----

SOURCE: A. USAF COST CONTROL REPORTS, AF FORM 320 & 320 A, 322 & 322A.
B. ACFT STATUS & FLYING TIME REPORT, AF FORM 110 A.
C. CONAC PERSONNEL REPORT (P-17)

* ALL DATA INCLS 318 th SQ. MCCHORD AFB
** DOES NOT INCL ASSAULT SQ (L)

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OF THE
CONTINENTAL AIR COMMAND

1 December 1948 - 31 December 1949

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Volume I

Compiled by: Mr. William R. Hochman
Directorate of Historical
Services

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1. Ltr, Hq, ConAC, To: C/S, USAF, File: PP210.65, Subj: Assignment of Instructors to Aircraft Control & Warning Units, Air Natl. Guard, 7 Dec 48.

2. Ltr, Hq, USAF, To: Cg, ConAC, Subj: Requirement for Instructors for Aircraft Control and Warning Units of the Air Natl. Guard, 17 Dec 48.

3. TWX 4AFCA 1783, Hq, 4AF, To: Cg, ConAC, 20 Dec. 48. (Orig. doc. only)

4. Ltr, Maj Genl John Upston, To: Lt Genl Geo Stratemeyer, 23 Dec 48 (Orig doc only)

5. Ltr, Hq, USAF, To: Cg, ConAC, File: AFPMP-1-R, Subj: Procedure for Assignment of Air Instructors, 24 Dec 48.

6. Ltr, Lt Genl Geo E Stratemeyer, To: Maj Genl John E. Upston, 3 Jan 49. (Orig doc only)

7. Ltr, Hq, AMC, To: All AM areas, File: MCMS, Subj: Air Force Supply Channel for Air Natl Guard Units Located on USAF Installations, 5 Jan 49. (Orig doc only)

8. TWX AFCONACMI 347, Hq, ConAC, To: Cg, 4AF, 6 Jan 49.

9. Ltr, Hq, 4AF, To: Cg, ConAC, File: PPO-210.3, Subj: Report of Outstanding Vacancies for Air Natl Guard Instructor Personnel, 7 Jan 49. (Orig doc only)

10. Ltr, Hq, ConAC, To: Chief, Natl Guard Bur, File: FB 121.7, Subj: Report of Cumulative Obligations for the Natl Guard, by States, 8 Jan 49. (Orig. doc only)

11. AFR 45-9, Subj: Relationship of Air Force Commanders to the Air Natl Guard, 12 Jan 49 (Orig doc only)

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38. IRS, Hq, ConAC, Subj: Ltr fr Gen Edwards, USAF, re ANG Instructor Personnel, 9 Feb 49.

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50. Memo for Brig Genl A H Gilkeson, from: Hq, USAF, Subj: Field Inspection, 16 Feb 49.

51. Ltr, Hq, 12 AF, To: Insp Genl, Hq, ConAC, File: H333.4, Subj: Status of ANG Semi-annual Inspections, 16 Feb 49.

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88. IRS, ConAC, O&T, To: DO Bud DP O&T, Subj: Summer Encampment of the 158th AC&W Group of 63 Fighter Wing, ANG, no date (approx. Spring 1949)

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114. Ltr, Hq, USAF, To: Cg, ConAC, Subj: Equip and Records in Connection with Field Trng Exercises, ANG Units, 2 May 49.

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128. Ltr, Hq, USAF, To: Cg, AMC, File: AFMSP 400-NG, Subj: Responsibility for Providing Technical Assistance to NG Activities, 9 Jun 49 (Orig doc only).

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195. IRS, ConAC, Subj: Equipment Shortages, 6 Sept 49.

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197. Ltr, Hq, 10 AF, to: Cg, ConAC, Subj: Narrative Report of Field Training Minnesota ANG Units - Duluth, 6 Sept 49.

198. TWX FB460, Cg, 12 AF, To: Cg, ConAC, 8 Sep 49. (Orig doc only)

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216. Ltr, Hq, ConAC, to : Insp Genl USAF, Subj: Unavailability of ANG Funds, 4 Oct 49.

217. Ltr, Hq, ConAC, To: Cg, Air Prov Ground, Subj: Report of Completed Field Training for Air Units, 4 Oct 49.

218. Ind, Hq, ConAC, To: Spec Asst Res Forces, USAF, File: O&T 353 (10 Aug 49), Subj: Reference Material for Training Members of the ANG, 4 Oct 49.

219. Ltr, Hq, 14 AF, To: Cg, ConAC, File: DR 220.49/15, Subj: Restrictions in Flying Time, 6 Oct 49. (Orig doc only)

220. Ltr, Hq, AMC, to: Ch, NGBur, Subj: Automatic Supply of Organizational Equipment to Nat Gd Units, 10 Oct 49.

221. Ltr, Hq, ConAC, To: Comptroller, USAF, Subj: Fund Requirements, Appropriation ANG, Project 563, 11 Oct 49.

222. TWX AFConAC Bud 38321, Hq, ConAC, To: Comptroller, USAF, 11 Oct 49.

223. TWX 1232, Hq, USAF, To: Cg, ConAC, 12 Oct 49. (Orig doc only)

224. Ind, Hq, ConAC, To: Adj Gen State of Mo., File: P&O 322 (1 Sep 49), Subj: Location of ANG Units, 17 Oct 49.

225. Ind, Hq, NGBur, To: C/S Usaf, File: CSNGB-AFOTT, 19 Oct 49.

226. Ltr, Hq, ConAC, To: Spec Asst Res Forces, USAF, 19 Oct 49, SUBJ: Animated Panl Mock-ups for ANG.

227. TWX 39141, Hq, ConAC, To: Spec Asst Res Forces, USAF, 27 Oct 49.

228. Ltr, Hq, USAF, To: Cg, ConAC, Subj: Personnel Programming for ANG, 28 Oct 49.

229. Ind, Hq, ConAC, To: Chief, NGBur, File O&T 353 (22 Oct 49) Subj: Pre-Camp Mess Training for ANG Units, 28 Oct 49.

230. Ind, Hq, ConAC, To: Cg, 4AF, File: M&S 333.1 (8 Sep 49). Subj: Report of Annual Insp of Ammun & Ammun Storage Facilities at Idaho ANG, 28 Oct 49.

231. Ltr, Hq, 10 AF, To: Cg, ConAC, File: AF10PPO 352, Subj: Associate Course in Fighter Gunnery, 31 Oct 49.

232. Ind, Hq, USAF, To: Cg, ConAC, File: AFCRF-2, Subj: Sunday Unit Assemblies, 31 Oct 49.

233. NGB Circular No. 15, Subj: Use of the Daily Sick Report (WD AGO Form 5) by the National Guard, 1 Nov 49. (Orig doc only)

234. Ind, Hq, USAF, To: Cg, ConAC, File: AFCRF-2, Subj: Restrictions in Flying Time, 1 Nov 49.

235. Diary and Project Report, Hq, ConAC, Subj: Adjutant General, 3,4,5, Nov 49. (Orig doc only)

236. TWX AFCAI-4A 667, Air Insp Hq, USAF, To: Hq, ConAC, 4 Nov 49. (Orig doc only)

237. Ind, Hq, ConAC, To: Spec Asst Res Forces, USAF, File: O&T 325 (16 Sep 49), Subj: Coordination of Training of ANG, 8 Nov 49.

238. Diary, ConAC, 8 Nov 49.

239. TWX 440, Hq, 1AF, To: Cg, ConAC, 9 Nov 49. (Orig doc only)

240. TWX 40082, Hq, ConAC, To: Spec Asst Res Forces, USAF, 10 Nov 49.

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241. Ind, Hq, ConAC, To: Spec Asst Res Forces, USAF, File: 9AF 325 , Subj: ANG Summer Encampment for 1950, 10 Nov 49.

242. Ind, Hq, 12 AF, To: Cg, ConAC, Subj: Training of Airmen of the ANG, 14 Nov. 49. (Orig doc only)

243. Diary, ConAC, Hq, Subj: Hq.ConAC Diary and Project Report - Adjutant General, 14 Nov 49. (Orig doc only)

244. Diary, ConAC, 15 Nov 49, Subj: Ferrying of ANG Aircraft.

245. Directorate of ANG Units, 15 Nov 49. (Orig doc only)

246. Ltr, Hq, ConAC, To: Cg, Air Training Command, Subj: Use of Mather AFB as an ANG Field Training Site, 15 Nov 49.

247. Ind, Hq, Air Train Command, To: Cg, ConAC, Subj: Use of Mather AFB as an Air Natl Guard Fld Trng Site (13 Feb 49), 16 Nov 49.

248. Ltr, Hq, USAF, To: Cg, ConAC, File: AFCRF-2, Subj: Air Instructors for ANG Units, 16 Nov 49.

249. TWX 1580, Cg, 12 AF, To: Cg, ConAC, 16 Nov 49. (Orig doc only)

250. Ind, Hq, 181 Ftr Sqdn, To: Chief, NGBur, Subj: Storage of Ammo., 21 Nov 49.

251. TWX 1484, Cg, 4AF, To: Cg, ConAC, 22 Nov 49. (Orig doc only)

252. Ind, Hq, ConAC, To: Cg, AMC, File: Bud 121.2 (15 Nov 49), Subj: Transportation of Property to ANG, 25 Nov 49.

253. Diary, Hq, ConAC, Subj: Air Adjutant General, 28 Nov, 49. (Orig doc only)

254. Ltr, Hq, ConAC, To: Cg, 12 AF, Subj: Field Training, 158th AC&W Group, 29 Nov. 49.

255. Ind, Hq, ConAC, To: Cg, 10 AF, Subj: Disposition of Trng Periods (25 Sep 49), 29 Nov 49.

256. Ltr, ConAC Hq, To: Cg, 12 AF, Subj: Training of Airmen of the ANG, 30 Nov 49.

257. Ind, Hq, ConAC, To: Spec Asst Res Forces, USAF, File: O&T 353(6 Oct 49), Subj: Training of Airmen of the ANG, 2 Dec 49 (Orig doc only)

258. Ltr, Hq, ConAC, To: Cg, 14 AF, Subj: Transition Training of ANG Personnel in F-84 Type Aircraft, 3 Dec 49.

259. TWX DO 1625, Cg, 12 AF, To: Cg, ConAC, 5 Dec 49. (Orig doc only)

260. TWX 9187, Hq, USAF, To: Cg, ConAC, 5 Dec 49. (Orig doc only)

261. TWX 8750, Hq, USAF, To: Cg, AMC, 5 Dec 59. (Orig doc only)

262. Ltr, Off Sr Air Instr, To: Cg, 12 AF, Subj: Jet Training Courses for NG and Reg Air Force Personnel, 6 Dec 49.

263. Diary, ConAC, Subj: Jet Transition Training for ANG Pilots, 6 Dec 49.

264, Ltr, Hq, USAF, To: Cg, ConAC, Subj: ANG Instructor, 8 Dec 49.

265. Ltr, Lt Gen Ennis Whitehead, To: Genl O'Sullivan, 12 Dec 49.

266. 4AF Circular No. 119, 14 Dec 49. (Orig doc only)

267. Ltr, ConAC Hq, To: Cg, 14 AF, Subj: Transition Trng of Regular ANG Instructors in F-84 Type Aircraft, 15 Dec 49. (Orig doc only)

268. TWX 42809, Hq, ConAC, To: Cg, 4 AF, 15 Dec 49.

269. Diary, ConAC, 16, 17, 18 Dec 49.

270. Ind, Hq, ConAC, To: Spec Asst Res Forces, USAF, File: O&T 353 (1 Dec 49), Subj: Field Training for ANG Units for Calendar Year 1950, 22 Dec 49.

271. Diary, Hq, ConAC, and Project Report, Subj: Deputy for Personnel, 22 Dec 49. (Orig doc only)

272. Ind, Hq, USAF, To: Cg, ConAC, File: AFCRF-2, Subj: Pre-Camp Mess Training for ANG Units, 23 Dec 49.

273. TWX 42530, Cg, 14 AF, To: Cg, ConAC, 22 Dec 49. (Orig doc only)

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274. Ind, Hq, USAF, To: Cg, ConAC, File: AFCRF-2, Subj: Training of Airmen of the ANG, dtd 6 Oct 49, 28 Dec 49.

275. Ltr, Hq, ConAC, To: Cg, 1 AF, File: DM325, Subj: Surveying Officers for Air National Guard Units, 28 Dec 49.

276. TWX 13476, Hq, USAF, To: Cg, ConAC, 29 Dec 49. (Orig doc only)

277. IRS, Hq, ConAC, Subj: Ltr from Gen Upston re Training of ANG, 30 Dec 49.

278. Report Conference Held Reno, Nevada, to Outline Filed Training Program, FY 1950, for ANG Units of the 61st and 62nd Wings under Command of the 4 AF (no date) (Orig doc only)

279. TWX 40610, Hq, ConAC, To: Dir Plans & Ops, Hq, USAF, no date.

280. TWX 1227, Cg, 4AF, To: Cg, ConAC, no date.

281. TWX 48292, Hq, USAF, To: Cg, ConAC, no date.

282. TWX 46904, Hq, USAF, To: Cg, ConAC, no date.

This volume contains documents

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C O P Y
210.65

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

7 December 1948

PP210.65

SUBJECT: Assignment of Instructors to Aircraft Control & Warning Units, Air National Guard

TO : Chief of Staff, United States Air Force, Washington 25, D.C.

1. It is recognized that a critical shortage of officers qualified in the field of electronics, communications, and radar exists. In the event that insufficient numbers of qualified officers may be ordered to extended active duty for assignment to the Air National Guard Program, it is requested that experienced unit commanders, not necessarily qualified in technical fields listed above, be considered for assignment as instructors with Aircraft Control and Warning Units, Air National Guard.

2. It is further requested that, concurrently with preceding action, twelve (12) civilian Philco representatives, one (1) per Aircraft Control and Warning Group, Air National Guard, paid from National Guard funds, be obtained to assist in technical instruction of said units.

FOR THE COMMANDING GENERAL:

s/ J. H. Bloss
t/ J. H. BLOSS
Lt Col., AGD (USAF)
Asst Adj Gen

C O P Y
210.65

210.65 1st Ind AFPMP-1-K-2

Dept of the Air Force, Hq. USAF, Washington 25, D.C., 3 February 1949

TO: Commanding General, Continental Air Command, Mitchel Air Force Base, Mitchel Field, New York

1. This Headquarters has authorized the assignment of fifty (50) Fighter Pilots for duty as Air Instructors to Aircraft Control and Warning Units of the Air National Guard. Subject officers to be assigned to the 502nd Tactical Control Group, Greenville Air Force Base, Greenville, S.C., for indoctrination prior to reporting to Air National Guard units.

2. Through existing contractual arrangements made between the National Guard Bureau and Philco Radio Corporation, the services of six (6) civilian technicians have been made available to the Aircraft Control and Warning Units of the Air National Guard to provide technical assistance in the maintenance and operation of all communication and radar equipment and to provide training for the permanent caretaker personnel. The National Guard Bureau Budget Program for FY 1950 does not provide for employment of six (6) additional Philco Technical Representatives at the present time. If additional funds are made available at a later date, this matter will be given further consideration.

BY COMMAND OF THE CHIEF OF STAFF:

s/ J. A. Callahan
Capt., USAF
for ANNE W. TINGES
Major, USAF
Office, Dir of Mil Pers

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

17 Dec 1948

SUBJECT: Requirement for Instructors for Aircraft Control and Warning Units of the Air National Guard

TO : Commanding General
Continental Air Command
Mitchel Air Force Base
Hempstead, New York

1. The Chief of the National Guard Bureau has presented a request to this headquarters for fifty (50) Air Force officers to be assigned as Air Instructors of Aircraft Control and Warning Units of the Air National Guard. Preferred background for these officers is that of Fighter Pilot (SSN 1055), to be further indoctrinated into the Aircraft Control and Warning field. Information this headquarters indicates that fifty (50) officers qualified as Fighter pilots only, can be made available on 15 March 1949 for assignment to training and future duty with the Air National Guard.

2. It is considered that training of these potential instructors for the National Guard should be that of indoctrination as given at the Air University in the Aircraft Controllers Course at Tyndall Air Force Base, However, higher priority commitments for Aircraft Controller training preclude immediate assignment of these personnel to the above mentioned course.

3. In accordance with AF Regulation 20-13, as amended 3 February 1948, your comments concerning subject requirement and recommendations for training are requested.

BY COMMAND OF THE CHIEF OF STAFF:

/s/t/ LOUIS E. COIRA
Colonel, USAF
Deputy, Training Division
Directorate of Training and Requirements

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Requirement for Instructors for Aircraft Control and Warning Units of the Air National Guard
DO 220.65 (17 Dec 48) 1st Ind

HEADQUARTERS CONTINENTAL AIR COMMAND, Mitchel Field, New York

TO: Chief of Staff, United States Air Force, Washington 25, D. C.

1. This headquarters concurs in the requirement for fifty (50) Regular Air Force officers for use as instructors of Aircraft Control and Warning Units of the Air National Guard. The need for giving the officers selected for this assignment specialized instruction in the Aircraft Control and Warning field is also recognized.

2. The capabilities of this command to provide the desired indoctrination and instruction is of course limited by a number of factors, principal among which is the shortage of an adequate number of qualified instructor personnel, the limited availability of equipment for such purposes and the short period of time the instructors can devote to instruction. We propose, nevertheless, to proceed on a "do the best you can" basis, in general, as follows:

a. The resources of the 502nd Tactical Control Group augmented by such additional personnel and equipment as can be procured elsewhere in this command will be utilized for this instruction.

b. An effort will be made to include in the preassignment instruction of these officers a part of, if not all, of the Air university's short course for Air National Guard instructors. To this end the Air University will be asked to provide instructors on temporary duty at the course location since this will be more economical than the movement of the entire student body to an Air University station.

3. This preassignment training, as we envisage it, will extend over a longer period than the one (1) month referred to in basic letter. We feel, however, that the importance of the task be assigned those officers and the resultant increase in their capability as instructors and as representatives of the United States Air Force with the Air National Guard justifies a longer period of time being devoted to their training. The duration of the course of instruction can be determined only after further study. Preliminary estimates indicate that it will not exceed ten (10) weeks).

4. It is necessary that this headquarters be furnished the followinf information concerning the fifty (50) officers to be made available for this duty, as soon as possible, in order that specific plans for this training can be made:

a. Name.

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b. Grade.

c. Serial Number.

d. Component (If USAF Reserve, date of AF Service Statement).

e. List of MOS's held.

f. Date of availability for duty.

5. Officers selected should be advised that dependent housing cannot be provided at the training locations and that housing in the immediate vicinity is extremely critical.

FOR THE COMMANDING GENERAL:

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FOOTNOTE 11

CG, 4AF Hamilton Fld, Calif. Unclassified

CG, CAC, MITCHEL FLD, N. Y. Routine

X

AG, STATE OF WASHINGTON
CO, MOSES LAKE AFB

GOVT PREPAID 4AFCA 1783 PD REF IS MADE TO LTR THIS HQ SUBJ FLD TRNG FOR ANG UNITS FILE OC-4 353 GEN/281 DTD 12 NOV 48 PD IN VIEW OF RECENT VISIT OF GEN STRATEMEYER TO N/W AREA AND DISCUSSION REGARDING FLD TRNG SITE FOR 60TH WG HQ CMA IT IS RECOMMENDED MOSES LAKE AFB BE SUBSTITUTED IN PLACE OF EPHRATA AFB IN PARA 3 OF CITED LTR PD FURTHER REQUEST EARLY NOTIFICATION OF ACTION BY YOUR HQ REGARDING APPROVAL OF OTHER TWO PROPOSED FLD TRNG SITES IN SUBJ LTR

Unclassified

Ext. 2111	20 1630	GEORGE B. FELTON		
4AFCA Maj. G. B. Felton	Dec 48	Maj. USAF, Dir. Air Natl Gd	1	1

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CA-325/ 158

Lt General George Stratemeyer
Commanding General
Continental Air Command
Mitchel Air Force Base, New York

23 DEC 1948

My dear General Stratemeyer:

The training of the Air National Guard has been of utmost concern to myself since assuming command of the Fourth Air Force. I am happy to report that the Air National Guard has made substantial progress, however, I realize our units are far from the desired state of training necessary to be fully combat effective.

In your letter of 22 November 1948, subject: "Supervision of Training of Units of the Air National Guard", certain requirements have been indicated. Herewith is the action I have taken or have planned for the Air National Guard in the Fourth Air Force Area regarding paragraph 2 of cited letter.

a. My staff is continually visiting Air National Guard, Air ROTC and Air Reserve Units. Specifically, my Director for Air National Guard has visits planned for each Air National Guard unit at least once each three months. In addition, other members of my staff visit each unit.

b. Each Air National Guard Instructor submits a monthly report to this headquarters covering the operations and training of each combat squadron. My staff is cognizant of their responsibilities when dealing with Civilian Components and I feel this Headquarters has set an exemplary record in expeditious and courteous handling of correspondence.

c. An Air National Guard Instructor's conference was held in this Headquarters on 8 November 1948. This conference proved to be of invaluable assistance in the furtherance of the Air National Guard program in the Fourth Air Force Area. Future conferences are planned at periodic intervals.

CA-325/ 158
SUBJECT: Letter to General Stratemeyer

d. Close supervision of training is maintained and augmentation of training directives has been made, when practicable. My Training Division is promulgating appropriate training guides for Air National Guard Units.

e. I have personally visited nearly all Adjutants General in the eight western states. Those that I have not officially contacted will be visited at the earliest opportunity. I am happy to report that the majority of the Adjutants General are completoly in accord with the problems of the Air Force. I feel that this Headquarters has obtained the cooperation of each State Adjutant General.

f. Command Post exercises have not been accomplished to date. Plans are being laid, however, to accomplish Command Post exercises within each Wing probably in April, 1949. Although this is subject to the availability of funds, recent information indicates funds will be available for this type of maneuver. 62nd Wing Headquarters has been Federally Recognized since 14 September 1946 and has progressed sufficiently in state of training to permit participation in Command Post exercises. 60th and 61st Wings were both Federally Recognized about 1 April 1948 and at the present time, have not progressed in state of training to permit participation in Command Post exercises.

g. At such time as all Wings in this Air Force are satisfactorily advanced in their state of training, an attempt will be made to conduct Air Force wide maneuvers. Due to the extremely short time available during drill periods, it is difficult to accomplish combined training other than within the units concerned.

h. At the present time, Montana does not possess a satisfactory range and correspondence has been initiated requesting the procurement of a range for this state. Both Idaho and Washington have secured joint use of ranges, but actual use is held in abeyance pending approval of danger areas by the Air Space Subcommittee at Seattle. All other states have adequate ranges or joint use has been effected for use of ranges.

i. Air National Guard personnel have attended special courses within this Headquarters. During a recent maneuver in the Northwest Area, Air National Guard personnel from an AC&W Squadron in Washington were offered the opportunity to observe the operations of a regular Air Force Aircraft Control & Warning Unit. Members of the 61st Wing, Alameda, California observed the recent maneuvers in this Area. Air National Guard personnel will be encouraged to attend any regular Air Force maneuvers or special courses conducted within the Fourth Air Force.

CA-325/ 158

Subject: Letter to General Stratemeyer

j. My Director for Communications and Electronics and his staff have been extremely active in rendering technical advice and assistance to Aircraft Control & Warning Units. Siting teams from this headquarters have located the radars at the majority of the Aircraft Control & Warning Squadrons in this area. Supervisory visits are continually being made by qualified staff key officers from the Communications & Electronics Division.

k. My supply personnel are also well abreast of the supply situation as pertains to the Air National Guard. Although supply procedures have been set up between Air Materiel Command and the USP&DO of the state concerned, this headquarters has been able to render a great deal of assistance in the procurement of supplies. My supply personnel also renders assistance to Air National Guard units through supervisory visits.

l. I am well satisfied that the Air Instructors assigned to duty within the Fourth Air Force are all well qualified. Close observation will continue to be made of all instructors particularly since one-third of the present instructors may be rotated by 31 March 1949.

One of the major factors affecting the success of the Air National Guard program in the Fourth Air Force Area is the lack of air instructors. At the present time, only eighteen (18) Air Instructors are assigned, leaving seventeen (17) air instructors still to be assigned. Since the majority of vacancies are in Aircraft Control & Warning units and since these units desperately need their authorized air instructors, your assistance is requested in securing qualified instructor personnel for this Air Force. Requisitions have been repeatedly submitted for all officer instructors but to date vacancies have not been filled. Attached is a list of the units in which instructor vacancies exist together with the personnel required to fill those vacancies.

Sincerely,

JOHN E. UPSTON
Major General, USAF
Commanding

1 Incl.:
List of Air Instructor
Vacancies in 4AF Area

AIR INSTRUCTOR VACANCIES IN FOURTH AIR FORCE AREA

RANK	MOS	UNIT
Colonel	1022/1056	Hq. 60th Wing (Executive)
Colonel	1022/1056	Hq. 61st Wing (Executive)
Colonel	1022/1056	Hq. 62nd Wing (Executive)
Colonel	0200	Hq. 160th AC&W Group
Colonel	0200	Hq. 161st AC&W Group
Colonel	0200	Hq. 162nd AC&W Group
Lt. Colonel	0110	142nd AC&W Squadron
Lt. Colonel	0110	143rd AC&W Squadron
Lt. Colonel	0110	145th AC&W Squadron
Lt. Colonel	0110	146th AC&W Squadron
Lt. Colonel	0110	148th AC&W Squadron
Lt. Colonel	0110	149th AC&W Squadron
Lt. Colonel	1337	Hq. 1905th Avn. Engr. Bn.
Major	0200	Hq. 60th Wing (Comm Instructor)
Major	0200	Hq. 61st Wing (Comm Instructor)
Captain	1337	1811th Avn Engr. Co.
Captain	1337	1812th Avn Engr Co.

C O P Y
210.65

DEPARTMENT of the AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
Washington

AFPMP-1-R 24 December 1948

SUBJECT: Procedure for Assignment of Air Instructors

TO : Commanding General, Continental Air Command, Mitchel Air Force Base, Mitchel Field, New York

1. This Headquarters has been informally advised that actions of certain numbered air forces in regard to proposed assignment and relief of Air Instructors are confusing State Adjutants General as to proper procedures.

2. It is requested that in correspondence between numbered air forces and State Adjutants General regarding proposed relief or assignment of Air Instructors the interested State Adjutants General be cognizant of the fact that any correspondence between their headquarters is for planning purposes only and is not to be construed as formal procedure for securing approval of National Guard Bureau.

3. As in the past, proposed relief or nomination of Air Instructors will be forwarded to this Headquarters for final action. This Headquarters will secure approval from the Chief, National Guard Bureau, (who will contact the State Adjutant General concerned for formal concurrence) prior to issuance of appropriate orders.

4. This letter is not intended to limit correspondence regarding Air National Guard affairs between numbered air forces and Adjutants General of states under their jurisdiction.

BY COMMAND OF THE CHIEF OF STAFF:

s/ Anne W. Tinges
t/ ANNE W. TINGES
Major, USAF
Office, Dir of Mil Pers

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

3 Jan 1949

Major General John E. Upston
Commanding General
Fourth Air Force
Hamilton Air Force Base
Hamilton Field, California

My dear Jack:

* * * * *

It is noted that your shortage in Air Instructors is predominately in the Aircraft Control and Warning field. You are aware of the extreme shortage of personnel with technical knowledge and otherwise properly qualified to fill these vacancies. I have, of course, requisitioned these instructors repeatedly. I have recently recommended that we assign good officers to these jobs who do not have the technical knowledge which it would be desirable for them to have and to supplement them with Philco technical representatives.

I also plan to conduct a school at one of my regular Aircraft Control and Warning organizations on the East Coast to train some fifty (50) officers for duty as instructors to Air National Guard units of the Control and Warning type. Most of these officers will be in the grade of Captain. They will be given some technical training in the Aircraft Control and Warning field and training in how to be an instructor in the Air National Guard.

* * * * *

Sincerely,

/t/ GEORGE E. STRATEMEYER
Lieutenant General, U. S. Air Force
Commanding

HEADQUARTERS
AIR MATERIEL COMMAND
WRIGHT-PATTERSON AIR FORCE BASE
WRIGHT FIELD, OHIO

MCMS

MCMS
5 January 1949

SUBJECT: Air Force Supply Channel for Air National Guard Units Located on United States Air Force Installations

TO : [all AM areas).

1. Effective immediately, the accountable Supply Officers of United States Air Force bases jointly occupied by National Guard Units will discontinue to requisition, store and issue United States Air Force supplies in support of such units except as specified in paragraph 4 below.

2. Action will be effected on or before 15 February 1949 to issue all property on hand at United States Air Force bases in the National Guard account (105F6) to the local National Guard Base Supply Officer with accountability transferred to the appropriate United States Property and Disbursing Officer.

3. Supply Officers of National Guard units located on United States Air Force installations will submit stock replenishment requisitions to the appropriate Air Materiel Area in the same manner as prescribed for units not located on United States Air Force bases, as outlined in paragraph 11a of Air Force Regulation 65-30.

4. United States Air Force bases jointly occupied by Air National Guard Units will continue to furnish the following support as outlined in Section XXVII of Air Force Manual 67-1.

a. Supply of aviation fuel and lubricating oil.

b. United States Air Force maintenance support.

c. Salvage: United States Air Force base salvage facilities will be used to dispose of locally condemned material.

d. Disposition of used aircraft engine oil and drums.

e. Supply of publications and blank forms for which the Department of the Air Force has supply responsibility.

5. It is requested the provisions of this letter be disseminated to all United States Air Force activities within your geographical area.

BY COMMAND OF GENERAL McNARNEY:

John B. Bell, [illegible]
For
JAMES F. EARLY
Brigadier General, USAF
Chief, Supply Division

Distribution:

All AMAs
Hq CAC
Hq USAF
Ch, Nat'l Gd Bu

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HQ, CONTINENTAL AIR COMMAND MITCHEL AFB, NY	N/C	
CG, FOURTH AF, HAMILTON AFB, CALIF.	ROUTINE	ROUTINE
C/S, HQ USAF, WASHINGTON 25, DC CO, MARCH AF BASE, CALIF.	AFMIC-2 33	N/C

AFCONACMI 347 PD HQ USAF HAS ADVISED THAT TRAINING IN RADIOLOGICAL DEFENSE MEASURES IS TO BE CONSIDERED OF PRIME IMPORTANCE TO AVIATION ENGR UNITS DIRECTS THAT SUITABLE INDOCTRINATION BE GIVEN ALL OFFS AND KEY ENLISTED PERSONNEL OF THE 817TH ENGR AVN BN AT MARCH AFB PD IF QUALIFIED INSTRUCTOR PERSONNEL ARE NOT NOW AVAILABLE YOUR COMMAND TO CONDUCT SUCH TRNG HQ USAF WILL FURNISH A SUITABLY QUALIFIED OFF TO CONDUCT A SERIES OF FIVE ONE HOUR LECTURES PD SUBJECT INSTRUCTIONS SHOULD BE GIVEN DURING NEXT SIXTY DAYS AS PART OF PRESENT TRAINING PROGRAM TO ALL OFFS AND ENLISTED PERSONNEL OF FIRST THREE GRADES PD IF SERVICES OF INSTRUCTOR FROM HQ USAF ARE DESIRED CMA REQUEST STATEMENT OF PERIOD MOST SUITABLE TO UNIT WHICH WILL CAUSE MINIMUM INTERFERENCE WITH PRESENT TRAINING AND OPERATIONS AND MAXIMUM AVAILABILITY OF DESIRED PERSONNEL PD DESIRE THIS HQ BE ADVISED OF FINAL ACTION TAKEN PD END

CG, CONAC

OFFICIAL BUSINESS:

N/C

Maj.R.I.Chosta/111 Ext. 7250 6 Jan 49

/st/ RICHARD W. GEUSS
Captain, USAF
Asst Adj Gen

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HEADQUARTERS FOURTH AIR FORCE
OFFICE OF THE COMMANDING GENERAL
HAMILTON AIR FORCE BASE
HAMILTON FIELD, CALIFORNIA

IN REPLY
REFER TO:

7 JAN 1949

PPO-210.3/16

SUBJECT: Report of Outstanding Vacancies for Air National Guard Instructor Personnel

TO : Commanding General
Continental Air Command
Mitchel Air Force Base,
New York

The following is a list of Air National Guard Units within the Fourth Air Force area which have been Federally recognized, but to date have not been furnished Air National Guard Instructor personnel:

UNIT	GRADE AUTH	MOS AUTH
61st Wg Hq (Calif. NG)	Col	1022, 1056, or 2162
161st AC&W Gp (Calif NG)	Col	0200
1905 Engr Avn Bn (Calif NG)	Lt Col	1337
1811 Engr Avn Co (Calif NG)	Capt	1337
145th AC&W Sq (Calif NG)	Lt Col	0110
62d Wg Hq (Calif NG)	Col	1022, 1056, or 2162
162d AC&W Gp (Calif NG)	Col	0200
148th AC&W Sq (Calif NG)	Lt Col	0110
149th AC&W Sq (Calif NG)	Lt Col	0110
142d AC&W Sq (Oregon NG)	Lt Col	0110
60th Wg Hq (Wash NG)	Col	1022, 1056, or 2162
160th AC&W Gp (Wash NG)	Col	0200
143d AC&W Sq (Wash NG)	Lt Col	0110
60th Wing Hq (Wash NG)	Major	0200
61st Wg Hq (Calif NG)	Major	0200
62d Wg Hq (Calif NG)	Major	0200

FOR THE COMMANDING GENERAL:

ADRIAN E. KNOCK
Major, USAF
Chief, Mil & Civ Pers Div

53795

HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL FIELD, NEW YORK

IN REPLY
REFER TO:

FB 121.7

8 JAN 1949

SUBJECT: Report of Cumulative Obligations for the National Guard, By States (Reports Control Symbol WDSNG-1)

THRU : Chief of Staff, United States Air Force, Washington 25, D C

TO : Chief, National Guard Bureau, Washington 25, D C

1. This headquarters submits monthly to the Chief of Staff, United States Air Force three (3) separate "Reports of Cumulative Obligations for the National Guard, By States (Reports Control Symbol WDSNG-1)" covering certain National Guard appropriation project accounts for two (2) prior fiscal years and the current fiscal year, as follows:

FY 1947 - NG Project Accounts 442 and 530
FY 1948 - NG Project Accounts 441, 442, 530 and 542
FY 1949 - NG Project Accounts 441, 442, and 530

2. The above-cited reports are submitted in compliance with War Department Memorandum No. 130-5-3, same subject, dated 2 August 1946, which it is understood has never been amended, superseded, or rescinded.

3. With reference to War Department Memorandum No. 130-5-3, dated 2 August 1946, which covers the reporting of cumulative obligations for which each state has benefited or participated under each project account as listed in "Program of Expenditure for the Support of the National Guard, FY 1947," dated 11 July 1946, this headquarters requests information to determine the following:

a. Whether or not reports are still required to be submitted on FY 1947 National Guard, appropriation (A2171405) project accounts listed in "Program of Expenditure for the Support of the National Guard, FY 1947," dated 11 July 1946.

b. Whether or not reports are required to be submitted on FY 1948 National Guard appropriation (A2181405) project accounts listed in "Program of Expenditure for the Support of the National Guard, FY 1948," dated 5 June 1947.

5386 56415

FB 121.7 - Report of Cumulative Obligations for the National Guard, By States (Reports Control Symbol NGBWG-1)

c. Whether or not reports are required to be submitted on FY 1949 National Guard appropriation (2191408) project accounts listed in "Program of Expenditure for the Support of the National Guard, FY 1949," dated 7 June 1948.

FOR THE COMMANDING GENERAL:

James R. Hackett

[illegible]
USAF

AFORR-2 1st Ind.

Department of the Air Force, Hq. USAF, Washington 25, D. C. FEB [illegible] 1949

TO: Chief, Nat'l Guard Bureau, USA, Dept of the Army, Washington 25, D. C.

FOR THE CHIEF OF STAFF:

Ben M. [illegible] Jr

BEN M. [illegible], JR.
Major, USAF
Asst. Exec., Office of Spec. Assistant
for Reserve Forces

8386 96415

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BASIC: Report of Cumulative Obligations for the National Guard, By States (Reports Control Symbol NBSNG-1)

CSNGB-AFBF 2nd Ind

Hq., Dept. of the Army, SS, USA, National Guard Bureau, Washington 25, D. C.
9 March 1949

TO: The Department of the Air Force, Hq. USAF, Washington 25, D. C.

1. Beginning with FY 1950, fiscal procedures for accounting for National Guard funds will be in accordance with those to be established by the Comptroller, USAF. Therefore, it is recommended that the reports referred to in the basic communication be continued until the new fiscal procedures become effective.

FOR THE CHIEF, NATIONAL GUARD BUREAU:

J Mulligan
Capt USAF
for
HENRY A. BEASLEY,
Lt. Colonel, USAF
Chief, Air Budget & Fiscal Group
Air Force Division
National Guard Bureau

AFCFP-2 3rd Ind. [illegible] 1949

Department of the Air Force, Hq. USAF, Washington 25, D. C.

TO: Commanding General, Continental Air Command, Mitchel AFB, New York

BY COMMAND OF THE CHIEF OF STAFF:

C W Schott
C. W. SCHOTT
Colonel, USAF
Deputy Spec. Asst. for Reserve Forces

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11 B

AIR FORCE REGULATION)
NO. 45-9)

DEPARTMENT OF THE AIR FORCE
WASHINGTON, 12 JANUARY 1949

RESERVE FORCES

Relationship of Air Force Commanders to the Air National Guard

1. Purpose. This Regulation outlines the policies of the Air Force with regard to the functions of Air Force commanders in their relationships with the Air National Guard units and personnel. This Regulation is not to be construed as definitive of all such functions but as a statement of general policy.

2. Scope. The provisions of this Regulation also will apply to relationships between Air Force commanders and light organic aviation units and personnel assigned to the Army National Guard.

3. General. Wherever possible, the same services and courtesies will be extended to personnel of the Air National Guard as normally are extended to Air Force personnel. In those cases where services rendered are chargeable to Air Force funds, provisions have been made for reimbursement from funds appropriated for the support of the Air National Guard. Air National Guard personnel, while on Air Force bases or flying in the control area thereof, will be subject to such Air Force directives as are considered applicable, i.e., those regulations governing flight clearing authority, base weather minimums, flight clearance (AF Form 23), local traffic, etc. The services to which Air National Guard personnel normally are entitled at Air Force installations include the following:

a. Servicing, inspection, and maintenance of transient Air National Guard aircraft will be performed in accordance with AFR 65-22 on a reimbursable basis as prescribed in AFM 67-1.

b. Weather and flight clearance services will be rendered to transient Air National Guard flight crews in the same manner as to transient Air Force flight crews.

c. Communications facilities (Plan 62) will be made available to transient Air National Guard flight crews in the same manner as to transient Air Force flight crews, except that long distance telephone calls or telegrams involving a toll charge will be made on a collect basis or will be paid for by the Air National Guard personnel concerned. When collect calls are made at Air Force expense, they will be on a reimbursable basis.

d. When required for continuation of flight, and if available, replacement parts will be issued to Air National Guard flight crew members from Air Force base stocks.

e. When required for continuation of flight, and if available, aeronautical charts will be issued to transient Air National Guard flight crews on a non-reimbursable basis.

f. Billeting and messing facilities will be made available to transient Air National Guard flight crews and passengers in the same manner as for other transient military personnel. Such facilities will be furnished on a cash sale basis.

- - - - - -

*This Regulation supersedes AFL 20-19, 28 March 1947, including Change 20-19A, 17 May 1948. This Regulation has been coordinated with and approved by the Chief, National Guard Bureau, as being applicable to the Air National Guard.

MAAMA: 1-14-49--4100

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g. Items of personal equipment will not be issued by Air Force base commanders to transient Air National Guard crews, except in an emergency and then only on a loan basis. If emergency issues are made, appropriate provisions of section VI, AFM 67-1 will govern.

h. Investigation of aircraft accidents involving Air National Guard aircraft will be accomplished as outlined in AFR 62-14.

i. The use of Air Force exchange stores and finance services by Air National Guard personnel will be limited to those individuals who have been ordered to active Federal service by competent authority. Quartermaster sales stores, commissaries, and other Quartermaster services and privileges will be provided under the provisions of AR-30-2290.

j. Personnel of the Air National Guard who suffer personal injury or contract disease in line of duty while en route to or from, or during their attendance at encampments, field training, maneuvers, or at service schools and personnel of the Air National Guard who suffer personal injury (as distinguished from disease) in line of duty when participating in aerial flights while on an armory drill status (including training flights ordered by competent authority) are entitled at Government expense, to such hospitalization, rehospitalization, and medical and surgical care in hospitals and in their homes as is necessary for the appropriate treatment of such injury or disease until the disability resulting therefrom cannot be materially improved by further hospitalization or treatment.

4. Functions and Maintenance of and Provisions for Funds for Bases Jointly Occupied by Air National Guard:

a. In addition to those functions outlined in paragraph 3, the functions of commanders of Air Force or Air Force Reserve bases jointly occupied by the Air National Guard are the same as those normally performed by Air Force base commanders, including control and operation of the local restricted areas, general station security (with the exception of the Air National Guard area), fire-fighting crash protection, emergency rescue, snow removal of the entire airdrome (where applicable), field lighting, tower operation, sanitation, and inspection functions as outlined in AFR 123-1.

b. The maintenance of all facilities not used exclusively by the Air National Guard will be in accordance with the provisions of the instrument by which utilization of the installation is granted to the Air National Guard.

c. Funds will be provided from State or National Guard appropriations in the proportions agreed upon, to defray the expenses incurred by the Air National Guard for repairs and use of all facilities and structures exclusively utilized by the Air National Guard.

5. Assistance to Air National Guard. The Air National Guard is an integral and important component of air strength and its efficiency is of utmost importance to the Air Force. Air Force commanders frequently will be requested by Air National Guard units and personnel to furnish assistance which is not mentioned in the foregoing paragraphs; in such situations commanders will render every reasonable aid to the Air National Guard. In no case will the interest of the Air Force commander cease until every reasonable means of assistance has been used. The promotion and maintenance of amicable relationships between the Air Force and the Air National Guard will be a matter of extreme concern to all personnel.

BY ORDER OF THE SECRETARY OF THE AIR FORCE:

HOYT S. VANDENBERG
Chief of Staff, United States Air Force

OFFICIAL:

L. L. JUDGE
Colonel, USAF
Air Adjutant General

DISTRIBUTION:
E(plus Caribbean Air Command and
Pacific Air Command); G

210.65

12 JAN 1949

PP210.65

Pers(O)/WJB/62
7Jan49

SUBJECT: Clarification of Assignment of Instructors and Advisors, Air National Guard

TO : Chief of Staff, United States Air Force, Washington 25, D. C.

1. This headquarters has been requested to render an interpretation of certain disparities existing with reference to assignment of Instructors to Air National Guard Units.

2. Specifically, War Department Circular 172, 1946, states that instructors and advisors must be Regular Army or Category III, in appropriate grades. Air Force Letter 36-6, dated 10 August 1948, requires that Instructors assigned to flying units must be rated pilots, field grade and Regular United States Air Force. Cited letter makes no reference to Advisors, nor to qualifications required of instructors to Aircraft Control and Warning and Engineer Aviation Units. Appendix IX, Air Force Plan for National Guard indicates that the Instructor for Communications, Wing Headquarters, need not be a rated pilot.

3. In view of the above, it is requested that this headquarters be advised as to:

a. Circumstances under which an officer may be assigned within the Air National Guard Program as an Advisor, and the grade considered appropriate.

b. Whether or not an officer performing a non-rated specialty (communications) in a Fighter Wing must be a rated pilot, and of field grade.

c. Clarification as to required qualifications of instructors and advisors to Aircraft Control and Warning and Engineer Aviation Units.

FOR THE COMMANDING GENERAL:

FRANCIS S. TENNANT
Major, USAF
Asst Adj Gen

CS
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SUSPENSE
17 Jan 49
SUSPENSE

ADC FORM HQ-AG 5
17 May 1948

53920

Adjutant General's Central File Copy

210.65 1st Ind AFPMP-1-K-2

Dept. of the Air Force, Hq. USAF, Washington 25, D. C., 17 February 1949

To: Commanding General, Continental Air Command, Mitchel Air Force Base,
Mitchel Field, New York

1. With reference to paragraph 3a, basic communication, Section 81 of the National Defense Act, states that officers of the Regular Army (AF) shall be detailed as instructors of the National Guard. To avoid conflict with the National Defense Act, non-regular officers have been designated as advisors. It is recommended that assignment of non-regular officers be temporary and continue only until qualified regular Air Force officers become available, since non-regular officers cannot legally sign pay-rolls, attendance reports, or be members of Federal Recognition Boards. The grades of non-regular officers should be equal to the grades recommended for regular instructors.

2. Reference paragraph 3b, basic communication, instructors for Aircraft Control & Warning and Communications type units of the Air National Guard may be non-rated. Grades shown in Appendix 1X (Incl 1) are desired. Waivers may be granted until sufficient personnel of the desired MOS and grade are available for assignment.

3. Reference paragraph 3c, basic communication, the qualifications of instructors for Engineer Aviation units are the acknowledged responsibility of the Department of the Army. The qualifications of instructors and advisors to Aircraft Control & Warning units while designated as MOS 0110 and 0200 in Appendix 1X of the Air Force Plan should, in view of the shortage of these MOS's, be interpreted to include any officer with radar or GCI experience which might qualify him for duty as an instructor or advisor. As qualified officers in the grades desired become available for assignment to the Air National Guard, the advisors and limited capacity instructors should be phased out of their assignment.

BY COMMAND OF THE CHIEF OF STAFF:

John J Moore, Mjr, USAF
for
ANNE W. TINGES
Major, USAF
Office, Director of Military Personnel

1 Incl:
AF Plan for ANG Units
Appendix 1X

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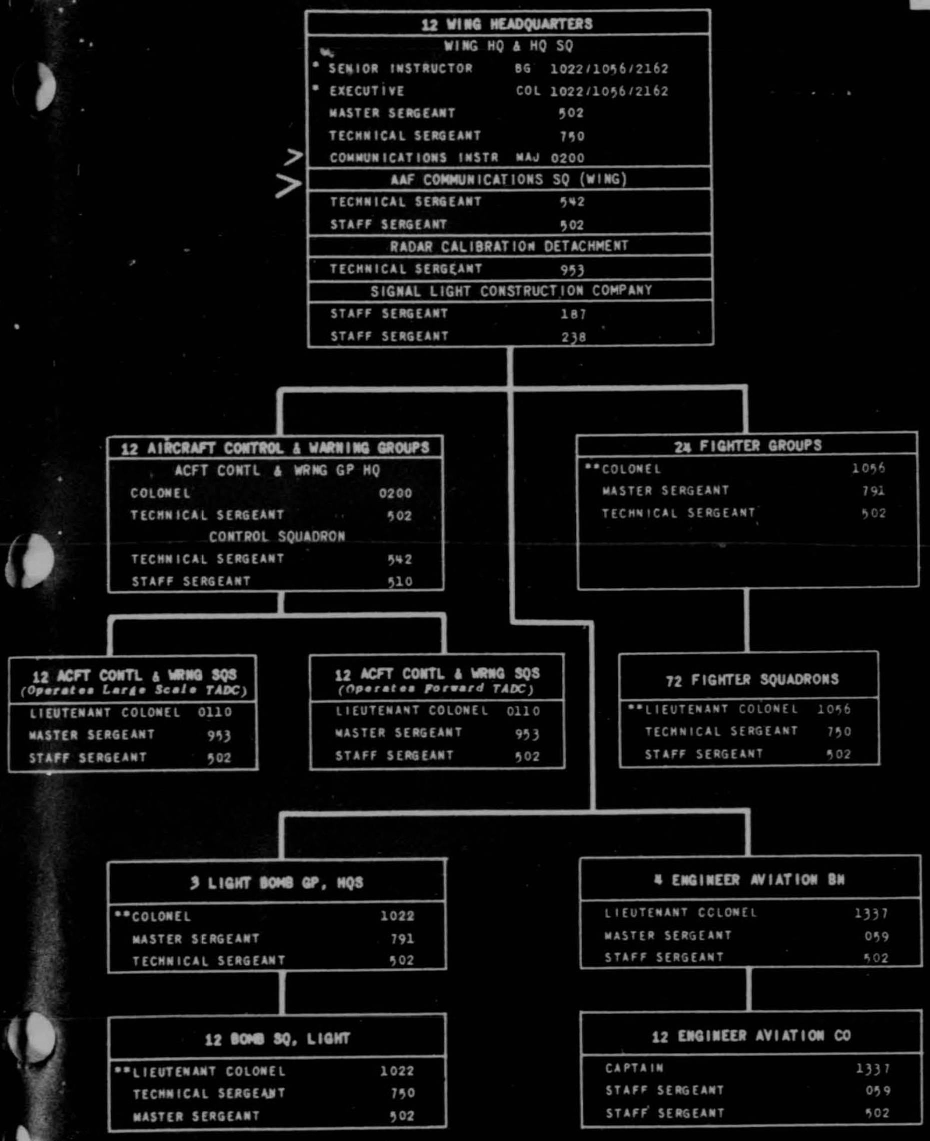
BASIS OF ASSIGNMENT OF REGULAR AF OFFICERS AND ENLISTED MEN TO DUTY AS INSTRUCTORS WITH UNITS OF THE AIR NATIONAL GUARD



12 WING HEADQUARTERS

WING HQ & HQ SQ		
* SENIOR INSTRUCTOR	BG	1022/1056/2162
* EXECUTIVE	COL	1022/1056/2162
MASTER SERGEANT		502
TECHNICAL SERGEANT		750
COMMUNICATIONS INSTR	MAJ	0200
AAF COMMUNICATIONS SQ (WING)		
TECHNICAL SERGEANT		542
STAFF SERGEANT		502
RADAR CALIBRATION DETACHMENT		
TECHNICAL SERGEANT		953
SIGNAL LIGHT CONSTRUCTION COMPANY		
STAFF SERGEANT		187
STAFF SERGEANT		238

12 AIRCRAFT CONTROL & WARNING GROUPS

ACFT CONTL & WRNG GP HQ	
COLONEL	0200
TECHNICAL SERGEANT	502
CONTROL SQUADRON	
TECHNICAL SERGEANT	542
STAFF SERGEANT	510

24 FIGHTER GROUPS

**COLONEL	1056
MASTER SERGEANT	791
TECHNICAL SERGEANT	502

12 ACFT CONTL & WRNG SQS
(Operates Large Scale TADC)

LIEUTENANT COLONEL	0110
MASTER SERGEANT	953
STAFF SERGEANT	502

12 ACFT CONTL & WRNG SQS
(Operates Forward TADC)

LIEUTENANT COLONEL	0110
MASTER SERGEANT	953
STAFF SERGEANT	502

72 FIGHTER SQUADRONS

**LIEUTENANT COLONEL	1056
TECHNICAL SERGEANT	750
STAFF SERGEANT	502

3 LIGHT BOMB GP, HQS

**COLONEL	1022
MASTER SERGEANT	791
TECHNICAL SERGEANT	502

4 ENGINEER AVIATION BN

LIEUTENANT COLONEL	1337
MASTER SERGEANT	059
STAFF SERGEANT	502

12 BOMB SQ, LIGHT

**LIEUTENANT COLONEL	1022
TECHNICAL SERGEANT	750
MASTER SERGEANT	502

12 ENGINEER AVIATION CO

CAPTAIN	1337
STAFF SERGEANT	059
STAFF SERGEANT	502

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* *Must have rating of pilot, senior pilot, or command pilot.*

** *Instructors for Gp Hq and tactical Sqs will also serve as instructors for attached Serv Gp. Hq Det and lettered Dets.*

19 Incl 7

THIS SUPERSEDES APPENDIX IX, AAF PLAN FOR AIR NATIONAL GUARD, DATED JANUARY 1947

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C O P Y

HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL FIELD, NEW YORK

IN REPLY
REFER TO:

13 January 1949

Lieutenant General I. H. Edwards
Deputy Chief of Staff, Personnel
United States Air Force
Washington 25, D. C.

Dear Idwal:

The procurement of instructors for duty with the Air National Guard has reached a critical stage. Although Air Force Letter 36-6, 10 August 1948, encourages qualified officers to make application for this duty, the response has been discouraging, to say the least.

I am enclosing a copy of a letter forwarded to Headquarters, United States Air Force, 24 September 1948, and a copy of a follow-up letter with replying indorsement. In this connection, I also invite your attention to letter, file PP210.65, Headquarters, Continental Air Command, 24 December 1948, subject: Requisition for Instructors, Air National Guard, which recommended that instructor vacancies be publicized, and that in the absence of a sufficient number of volunteers, this program be placed on a selective rather than a voluntary basis.

The time for rotation of instructors is rapidly approaching, and the necessity of maintaining continuity in the training program of the Air National Guard is obvious. In order to insure an orderly turnover of instructors, we submitted a plan to Headquarters, United States Air Force, making certain recommendations to this end. A copy of this letter, with reply thereto, is inclosed for your information. While I am requiring my Air Force Commanders to replace, insofar as possible, thirty-eight (38) instructors scheduled for rotation within the next three months, I believe that you will appreciate the fact that we are in no position to furnish instructors for the entire program. We will need substantial assistance from other sources.

In view of the foregoing, and due to the prominence being given the Civilian Components Program by Headquarters, United States Air Force, I strongly urge that this problem be given special and immediate consideration.

Sincerely,

GEORGE E. STRATEMEYER
Lieutenant General, U. S. Air Force
Commanding

3 Incls:
1. Ltr Hq ADC,
   PP210.65, 24 Sep 48
2. Ltr Hq ADC,
   PP210.65, 22 Nov 48, w/1 Ind.
3. Ltr Hq ADC,
   PP210.65, 5 Oct 48, w/1 Ind.

54513

EXTRACT COPY

Mobile Training Units for Air National Guard
CA 353 (3 Jan 49) 1st Ind 14 Jan 1949

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Commanding General, Tenth Air Force, Fort Benjamin Harrison, Indiana

* * * * *

2. Generally speaking, Mobile Training Units are not available in the continental limits of the United States. However, one (1) B-26 MTU has been made available to the Air National Guard and is at present operating on a schedule formulated by the National Guard Bureau. It is expected that in the near future F-51 and F-80C MTU's will become available to the program.

BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

/t/ JAMES H. HACKETT
1st Lt, USAF
Asst Adj Gen

C O P Y
333.1

SUBJECT: Report of Inspection of Ammunition and Ammunition Storage Facilities, 180th Bomb Squadron (L) and Affiliated Units, ANG, Rosecrans Field, St. Joseph, Missouri, 14 January 49.

CSNGB-AFIS 2nd Ind

Hq., Dept of the Army, SS, USA, National Guard Bureau, Washington 25, D.C. 1 February 1949

THRU: The Adjutant General, State of Missouri, State Office Building, Jefferson City, Missouri

TO: Commanding General, Continental Air Command, Mitchel Air Force Base, Hampestead, Long Island, New York

1. For your information a directive regarding ammunition storage at Air National Guard installations was given by the Chief of Staff of the United States Air Force to the Commanding General, Air Defense Command, on 16 November 1948, which included the following provisions:

a. High explosives and hazardous types of ammunition will not be stocked.

b. Stockage of small arms for training pruposes is authorized provided facilities are available and local regulations do not prohibit the operation of aircraft with loaded guns.

c. Stockage of small quantities of pyrotechnics for emergency signalling purposes is authorized.

d. Ammunition required for Air National Guard use and which is not stocked at its installation because of the above will be stocked at regular USAF installations and made available thereat to Air National Guard units.

* * * * *

FOR THE CHIEF, NATIONAL GUARD BUREAU:

s/ RObert V. Dunn
y/ ROBERT V. DUNN
Chief, Air Logistics Gp
Air Force Division
National Guard Bureau

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CG ConAC Unclassified

CG SAC Offutt AFB, Omaha, Nebr Routine

CG Twelfth AF Brooks AFB, Texas

Special Ass't to Chief of Staff for Reserve Forces Hqs USAF Wash DC

7766. Information has been received that conference between representatives of the 12th and 8th Air Forces for consummation of joint use agreement of the Matagorda Bombing and Gunnery Range by 12th Air Force has been postponed and repostponed pending command approval of transfer agreement of the Range from Air Training Command to Strategic Air Command. Records this Hqs indicate the agreement was executed 14 Jan 49 subject command approval. Continued joint use of this Range by Continental Air Command was authorized by Hqs USAF in 5th Indorsement, File AFMIF-2A/4 to letter Hqs 7th Bomb Wing Carswell AFB, 16 Aug 48, subject: Acquisition of OQ Gunnery Rang, Matagorda AFB, Texas. Joint use of this Range for Air National Guard and Reserve Units is urgently required. Request interim approval authorizing 12th Air Force joint use of range facilities pending consummation of formal joint use agreement in order to enable this command to fulfill its mission and make final plans for ANG summer training.

CG ConAC

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HEADQUARTERS NINTH AIR FORCE
Greenville, South Carolina

17 January 1949

Lt General George E. Stratemeyer
Continental Air Command
Mitchel Air Force Base, New York

Dear General:

* * * *

On 9, 10, 11, 12 and 13 January, I accompanied Mr. Whitney and General Quesada on their visit to Air National Guard and Air Reserve activities in the area of responsibility of the Ninth Air Force. They visited Orlando, Marietta, Gunter Field, New Orleans, Memphis and St. Louis. When Mr. Whitney and General Quesada departed from Montgomery for New Orleans, I went to Jackson, Mississippi to await their arrival the next day. Unfortunately, very low ceilings prevented their stopping at Hawkins Field so I took off and joined them again at Memphis. From there, they departed for St. Louis, which is out of our area of responsibility, and I returned to Greenvillle. General Jamison met the party in New Orleans. I believe on e of their major criticisms of both Air National Guard and Air Reserve activities was the apparent lack of supervision coming down from the top. They were also surprised to learn that on bases where there are both Air Reserve and Air National Guard units, each has a complete Air Force Supply installation, operating separately and both drawing their supplies from the same depot. This probably is a result of the individual states' systems of accountability for property belonging to the Federal government. I learned a lot on the trip and was delighted to have the opportunity to accompany them.

Sincerely,

s/ Old
t/ WILLIAM D. OLD
Major General, USAF
Commanding

C O P Y
210.65

18

OS/HFN/241

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

17 January 1949

SUBJECT: Project HELPMATE

to : Commanding General, Ninth Air Force, Greenville Air Force Base, Greenville, South Carolina

1. Headquarters, United States Air Force has given this command the task of training fifty (50) officers for duty as instructors with the Aircraft Control and Warning Groups of the Air National Guard, The officers to receive this indoctrination training will qualify as fighter pilots only and will be made available for training on or about 15 March 1949.

2. In view of the fact that the existing Aircraft Control and Warning Units of this command do not and will not have by 15 March 1949 the personnel and/or facilities available to conduct this training, it is desired that this training be conducted by the 502nd Tactical Control Group under your command.

3. This command has appointed a project officer (Colonel H. F. Nichols, Deputy Director of Operations and Training) who will visit The Air University and your headquarters for purposes outlined in paragraph 2b, 1st Indorsement to attached inclosure. This visit is tnetatively planned for the week of 17 to 21 January 1949.

4. Based on the information contained herein, it is desired that your command take necessary action to prepare a course outline and schedule for the technical phases of the training. The instruction phase for Air National Guard instructors can be fitted into the program after arrangements are made with the Air University for subject material and instructors. The target date for completion of all plans and arrangements for conduct of this training is 1 March 1949.

BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

s/ Frederick W. Gerhard, Jr.
t/ FREDERICK W. GERHARD, Jr.
Captain, USAF
Asst Adj Gen

1 Incl:
Ltr, Hq USAF, 17 Dec 48,
w/1st Indorsement

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DEPARTMENT OF THE ARMY
SPECIAL STAFF, UNITED STATES ARMY
Washington 25, D. C.

CSNGB-AFLS 17 January 1949

SUBJECT: Status of T/O & E and T/A Equipment for Air National Guard

TO : The Adjutants General of all States, Territory of Hawaii, Puerto Rico and the District of Columbia

* * * *

4. The shortage list from the inventory indicated that approximately $36,000,000 of Air Force equipment was in short supply. The amount of FY 1949 National Guard funds to procure Air Force equipment was only approximately $7,900,000, therefore, it was necessary to screen the shortage list to eliminate non-essential items of equipment for peace-time training and operation and reduce quantities of essential items of equipment to the minimum requirements. As additional funds are appropriated and become available, this Bureau will take action with Headquarters Air Materiel Command to initiate additional procurement of the items that still remain short based upon the inventory.

* * * *

FOR THE CHIEF, NATIONAL GUARD BUREUA:

2 Incls
1. AF Equip (Classes 17-A, 17-C & 19-A)
2. Gen list of Equip to be procured by Hq AMC with FY 49 NG funds.

s/t/ GEO G. FINCH
Major General
Chief, Air Force Division
National Guard Bureau

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HEADQUARTERS
CONTINENTAL AIR COMMAND
INTERROFFICE ROUTING SLIP

Air National Guard Training

DO/202

2 18 Jan DO CG

1. Pursuant to your pencilled note on the attached article, the Air National Guard Division has compiled the attached list of directives and publications pertinent to Air National Guard training. In addition to the above, this office has two (2) projects in progress:

a. The preparation of proficiency standards expressed in terms of desired capabilities for each type unit in the Continental Air Command. This project, while designed primarily for Regular Air Force units, will be of equal value for Civilian Component units in that it will provide a clearly stated objective toward which all unit training can be directed.

b. The preparation of detailed unit and individual training programs as directed in General Quesada's recent letter on this subject. This project is being worked up in conjunction with the Air Training Command who heretofore has been charged with individual training.

2. As the above-mentioned projects are completed for each type unit, they will be disseminated in appropriate ConAC publications. It is estimated that both projects should be completed prior to 1 July 1949.

/s/t/ J. E. SMART, Colonel, USAF
Deputy for Operations
Ext 1220

* * * * *

Channels for Control of Operations for Training ANG Units in Preparation for Readiness for Their Federal Mission.

CA 325.1 (29 Nov 48) 2d Ind.

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York, 21 Jan 49

TO: Commanding General, Tenth Air Force, Fort Benjamin Harrison, Indiana (Same to 4th & 12th Air Forces)

1. Reference is made to letter United States Air Force, subject as above, 10 June 1948, and 1st Indorsement Headquarters Air Defense Command, file OC 325, 14 July 1948, thereto.

2. The new Channels for Control of Operations Policy changes to a certain extent the original policy. The changes were made in order to conform with the letter of the law.

3. It is desired, in furtherance of paragraph 3 of the 1st Indorsement, that you take action in conjunction with the Adjutants General of the various States within your Air Force area to develop details of procedure necessary to implement this policy. It is necessary that the spirit rather than the written word of the control policy be adhered to.

BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

R. B. TRAVIS
Colonel, USAF (AGD)
Asst Adj Gen

2 Incls:
Incl 1 n/c
2. Cy ltr fm NGB dtd
3 Jan 49 (10 cys)

See Army + Navy Bulletin - Library
See Maj Weart - P.B.

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Channels for Control of Operations for Training Air National Guard Units in Preparation for Readiness for Their Federal Mission

CA 325.1 (29 Nov 48) 2nd Ind 21 Jan 49

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Commanding General, First Air Force, Fort Slocum, New York

1. Reference is made to letter United States Air Force, subject as above, 10 June 1948, and 1st Indorsement Headquarters Air Defense Command, file OC 325, 14 July 1948, thereto.

2. The new Channels for Control of Operations Policy changes to a certain extent the original policy. The changes were made in order to conform with the letter of the law.

3. It is desired, in furtherance of paragraph 3 of the 1st Indorsement, that you take action in conjunction with the Adjutants General of the States within the area of the 52nd and 67th Fighter Wings, Air National Guard to develop details of procedure necessary to implement this policy. It is necessary that the spirit rather than the written word of the control policy be adhered to. The Ninth and Fourteenth Air Forces have been notified to withhold their conferences until such time as the decision is made as to which Air Force will have the former Eleventh Air Force Area.

BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

R. B. DAVIS
Col., USAF
Asst Adj Gen

2 Incls:
  Incl 1 n/c
  2. Cy ltr fm NGB dtd
    3 Jan 49 (10 cys)

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Channels for Control of Operations for Training Air National Guard Units in Preparation for Readiness for Their Federal Mission

CA 325.1 (29 Nov 48) 2nd Ind 25 January 1949

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Commanding General, Ninth Air Force, Greenville Air Force Base,
Greenville, South Carolina
(Same to 14th)

1. Reference is made to letter United States Air Force, subject as above, 10 June 1948, and 1st Indorsement Headquarters Air Defense Command, file OC 325, 14 July 1948, thereto.

2. The new Channels for Control of Operations Policy changes to a certain extent the original policy. The changes were made in order to conform with the letter of the law.

3. It is desired that no action be taken in furtherance of paragraph 3 of the 1st Indorsement by either the Ninth or Fourteenth Air Forces until such time as a final determination is made as to their areas of responsibility. Likewise, the First Air Force has been directed not to initiate action in the area of the 53rd or 55th Fighter Wings, Air National Guard, (the former Eleventh Air Force Area). When the final decision is made, it is desired that the appropriate Air Force take action in conjunction with the States' Adjutants General of its area of responsibility to develop details of procedures necessary to implement this policy. When evolving these details of procedures, it is necessary that the spirit rather than the written word of the control policy be adhered to.

BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

1 Incl
Cy ltr fm NGB dtd
3 Jan 49 (10 cys)

R. B. TRAVIS
Col, USAF
Asst Adg Gen

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OC 32 5 29 Nov 1948

SUBJECT: Channels for Control of Operations for Training Air National Guard Units in Preparation for Readiness for Their Federal Mission

TO : Chief of Staff, United States Air Force, Washington 25, D. C.
ATTN: Chief, Civilian Components Group

1. Reference is Department of the Air Force letter, subject as above, 10 June 1948. Informal information received this Headquarters indicates that the original control policy agreement has been superseded by modification promulgated by the Chief, National Guard Bureau, 26 September 1948.

2. Information is requested as to the applicability of the original agreement and to the changes or modifications which may have been made in this agreement by the National Guard Bureau's revised policy.

FOR THE COMMANDING GENERAL:

1 Incl
Cy Ltr, 10 Jun 48

RICHARD W. GRUSS
Captain, USAF
Actg Asst Adj Gen

Civ #618
Hr: 1600
Date: Nov 23

21

COPY

AFCRF-2 1st Ind. 7 January 1949

Department of the Air Force, Hq. USAF, Washington 25, D. C.

TO: Commanding General, Continental Air Command, Mitchel AFB, New York

1. Advice has been received from the National Guard Bureau that all the States, the District of Columbia, and the Territories of Hawaii and Puerto Rico have concurred in the policy agreement regarding channels of control for training Air National Guard Units.

2. The Chief, National Guard Bureau, is now in the process of informing all Adjutants General of the universal concurrence and that implementation of same will be accomplished by the Department of the Air Force through subordinate channels. Copy of this communication which includes the statement of policies is inclosed herewith.

3. It is requested that a conference be held, as soon as practicable, between the Commanding General of the several numbered Air Forces and the Adjutants General intheir respective areas and details of procedures developed. When this has been accomplished, implementation of the policies should proceed without delay.

BY COMMAND OF THE CHIEF OF STAFF:

/s/&/t/ J. P. McCONNELL
Brigadier General, USAF
Deputy Spec. Asst. for Reserve Forces

2 Incls
1. Cy ltr 10 Jun 48 w/d
2. Cy ltr fm NGB dtd 3 Jan 1949 (in dup)

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DEPARTMENT OF THE ARMY
Special Staff, United States Army
Washington 25, D. C.

CSNGB-IN

3 January 1949

SUBJECT: Channels for Control of Operations for Training Air National Guard Units in Preparation for Readiness for their Federal Mission.

TO: The Adjutants General of all States, Hawaii, Puerto Rico, and the District of Columbia

1. Command is exercised by virtue of office and the special assignment of officers holding military rank who are eligible by law to exercise such command. In time of peace, the right of command within the Air National Guard rests in the Governor of the State and is exercised through the Adjutant General and individual officers appointed and commissioned in the National Guard of the State concerned. Except when ordered to active federal service by competent authority, the Air National Guard is not legally under the command jurisdiction of officers of the U. S. Air Force; neither is the Air National Guard of a state legally subject to orders from an Air National Guard officer of another state.

2. It is recognized that efficient and effective training of the Air National Guard while under state control requires the highest degree of cooperation and coordination between all echelons of command regardless of state boundaries or other legal barriers, in order to properly train the Air National Guard for its Federal mission. Such cooperation and coordination can be obtained only through a clearly defined channel for control for training purposes. To this end the following training policies are promulgated with the concurrence of the Military authorities of the several States, Territories, and the District of Columbia.

3. a. On all matters pertaining to operations for training purposes in the preparation of Air National Guard units for the discharge of their Federal mission, the Chief of Staff, USAF, through his designated commanders may exercise training supervision as differentiated from command jurisdiction over Air National Guard units by means of normal military channels.

b. Commanders of Air National Guard Wings, Groups, and Squadrons who, by virtue of assignment and rank, would be eligible to command when on active duty may exercise training supervision over subordinate units and person within their respective Wings, Groups, and Squadrons in all matters pertaining to training for their Federal mission, regardless of whether or not subordinate units and personnel are assigned to the same state in which the commander is commissioned.

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c. Air National Guard Wing, Group and Squadron Commanders may exercise supervision over training of subordinate assigned and/or attached units and personnel within states other than their own when Wing, Group or other joint training exercises or maneuvers are involved.

d. When Air National Guard units and personnel engage in joint training, exercises or maneuvers in conjunction with units and personnel of the United States Air Force and/or United States Air Force Reserve, the Air National Guard units and personnel involved will be under the training supervision of the United States Air Force, Air National Guard, or United States Air Force Reserve officers who would normally exercise command by virtue of office, rank and assignment within a unified military organization.

e. National Guard Commanders of other arms and services will exercise command jurisdiction over Air National Guard units and personnel within their own State only in event of joint training maneuvers and exercises under circumstances when they would, under actual combat conditions, exercise similar command jurisdiction over Air Units. National Guard commanders of other arms and services may exercise command jurisdiction over Air National Guard units and personnel of States other than that in which they hold commissions only in accordance with the foregoing and with the concurrence of the Adjutants General of the other States concerned.

4. In conformity with the policy enunciated in the foregoing paragrap and in order that Wing, Group, Squadron and other headquarters organizations and personnel of the Air National Guard may receive training in utilization of normal tactical channels of communication and operations, and in order that they may be cognizant of the state of organization and training of units which would be subordinate to them in federal service even though such units are beyo the confines of the State within which such headquarters is located, the following procedure will be effected:

a. All correspondence originating at Squadron or lower level affecting the training, operations, and organization as applied to preparation for readiness for their Federal mission will be prepared with additional copies for all higher headquarters within the chain of command up to and including Wing headquarters. Such copies, plainly marked for appropriate headquarters, will accompany basic correspondence through normal tactical channels of communication to the addressee. That office, after placing the appropriate indorsment thereon, will forward the copies through normal military tactical channels of communication, inside or outside the State, to the appropriate higher headquarters.

b. Correspondence relative to training, operations, and organizat as applied to preparation for readiness for their Federal mission, originati at Air National Guard, Wing, Group or higher USAF level, will be forwarded through normal military tactical channels to each succeeding subordinate Air National Guard unit.

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5. All Commanders in the tactical chain of command will conduct such training inspections of subordinate units as are necessary to determine if their proficiency or other qualifications meet the standard required for their readiness for Federal missions, regardless of whether or not such subordinate units are located in a state or states other than that in which the officer responsible for the tactical inspection holds his commission. Whenever inspections of this nature are to be conducted, the Adjutant General of the State or States concerned will be notified by the commander responsible for conducting the tactical inspection prior to the time of the inspection. Reports of tactical inspections will be transmitted as hereafter prescribed for other correspondence of this nature.

6. Information copies of all communications, instructions, orders or directives and copies of reports issued pursuant to this policy will be transmitted through normal administrative channels to the Adjutants General of all States involved and to the Chief of the National Guard Bureau.

/s/ & /t/ KENNETH F. CRAMER
Major General
Chief, National Guard Bureau

0007/49

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HEADQUARTERS
TENTH AIR FORCE
Fort Benjamin Harrison, Indiana

AF10CA 353 21 January 1949

SUBJECT: Field Training Aviation Engineer Units, Air National Guard

TO: Tenth Air Force Liaison Officer
Headquarters Fifth Army
1660 East Hyde Park Blvd
Chicago, Illinois

1. This headquarters is in the process of establishing plans for field training exercises for Air National Guard units Fiscal Year 1949-50. In conjunction with these plans the problem of training newly Recognized Aviation Engineer Companies presents itself. Upon consulting with officers of the Corps of Engineers, this headquarters, it was recommended that for the best basic Engineer training in their first summer camp, these units be attached to similar units of the Fifth Army who have higher experience levels and have been in operation a longer period of time.

2. The units are located as follows: Hq Co, 1903d Aviation Engineer Battalion, Chicago-Orchard Airport, Park Ridge, Illinois; 1806th Aviation Engineer Company, Vickers Armory, Detroit, Michigan; 1807th Engineer Company, Jefferson Barracks, Missouri; 1809th Engineer Company, Buckley Field, Denver, Colorado. It is tentatively planned that the other air units of these states will attend camp during the following periods: Colorado, 11-26 June; Illinois, 30 Jul-13 Aug; Michigan, 30 Jul-13 Aug; Missouri, 14-28 Aug.

3. Request approval in principle from Headquarters Fifth Army to attach the above-mentioned Aviation Engineer Companies of the Tenth Air Force Air National Guard to like National Guard units of the Fifth Army.

BY COMMAND OF MAJOR GENERAL WILLIAMS:

s/H. O. Allison
t/H. O. ALLISON
Colonel, USAF
Adjutant General

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Basic: Ltr fr CG, Tenth Air Force, Fort Benjamin Harrison, Indiana,
Subj: Field Training Aviation Engineer Units, Air Nat'l Guard, 21 Jan 49

1st Ind

ALFAL 353

HQ FIFTH ARMY, 1660 E. Hyde Park Blvd., Chicago 15, Ill., 8 February 1949

To: Commanding General, Tenth Air Force, Fort Benjamin Harrison, Indiana

1. Fifth Army has no objection to attaching Air National Guard Engineer Aviation units to similar Army National Guard units for summer field training, providing that the following conditions are met:

a. That the Adjutants General concerned concur.

b. That the Tenth Air Force conduct the necessary inspections of Air National Guard units so attached as provided for in NGR 48.

2. The following information is furnished:

a. List of Army National Guard Engineer units in the states concerned:

State	Unit
Illinois	108th Engr Combat Bn (33d Inf Div) 135th Engr Combat Bn (44th Inf Div)
Michigan	107th Engr Combat Bn (46th Inf Div) 1437th Engr Treadway Bridge Co (non-div)
Missouri	110th Engr Combat Bn (35th Inf Div)
Colorado	199th Engr Combat Bn 192d Engr Combat Co (157th RCT)

b. Tentative schedule for 1949 summer field training of states concerned:

State	Site	Date	Unit
Illinois	Camp McCoy, Wis.	23 Jul - 6 Aug	108th Engr (C) Bn
Illinois	Camp Mc Coy, Wis.	13 Aug - 27 Aug	135th Engr (C) Bn
Michigan	Camp Grayling, Mich	6 Aug - 20 Aug	107th Engr (C) Bn 1437th Engr Treadway Bridge Co.
Missouri	Ft Leonard Wood, Mo	21 Aug - 4 Sep	110th Engr (C) Bn
Colorado	Camp Carson, Colo.	11 Jun - 25 Jun	199th Engr (C) Bn 192d Engr (C) Co

s/t/ WILLARD R. GILBERT
Major, USAF
Air Liaison Officer

0711

HEADQUARTERS
TENTH AIR FORCE
Fort Benjamin Harrison, Indiana

AF10CA 353 24 January 1949

SUBJECT: Proposed Plan for Field Training, Air National Guard Units, Tenth Air Force Area

TO: Commanding General
Continental Air Command
Mitchel Air Force Base, New York

1. The plan for field training of units of three National Guard Wings in the Tenth Air Force area is that all units will attend camp with the Wing to which they are assigned. The stations to be occupied and the periods of occupancy are shown on the inclosed schedule.

2. The recommended exceptions to the proposed plan are as follows:

a. The 173d Ftr Sq, Lincoln, Nebraska, to be stationed at Oscoda, Michigan, for the period 7-20 August. This unit to be attached to the 56th Ftr Wing at Selfridge AFB, Michigan, for supervision and all possible assistance. This Squadron is in the process of transition from conventional to jet type aircraft, and by attaching them to this jet unit of the regular establishment greater progress will be made.

b. The 175th Ftr Sq, Sioux Falls, S. D. and the 178th Ftr Sq, Fargo, N. D., presently assigned to the 71st Ftr Wing, to be attached to the 86th Ftr Wing during the period 11-25 June. This transfer is necessary since the agricultural season in these two states requires that the personnel be available to their civilian occupations throughout the months of July and August. It has been requested by the Adjutants General of these two states that all future camps be held during approximately the same period.

c. The 170th Ftr Sq, Springfield, Illinois, and 179th Ftr Sq, Duluth, Minnesota, to attend summer camp at their home stations during the period 14-28 August. The 176th Ftr Sq, Madison, Wisconsin, to attend summer camp at their home station during the period 30 July - 14 August. This is the first summer camp for each of these units and is in keeping with the policy of devoting the first such camp to organizing of the administration and operation within the squadron.

d. 1809th Avn Eng Co, Denver, Colorado, to attend summer camp 11-25 June; Hq Co, 1903d Avn Eng Bn, Park Ridge, Illinois, and the 1806th Avn Eng Co at Detroit, Michigan, to attend summer camp during the period 30 July - 14 August; 1807th Avn Eng Co to attend summer camp 14-28 August. This headquarters is attempting to coordinate with the 5th Army to allow Aviation Engineer Companies to train with like units in Army Ground forces for their basic Engineering training. These organizations are newly recognized and are largely made up of basic airmen. It is felt that better basic Engineering training can be given to organizations if they are permitted to train in their first field training exercises with similar units of the Army which contain a greater number of experienced personnel.

3. The plan for AC&W units is as follows:

a. The 159th AC&W Gp Hq; the 137th Air Control Sq, Buckley Fld, Denver, Colo; the 138th AC&W Sq, Denver University, Denver, Colo; and the 139th AC&W Sq, University of Colorado, Boulder, Colo, to proceed to Casper AFB at the same time as the 86th Wing. These units to establish the operating sites in the vicinity as may be directed locally for the best operating conditions.

b. The 156th AC&W Gp Hq and the 126th Air Control Sq, Park Ridge, Ill; the 128th AC&W Sq, Milwaukee, Wisc, to proceed to Camp Williams. The 127th AC&W Sq, Vickers Armory, Detroit, Michigan, to proceed to Camp Grayling. These units to be in Camp at the same time and for the same period as the other units of the 66th Wing. The actual operation site in the vicinity of the respective camps to be determined locally and on the basis of providing the best operating conditions.

c. The 157th AC&W Gp Hq, 131st Air Control Sq, Jefferson Bks, St Louis, Missouri, to remain at home station. Their camp period to be devoted with maximum effort and technical training of personnel assigned to the unit. The 122d AC&W Sq, Ft Benjamin Harrison, Ind, the 133d AC&W Sq, Ft Dodge, Iowa, and the 132d AC&W Sq, Minneapolis, Minn, also to remain at their home stations and to devote their entire summer camp to maximum effort in the same manner as recommended for the Group headquarters. The training of these units at their home stations is contrary to the expressed desires of higher headquarters. Upon conferring with communications and electronics experts this headquarters who have visited these units and surveyed the experience level of the personnel, this training is recommended because personnel presently assigned are too few in number and too few in technical qualifications to be able to be qualified to work with tactical units so that each may receive any sort of training. It is believed that if the above-named units remain at their home stations, better organization and more basic training can be accomplished as they will have more time to work together. An attempt will be made to obtain qualified instructors for these units during their summer training.

AF10CA 353
Subj: Proposed Plan for Field Training, ANG Units, 10th AF Area

4. The 122d Ftr Gp, the 113th Ftr Sq, Stout Field, Indiana, and the 163d Ftr Sq, Baer Field, Ft Wayne, Indiana, normally assigned to the 66th Ftr Wing, to be attached to the 71st Ftr Wing for the period of summer camp.

5. The 127th Ftr Sq, Wichita, Kansas, and the 187th Ftr Sq, Cheyenne, Wyoming, are assigned to the 86th Wing, Denver, Colorado. During the last summer's encampment the above-mentioned two units were attached to the 71st Ftr Wing, St Louis, Missouri, and attended camp during the last two weeks of August 1948. The proposed plan is to send these two units to camp with the Wing to which they are assigned. This will necessitate two summer camps for the same Fiscal Year for the two units. The above is recommended as it is considered imperative that no units miss a field training in any Fiscal Year. It is also recommended that as it is considered more valuable to let all units of a wing go to camp rather than work with one Wing for fifty weeks of the year and be attached to another Wing for the remaining two weeks of the year.

s/Paul L. Williams
t/PAUL L. WILLIAMS
Major General, USAF
Commanding

1 Incl
Summer Camp Schedule

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Proposed Plan for Field Training, Air National Guard Units, Tenth Air Force Area

CA 353 (24 Jan 49) 1st Ind 26 Jan 1949

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Commanding General, Tenth Air Force, Fort Benjamin Harrison, Indiana

1. The changes to the original field training plan as modified by paragraph 2 of the basic correspondence are approved.

2. The proposals for training the Aircraft Control and Warning Units as set forth in paragraph 3 of the basic correspondence are approved insofar as they apply to the units of the 71st Fighter Wing. It is believed that the units of the 66th and 86th Fighter Wings should utilize the facilities so designated in Tab "B" to Hq USAF letter, "Field Training for Air National Guard Units, 4th Quarter FY 49 and 1st Quarter FY 50", 15 January 1949. It is desired that further investigation be made as to the feasibility of utilizing Regular Air Force stations for the latter two Wings; particularly with the consideration of the betterment of the overall Air Defense picture.

3. The requirement of letter this headquarters, subject, "Field Training Objectives for Calendar Year 49", 15 December 1948, establishing three (3) Ground Control Intercepts for each pilot can be reduced depending on the availability of Ground Control Intercept facilities (simulated or actual).

BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

s/Neal J. O'Brien
NEAL J. O'BRIEN
Colonel, USAF
Adjutant General

1 Incl
n/c

DEPARTMENT OF THE ARMY
SPECIAL STAFF, UNITED STATES ARMY
WASHINGTON 25, D. C.

24 January 1949

MEMORANDUM FOR LT. GENERAL STRATEMEYER

SUBJECT: All-Air Conference

In order to properly prepare an agenda for the contemplated all-air conference to be held sometime in April, the following items are submitted for your consideration and comment.

a. Adoption of Modified Wing Base Plan. Air Force should have the modified wing base plan all set up for Air National Guard units. This new plan should fully explain in detail to all so that there will be complete understanding on its organization and function.

b. Explanation and Check on the Workings of the Control of Operations of Air National Guard Units in Matters Pertaining to their Training in Preparation for their Federal Mission. This has been concurred in by all Adjutants General, and by the time the conference is scheduled, enough experience will have been obtained to make a check on its results. With reference to its implementation a lecture will be given on operations control at Wing and Group level. This lecture will include such operational administrative information as will enable the respective commanders to clearly determine their authority.

c. Air Staff for the State Headquarters Detachment. The purpose of this unit, specifying duties, and responsibilities of the personnel assigned. An explanation of the training program for this unit.

d. Bombing and Gunnery Ranges. Report on the status of results from the utilization of bombing and gunnery ranges under the procedure established by Headquarters, USAF, wherein the Numbered Air Forces command are charged with the responsibility of monitoring the utilization of ranges for Air National Guard Units.

e. Future Programming of Units to be Equipped with Jet Aircraft, New T/O&E's, Etc. Examination of facilities to determine location of jet units as well as status of the operational efficiency of the units.

f. Operational Efficiency Report. Letter dated 20 October 1948, Subject: Operational Efficiency Report, requiring the report monthly from each unit as to its overall efficiency as estimated by the commander, insofar as operations, training, supply, etc. are concerned. At the time of the conference sufficient reports should have been received by the National Guard Bureau to provide a somewhat definite status as to what units need assistance.

g. Flying Safety. A complete picture on what has taken place in Air National Guard Units in accidents in the Fiscal Year 1948 will be given in the report. The accident trend and most prevalent cause of accidents will be explained.

h. Transfer and Assignment of Aircraft. Present plans for the reduction of B-26 type aircraft and T-6 type aircraft within the fighter squadron utility flights and the discussion of this situation will be made. Whenever a wing, group and squadron are located on the same field, every effort will be made to insure sufficient aircraft to facilitate the pilot training program of the additional pilots assigned.

i. Cross-Country Flying Training. A discussion of the problems involving aircraft of the Air National Guard in cross-country navigational training will be made and recommendations will be given on this subject at that time.

j. The National Guard Participation in Air Defense. Details of this discussion will be determined later.

k. Pilot Training. A discussion of all of the factors connected with securing quotas for pilot training at USAF pilot schools. Bring out the requirement due to pilot attrition and the need for holding officers attending in their NGUS grade. Discussion of the reasons for eliminating enlisted men from this training at this time. Quota for this training starting March 1 has been cancelled but negotiations are being made with the USAF to get a quota set up for the July 1 class for officers from Air National Guard Units to receive this training and return immediately to the unit upon completion of the course.

l. Mobile Training Units. Discussion of recent arrangements with USAF to furnish B-26 Mobile Training Units for the period 1 February to 3 June 1949 with a break for a three-month period due to field training exercises and a resumption, if available, in October. Furnish information as to the availability of F-51, F-47, F-80 and F-84 mobile training units for their respective Air National Guard Squadrons.

m. Operational Readiness Tests. Discussion as to the use of ORT during the field training period and the use of the present ORT form. Discussion as to how certain items might be entered on the form, such as shortage of equipment, shortage of personnel, lack of installations, etc.

n. Training Aids. Comprehensive discussion of the training aid problem including all factors such as training equipment, mock-ups, cutaways, training devices, tables of allowance for training materials, training film, field libraries and shipping procedures, projectors, etc.

o. Extension Courses. A discussion of the present status of the USAF extension program as it relates to the Air National Guard. A listing of the various phases of the program and the dates on which certain courses in each phase will become available.

p. Field Training, Fiscal Year 1949-50. A comprehensive discussion of the field training policies for this summer with relation to the following:

(1) Sites
(2) Preparation of planning
(3) Conferences with the Numbered Air Forces
(4) Estimates of funds for field training
(5) Duration of field training period
(6) Organization for field training
(7) Pay and Allowances
(8) Advance and rear detachments
(9) Motor convoys
(10) Transportation of personnel by rail and by air
(11) Mess teams
(12) Transportation of equipment and impediments
(13) Flying hours per pilot
(14) Communication service
(15) Miscellaneous supplies and expenses
(16) Medical service
(17) After action reports

q. Tactical Training. Discussion of the arrangements being made for the preparation of tactical exercise material for use for Squadrons, Groups and Wings which will be progressive in nature and can be used after units have been thoroughly trained in individual and unit training.

r. Instructional Material. A discussion relative to the preparation of detailed training programs for individual and units for all types of units in the Air National Guard. Discussion as to the content of the various training programs, their purpose, and the use to which they can be put by the unit commanders and the instructor personnel in the unit.

s. Armory Drill. Discussion as to the need for additional time for Armory drill and the arranging of a schedule so that drills are held during daylight hours and on weekdays for at least 50% of the total drills during any one month. Furnish information as to the legality of obtaining extra pay for longer drills and the relationship of retirement credits for such drills. Discussion of ration allowances and pay for all day drills such as those held on Sundays.

t. Service Schools, Procedures and Quotas. Provide detailed information relative to the processing of applications, procurement of quotas, and issuance of authority. Discuss opportunities for cooperation by states and units in expediting this process. Present new procedure involved in procurement of advance quotas for ATC schools. Explain deadline dates for submission of applications, relinquishment of quotas and the desirability of providing alternates. Discuss the need for courses not now available.

u. Re-alignment of the 86th and 71st Wings, with the Consequent Reassignment of Certain Fighter Squadrons from the States of North and South Dakota.

v. Participation of Air National Guard Pilots and Ground Crews in an Aircraft Control and Warning Net Exercise During May with the Air Defense Command. Requirements for this exercise to be sixteen (16) pilots and aircraft of the same type and applicable ground crews personnel to be stationed at Pittsburgh, Cleveland and Buffalo for a two-week period.

w. Communications and Radar Supply.

(1) Radar equipment supply shortage problems and proposed solutions.
(2) Surplus electronic property for Air National Guard.
(3) Signal Corps communications equipment shortage problem.
(4) Signal Corps meteorological equipment for Type "A" weather stations.
(5) I. F. F. radar equipment for Air National Guard aircraft.
(6) Instrument landing system equipment
(7) Replacement of BC-1206 Detrola range radio receiver in Air National Guard fighter aircraft with BC-453 radio receiver.
(8) Installation of AN/ARN-7 Radio Compass in Trainer Fighter aircraft.

x. Communications and Radar Operations and Training.

(1) Aircraft control and warning instructor shortage problems and proposed solutions.
(2) Radar and communications training program.
(3) Military amateur radio system for Air National Guard.
(4) Proposed facsimile weather service for all Air National Guard bases.
(5) Plan 62 - Military flight interphone service for Air National Guard.
(6) Weather TWX (receive only) service for Air National Guard Fighter Squadrons
(7) Increase of radar units

y. 50% Increase in Combat Crew and/or Authorization to Increase Troop Strength on the Basis of War Strength Table Instead of Remaining Under Peace Strength.

z. Budget. No subjects were presented by the Budget and Fiscal Officer. He simply stated that pay and allowances would be made by the Disbursing Officer prior to close of the conference unless requirements of Paragraph 33 of Section 6, NGR 58 are met.

aa. Supply.

(1) Discussion of Air Force Manual 67-1 and Change 5 to Technical Manual 38-275.
(2) General discussion on the status of T/O&E equipment being procured for Air National Guard units.
(3) General discussion of current status and policies regarding supply of Air Force supplies and parts to Air National Guard Units.

bb. Maintenance.

(1) General discussion on maintenance procedures and policies applying to Air National Guard Units.

cc. Air Installations.

(1) General outline of construction program, stressing the attempt to bring the have-not squadrons up to a minimum level of facilities before launching into a program of replacement construction, modification, additions and improvements for squadrons who have achieved that minimum level.

(2) Discussion of the situation regarding facilities for jet operation, stressing the fact that this program is indeterminate at the present, and plans are merely plans at this time.

(3) Discussion of the various surveys which have been conducted by the Corps of Engineers and the purposes of each, and how we intend to use the information which is being gathered.

(4) On installations where we share facilities with the Regular Air Force or Air Force Reserve emphasize the desirability of accepting as few services, utilities, etc. as is possible in order to better determine the overall costs of the air installations utilized by the Air National Guard.

dd. Review of personnel strength progress during Fiscal Year 1949, and since beginning of Program. Numbers of officers and enlisted men, actual and projected. AF Form 127 and other report forms.

ee. Appointment and promotion of officers. Discussion of changes in AF Regulation 45-5 and relation to NGR-20.

ff. Flying Status of Officers and Enlisted Men. Discussion of pending changes to Executive Order 9195 and relation to Air National Guard flying personnel.

gg. Decentralization of Enlisted Personnel Records. Responsibilities of subordinate offices to insure legal eligibility of individuals for enlistment. Verification by State Adjutants General.

hh. Air Technician Program. Utilization and assignment of air technicians. Technical qualifications of air technicians. Discretion in employment and job placement to be exercised by State Adjutants General. Discretion in selection of entrance salary. Quarterly requests for funds.

ii. Procurement of officers. Appointment of 2nd Lieutenants from enlisted men not in categories already eligible. Appointment of 2nd

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Lieutenants from former aviation cadets.

jj. New policy on assignment, transfer, and relief of Air Instructors.

GEO. G. FINCH
Major General
Chief, Air Force Division
National Guard Bureau

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HEADQUARTERS
FIRST AIR FORCE
FORT SLOCUM, NEW YORK

2 0 65 Nat Guard Inst

REPLY
REFER TO: DP210.65

25 JAN 1949

SUBJECT: Rotation of Air National Guard Instructors.

TO: Commanding General, Continental Air Command, Mitchel Air Force Base, New York.

1. Reference is made to letter, this headquarters, subject as above, dated 24 November 1948 and indorsements thereto.

2. In compliance with par. 2, referenced letter, this headquarters submitted a list of fourteen (14) Air National Guard instructors nominated for rotation prior to 31 March 1949. A copy of this list is attached as Inclosure #1.

3. In compliance with referenced letter this headquarters is nominating to the State Adjutant Generals concerned, replacements for instructors of the following ANG units:

101st Fighter Squadron, Boston, Mass.
101st Fighter Group, Augusta, Maine
102nd Bomb Squadron, Brooklyn, New York
114th Bomb Squadron, Brooklyn, New York
118th Fighter Squadron, Windsor Locks, Conn.
133rd Fighter Squadron, Manchester, N. H.
134th Fighter Squadron, Burlington, Vermont
152nd Fighter Squadron, Providence, R. I.

4. The only sources of qualified replacements for ANG instructors available to this command are the tactical units and this headquarters. Because of the requirements established, practically all officers qualified as Air National Guard instructors are presently in key positions and transferring them from their present assignments would be extremely detrimental to the operational efficiency of these units. Officers presently being relieved from Air National Guard assignments have been eliminated from screenings for overseas or school. Recent communications indicate that the Career Planning Branch will select practically all of these officers for attendance at various staff schools in the near future, provided they have not gone overseas. For these reasons, ANG instructors being rotated are not actually available within this command.

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DP210.65
Subject: Rotation of Air National Guard Instructors.

5. The following ANG units whose instructors have been nominated for rotation cannot be supplied instructors by this headquarters:

52nd Fighter Wing, White Plains, New York
104th Fighter Squadron, Baltimore, Maryland
113th Fighter Group, Washington, D. C.
146th Fighter Squadron, Coraopolis, Pa.
149th Fighter Squadron, Sandston, Virginia
162nd Fighter Squadron, Vandalia, Ohio
167th Fighter Squadron, Charleston, West Virginia

It is requested that instructors for these units be nominated either by the 14th Air Force or by higher headquarters.

FOR THE COMMANDING GENERAL:

R. G. Sheidow
Capt, USAF
Asst Adj Gen

1 Incl:
List of ANG Instructors

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TO COMGENCONAC MITCHEL AFB NEW YORK ATTN COL WEITMAN

AF GRNC

AFCRF 3467 CONFIRMING TELEPHONE CONVERSATION IT IS REQUESTED YOUR HEADQUARTERS FURNISH SCHEDULES FOR FIELD TRAINING OF EACH ANG UNIT AT EARLIEST POSSIBLE TIME WITH DEADLINE FOR ALL NOT LATER THAN 1 MARCH 1949 PD

CFN 3467 1 1949

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Jan 1949

Dept of Army, Wash
to - Lt Genl Geo E. Stratemeyer - Comdr
fr. - Maj Genl Geo D. Finch
Ch. A.F. Div Natl Gd Bur

file 312

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21 Jan 49

Hq Conac MAFB
to: Brig Genl Ralph F. Stearley
14 AF Orlando AFB
Orlando, Fla.
fr Lt. Gen. Geo E. Stratemeyer sr.

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

28 Jan 49

Major General William D. Old,
Commanding General, Ninth Air Force,
Greenville Air Force Base, South Carolina

Dear Don:

* * * *

I agree that duplication of supply systems on bases where both Air Reserve and Air National Guard units are located is a very undesirable situation which must be discontinued as soon as practicable. At the present time this problem is being carefully studied at Headquarters USAF, and although there are many factors to be resolved, a solution should be forthcoming in the near future.

* * * *

Sincerely,

GEORGE E. STRATEMEYER
Lieutenant General, U. S. Air Force
Commanding

30

HEADQUARTERS TENTH AIR FORCE
Benjamin Harrison Air Force Base, Indiana [cFeb 1949]

SUBJECT: Field Training for Air National Guard Units 4th Quarter Fiscal Year 1949 and 1st Quarter Fiscal Year 1950

TO: Commanding General
Continental Air Command
Mitchel AFB, New York

REFERENCES: Letter, Headquarters, United States Air Force, Washington, D. C., Subject as above, 15 Jan 49, and 1st Ind thereto, Hq Continental Air Command, 19 Jan 49

Letter, Hq Continental Air Command, Subject: Air National Guard Field Training Objective, Calendar Year 1949, 15 Dec 48

This plan has been coordinated with, and approved by, the Adjutants General and Wing Commanders Tenth Air Force area. The following is the plan of field training for Air National Guard units, Tenth Air Force area, for the 4th Quarter Fiscal Year 1949, and 1st Quarter Fiscal Year 1950, recommended by this headquarters:

I. RESPONSIBILITY

a. Preparation of training directives pertaining to all assigned and/or attached units and implementation thereof is the responsibility of the Wing Commander including those units to be trained at their home stations.

b. Preparation of training directives pertaining to attached AC&W units and the implementation thereof is the responsibility of regular establishments to which attached.

c. Preparation of training directives pertaining to attached Aviation Engineer units and implementation thereof is the responsibility of the 5th Army.

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Subject: Field Training for Air National Guard Units 4th Quarter Fiscal
Year 1949 and 1st Quarter Fiscal Year 1950

II. MISSION

a. To provide sufficient organization of each Wing so trained and so equipped as to enable it to function efficiently at existing strength in accordance with its federal mission, the Air Defense of the United States. To train progressively each of the assigned or attached units to a level of proficiency which will render the Wing an effective operational unit. Therefore emphasis will be placed on gunnery, especially air-to-air, bombing, Wing problems, and other essential training missions in the furtherance of this objective.

b. The primary mission of units training separately is to organize and train progressively in order to render it capable of prompt fulfillment of its federal mission, either as a unit or in cooperation with other units.

III. TRAINING OBJECTIVES

a. Wing.

(1) Gunnery, emphasis on Air-to-Air.

(2) Bombing (126 Bomb Gp (L) only).

(3) Group and Wing tactical problems.

(4) Controlled intercepts utilizing radar stations of the Air Defense net and any other stations of the Continental Air Command if practicable.

(5) Organize and train progressively ground echelons to meet the requirements of operating as Group and Wing organizations.

(6) Flying directed toward the specific accomplishment of the requirements contained in AFR 60-2 will be held to a minimum.

b. Separate Units.

(1) Administrative.

(a) Accomplishment of administrative functions under field conditions.

(b) Ration, clothe, and quarter all personnel.

(2) Technical.

(a) Rapid servicing of aircraft using facilities normally available to units in the field.

(b) All phases rapid rearming of aircraft.

(c) Adquate maintenance all aircraft field conditions.

(d) Procure and maintain all types of supply for training period.

(3) Operational. This phase to be accomplished as completely as possible based upon facilities available and combined judgment of the Unit Commander and Air Instructor as to the capabilities of the personnel.

(a) Rapid take-off and assembly from dispersed positions on an airfield.

(b) Precision landings in rapid succession (including short field and cross wind landings).

(c) Formation take-offs and the maintaining of that formation through all types of unit maneuvers and of altitude within the capabilities of the assigned aircraft.

(d) Gunnery (air-to-ground).

(e) Tactical formations and techniques.

IV. The organization, location and dates of the summer camps for the Air National Guard units in the Tenth Air Force area is included as Tab A.

V. The location and assignment of the gunnery ranges for the use of Air National Guard in Tenth Air Force area is inclosed as Tab B.

VI. The suggested communications plans for use of Air National Guard in Tenth Air Force area is inclosed as Tab C.

VII. The suggested supply plan which includes Air Force, Quartermaster and Ordnance, for use of Air National Guard in Tenth Air Force area is inclosed as Tab D.

Subject: Field Training for Air National Guard Units 4th Quarter Fiscal
Year 1949 and 1st Quarter Fiscal Year 1950

VIII. This headquarters will make every effort to have instructors assigned to units that will be attending camp at their home stations. This may necessitate temporary attachment for the duration of summer camp of instructors who are permanently assigned to other like units.

IX. The plan of inspection during the summer encampment is inclosed as Tab E. In all probability this inspection will be a modified AF Operational Readiness Test.

X. The medical plan for use of Air National Guard in Tenth Air Force area is inclosed as Tab F.

HARRY A. JOHNSON
Brig General USAF
Vice Commander

6 Incls
- Tab A. Location of Summer Camps
- Tab B. Asgmt of Gunnery Ranges
- Tab C. Communications Plan
- Tab D. Logistic Plan
- Tab E. Inspection Schedule
- Tab F. Medical Plan

66th FIG[illegible] WING

UNIT	HOME STATION	CAMP LOCATION	RAIL MILES TO CAMP	DATE OF CAMP
66th Ftr Wing Hq	Chi-Orchard Airport	Camp Williams	252 mi	30 Jul-13 Aug
566 USAF Band	" Municipal Airport	" "	245 mi	" "
106th USAF Comm Sq	Chi-Orchard Airport	" "	252 mi	" "
606th Sig L Const Co	" " "	" "	" "	" "
126th Bomb Gp Hq	" " "	" "	" "	" "
Hq Det, 226th ASG	" " "	" "	" "	" "
107th Bomb Sq	Detroit-Wayne Major Arpt	Camp Williams	511 mi	" "
168th Bomb Sq	Chi-Orchard Airport	" "	252 mi	" "
108th Bomb Sq	" Municipal Airport	" "	245 mi	" "
180th Bomb Sq	St Joseph, Mo	" "	723 mi	" "
128th Ftr Gp Hq	Milwaukee, Wisc	" "	142 mi	" "
Hq Det, 228th ASG	" "	" "	" "	" "
126th Ftr Sq	" "	" "	" "	" "
170th Ftr Sq	Springfield, Ill	Home Station		" "
127th Ftr Gp Hq	Detroit-Wayne Major Arpt	Camp Grayling	213 mi	" "
Hq Det 227th ASG	" " " "	" "	" "	" "
171st Frt Sq	" " " "	" "	" "	" "
172d Ftr Sq	Battle Creek, Michigan	" "	223 mi	" "

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66th FTR WING

UNIT	HOME STATION	CAMP LOCATION	RAIL MILES TO CAMP	DATE OF CAMP
176th Ftr Sq	Madison, Wisc	Camp Williams		16-30 Jul, incl
179th Ftr Sq	Duluth, Minn	" "		16-30 Jul, "
****	****	****		****
1903d Eng Avn Bn, Hq Co	Chi-Orchard Airport	Camp McCoy, Wisc		23 Jul-6 Aug, incl
1806th Avn Eng Co	Field Artillery Armory, Detroit	Camp Grayling		6-20 Aug, incl

AIRCRAFT CONTROL AND WARNING UNITS

156th AC&W Gp	Chi-Orchard Airport	Camp Williams, Wisc		30 Jul-13 Aug, incl
126th Air Control Sq	" " "	" " "		" " "
106th Rad Calib Det	" Municipal Airport	" " "		" " "
127th AC&W Sq	Fld Artillery Armory, Detroit	Camp Grayling		" " "
128th AC&W Sq	Billy Mitchell Fld Milwaukee, Wisc	Camp Williams, Wisc		" " "

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71st FIGHTER WING

UNIT	HOME STATION	CAMP LOCATION	RAIL MILES TO CAMP	DATES OF CAMP
71st Ftr Wing Hq	JB, St Louis, Mo	Camp Williams	524 mi	14-28 Aug, incl
571st USAF Band	" " " "	" "	" "	" " "
107th USAF Comm Sq	" " " "	" "	" "	" " "
607th Sig L Const Co	" " " "	" "	" "	" " "
131st Ftr Gp Hq	Lambert Fld, St Louis, Mo	" "	" "	" " "
Hq Det, 231st ASG	" " " " "	" "	" "	" " "
110th Ftr Sq	" " " " "	" "	" "	" " "
169th Ftr Sq	Peoria, Ill	" "	389 mi	" " "
132d Ftr Gp Hq	Des Moines, Ia	" "	585 mi	" " "
Hq Det, 232d ASG	" " "	" "	" "	" " "
124th Ftr Sq	" " "	" "	" "	" " "
174th Ftr Sq	Sioux City, Ia	" "	700 mi	" " "
133d Ftr Gp Hq	St Paul, Minnesota	" "	188 mi	" " "
Hq Det 233d ASG	" " "	" "	" "	" " "
109th Ftr Sq	" " "	" "	" "	" " "
122d Ftr Hq	Stout Fld, Ind	Camp Grayling	515 mi	" " "

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UNIT	HOME STATION	CAMP LOCATION	RAIL MILES TO CAMP	DATES OF CAMP
Hq Det, 222d ASG	Stout Fld, Ind	Camp Grayling	515 mi	14-28 Aug, incl
113th Ftr Sq	" " "	" "	" "	" " "
163d Ftr Sq	Baer Fld, Ft Wayne	" "	363 mi	" " "
———	———	———	———	———
1807th Avn Eng Co	Jefferson Bks, Mo	Ft Leonard Wood		21 Aug-4 Sep, incl
		AIRCRAFT CONTROL AND WARNING UNITS		
157th AC&W Gp Hq	JB, St Louis, Mo	Camp Williams, Wisc		14-28 Aug, incl
131st Air Control Sq	" " " "	" " "		" " "
107th Rad Calib Det	Lambert Fld	" " "		" " "
132d AC&W Sq	Minneapolis, Minn	Camp Ripley, Minn		24 Jul-7 Aug, incl
133d AC&W Sq	Fort Dodge, Ia	Camp Dodge, Ia		14-28 Aug, incl
122d AC&W Sq	Fort Benj Harrison, Ind	Home Station		" " "

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86th FIGHT[illegible]ING

UNIT	HOME STATION	CAMP LOCATION	RAIL MILES TO CAMP	DATES OF CAMP
86th Ftr Wing Hq	300 Logan St, Denver	Casper AFB	355 mi	11-25 Jun, incl
532d USAF Band	" " " "	" "	" "	" " "
109th USAF Comm Sq	" " " "	" "	" "	" " "
609th Sig L Const	" " " "	" "	" "	" " "
140th Ftr Gp Hq	Buckley Field, Colo	" "	" "	" " "
Hq Det 240th ASG	" " "	" "	" "	" " "
120th Ftr Sq	" " "	" "	" "	" " "
127th Ftr Sq	Wichita, Kansas	" "	907 mi	" " "
187th Ftr Sq	Cheyenne, Wyo	" "	288 mi	" " "
175th Ftr Sq	Sioux Falls, S Dak	" "	840 mi	" " "
178th Ftr Sq	Fargo, N Dak	" "	968 mi	" " "
173d Ftr Sq, JP	Lincoln, Nebraska	Oscoda AFB, Mich	924 mi	6-20 Aug, incl
1809th Avn Eng Co	300 Logan St, Denver	Camp Carson		11-25 Jun, incl

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86th FTR WING - AIRCRAFT CONTROL & WARNING UNITS

UNIT	HOME STATION	CAMP LOCATION	RAIL MILES TO CAMP	DATE OF CAMP
159th AC&W Gp	300 Logan St, Denver	Buckley Fld, Denver, Colo		11-25 Jun, incl
137th Air Control Sq	" " " "	" "		" " "
138th AC&W Sq	Denver Univ, Colo	" "		" " "
139th AC&W Sq	Boulder, Colo	" "		" " "
109th Rad Calib	Buckley Fld	" "		" " "

AIR NATIONAL GUARD ENCAMPMENT
QUARTERMASTER PLAN

CAMP WILLIAMS, WISCONSIN

Illinois, Wisconsin Units	30 July - 14 August 1949
Missouri, Iowa, Minnesota Units	14 - 28 August 1949

Opening, Operating, and Closing of Camp by USP&DO, Wisconsin

Quartermaster Supply, responsibility of USP&DO, Wisconsin

a. CLASS I SUPPLY (FIELD RATION A)

By USP&DO, Wisconsin, in accordance with paragraphs 5b and 7b, NGB Circular 10, 1948, Source of Supply Columbus General Depot and Chicago Market Center.

b. CLASS II - IV SUPPLY

Clothing and Equipment. By USP&DO's prior to departure of Units for encampment to include blankets and field ranges.

Cleaning and Preserving Materials. By USP&DO, Wisconsin. List of requirements to be submitted by USP&DO, other states to USP&DO, Wisconsin by 1 May 1949. Issues at camp on request of camp supply officers.

c. CLASS III

By USP&DO, Wisconsin. List of requirements for QM gasoline, oil, lubricants to be furnished by USP&DO, other states to USP&DO, Wisconsin by 1 May 1949. Contracts placed and deliveries made as specified by USP&DO, Wisconsin.

d. Services.

Refrigeration and Ice. On contract by USP&DO, Wisconsin

Garbage Disposal. On contract by USP&DO, Wisconsin

Bread, Milk, Bakery, Ice Cream, etc. On contract by USP&DO, Wisconsin.

TAB C

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Food Service. Staff of one (1) Officer and three (3) Airmen to be furnished by Tenth Air Force to provide technical assistance in:

a. Opening and operating messes.
b. Inspecting messes.
c. Operation of ration breakdown.
d. Menu planning.
e. Storage of rations.

This personnel will be available at camp site three (3) days prior to opening of camp for instructional purposes.

e. Funds. Reimbursement of funds in accordance with pertinent NGB regulations.

f. General. Aid and assistance in obtaining supplies and services will be given by Tenth Air Force on call to that Headquarters.

g. Housekeeping Equipment. (Post, Camp, and Station Property).

By USP&DO, Wisconsin. Tent Camp, Sufficient equipment, except tentage, available to USP&DO, Wisconsin. Michigan can supply bulk of tentage necessary for this camp. USP&DO, Wisconsin to submit to Tenth Air Force, list of tentage requirements for further supply action.

AIR NATIONAL GUARD ENCAMPMENT
QUARTERMASTER PLAN

GRAYLING, MICHIGAN

Indiana Units	14 - 28 August 1949
Michigan and Wisconsin Units.	30 July - 14 August 1949

Opening, operating and closing of Camp by USP&DO, Michigan

Quartermaster Supply, responsibility of USP&DO, Michigan

a. **CLASS I SUPPLY (FIELD RATION A)**

By USP&DO, Michigan, in accordance with paragraphs 5b and 7b, NGB Circular 10, 1948. Source of Supply --Columbus General Depot and Chicago Market Center.

b. **CLASS II - IV SUPPLY**

Clothing and Equipage. By USP&DO's prior to departure of units for encampment, to include blankets and field ranges.

Cleaning and Preserving Supplies. By USP&DO, Michigan. List of requirements to be submitted by USP&DO's of other states by 1 April 1949. Issues at Camp on request of camp Supply Officers.

c. **CLASS III**

By USP&DO, Michigan. List of requirements of QM gasoline, oil, lubricants to be furnished by USP&DO's of other states by 1 April 1949. Contracts placed and deliveries made as specified by USP&DO, Michigan.

d. Services.

Refrigeration and Ice. On contract by USP&DO, Michigan

Garbage Disposal. On contract by USP&DO, Michigan

Bread, Milk, Bakery, Ice Cream etc. On contract by USP&DO, Michigan.

Food Service. Staff of one (1) Officer and three (3) Airmen to be furnished by Tenth AF to provide technical assistance in:

a. Opening and operating messes.
b. Operation of ration breakdown.
c. Inspection of messes.
d. Menu planning.
e. Storage of rations.

This personnel will be available at camp site three (3) days prior to opening of camp for instructional purposes.

e. Funds. Reimbursement of fund in accordance with pertinent National Guard Regulations1.

f. General. Aid and assistance in obtaining supplies and services will be given by Tenth Air Force on call to that headquarters.

g. Housekeeping Equipment. (Post, Camp and Station Property). By USP&DO, Michigan. Tent Camp. Estimate of requirements, together with list of this class of property available in supply warehouses of other states (and authorised for use in encampments)be furnished the USP&DO, Michigan by 1 April 1949, this to be used as a basis for determining quantities to be brought to camp by the USP&DO of each state.

AIR NATIONAL GUARD ENCAMPMENT
QUARTERMASTER PLAN

OSCODA, MICHIGAN, Sub Base
of
SELFRIDGE AIR FORCE BASE

7 - 20 August 49

Nebraska Units

Opening, Operating, and Closing of Camp by Selfridge Air Force Base

Quartermaster Supply, responsibility of Selfridge Air Force Base

a. CLASS I SUPPLY (FIELD RATION A)

By Selfridge Air Force Base in accordance with paragraphs 5a and 7a, NGB Circular 10, 1948. Delivery of Supplies to Unit Supply Officers, breakdown by NG personnel.

b. CLASS II - IV SUPPLY

Clothing and Equipage. By USP&DO's prior to departure of units for encampment, to include blankets. Emergency requirements at Camp by Selfridge Air Force Base.

Cleaning and Preserving Materials. By Selfridge Air Force Base. List of requirements to be furnished Base Commander by USP&DO, Nebraska by 1 May 1949. Issues at Camp on request of Camp Supply Officers.

c. CLASS III - SUPPLY

By Selfridge Air Force Base. List of requirements for QM gasoline, oil, lubricants, together with citation of funds, to be furnished Selfridge Air Force Base by 1 May 1949. Contracts placed and deliveries made to Oscoda into tanks or by tank wagon. Pumps to be operated by National Guard personnel.

d. SERVICES.

Refrigeration. Available at Selfridge or Oscoda. Ice on contract by Selfridge Air Force Base.

Garbage Disposal. On contract by Selfridge Air Force Base.

Bread, Milk, Bakery, Ice Cream, etc. On contract by Selfridge Air Force Base.

TAB C

Air National Guard Encampment Quartermaster Plan Continued

Laundry. Limited laundry service at Percy Jones Hospital thru Selfridge Air Force Base.

Food Service. Staff of one (1) officer and three (3) airmen to be furnished by Tenth Air Force to provide technical assistance in:

a. Opening and operation of messes.
b. Operation of ration breakdown.
c. Inspecting messes.
d. Menu planning.
e. Storage of rations.

This personnel will be available at camp site three (3) days prior to opening of camp for instructional purposes.

e. FUNDS. Reimbursement of funds in accordance with pertinent USAF Regulations.

f. HOUSEKEEPING EQUIPMENT. (Post, Camp, and Station Property).

By Selfridge Air Force Base. Cantonment type housing. List of requirements to be submitted to Selfridge Air Force Base by 1 May 49.

g. GENERAL. Aid and assistance to Selfridge Air Force Base in obtaining supplies and services will be given by Tenth Air Force on call to that Headquarters.

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AIR NATIONAL GUARD ENCAMPMENT
QUARTERMASTER PLAN

CASPER AIR FORCE BASE, Casper, Wyoming

Colorado, Kansas, South Dakota.
North Dakota, Wyoming Units

11-25 June 1949

Opening, Operating, and Closing of Camp by Casper Air Force Base.

Quartermaster Supply. Responsibility of Casper Air Force Base.

a. CLASS I SUPPLY. (FIELD RATION A).

By USP&DO, Wyoming, from Francis Warren Air Force Base, in accordance with paragraphs 5a and 7a, NGB Circular 10, 1948. Casper Air Force Base to receive, accept and store supplies received from Warren Air Force Base and issue to unit supply officers in accordance with Supply Plan of USP&DO, Wyoming. Breakdown of rations and distribution to be performed by National Guard personnel. Requisitions to be furnished Francis E. Warren Air Force Base by 15 March 1949.

b. CLASS II - IV SUPPLY.

Clothing and Equipment. By USP&DO's prior to departure of units for encampment, to include blankets and field ranges.

Cleaning and Preserving Materials. By USP&DO each state prior to departure for camp. Shipments may be made from Depot direct to Casper Air Force Base, marked for proper consignee. Storage of supplies by Casper Air Force Base pending arrival of units.

c. CLASS III SUPPLY

By USP&DO, Wyoming. List of requirements of QM gasoline, oil, lubricants to be furnished by USP&DO of other states by 15 March 1949. Contracts placed and deliveries made to Casper Air Force Base as specified by USP&DO, Wyoming, into tanks or by tank wagon. Pumps to be operated by National Guard personnel.

d. Services.

Refrigeration. Available at Casper. Ice on contract by USP&DO, Wyoming.

TAB C

Air National Guard Encampment Quartermaster Plan Continued

Garbage Disposal. On contract by Casper Air Force Base.

Bread, Milk, Bakery, Ice Cream, etc. On contract by USP&DO, Wyoming.

Food Service. Staff of one (1) Officer and three (3) Airmen to be furnished by Tenth Air Force to provide technical assistance in:

a. Opening and operating messes.
b. Operation of ration breakdown.
c. Inspecting messes.
d. Menu planning.
e. Storage of rations.

This personnel will be available at camp site three (3) days prior to opening of camp for instructional purposes.

e. FUNDS. Reimbursement of funds in accordance with pertinent USAF and NGB regulations.

f. HOUSEKEEPING EQUIPMENT (Post, Camp, and Station Property).

Cantonment type housing is available. Five Mess Halls. Standby equipment available for 1800 personnel, including steel cots, mattresses, kitchen equipment but no utensils. Supply by Casper Air Force Base. List of requirements to be submitted to Casper by USP&DO, Wyoming, by 15 March 1949.

g. GENERAL. Aid and assistance in obtaining supplies and services will be given by Tenth Air Force on call to that Headquarters.

AIR NATIONAL GUARD ENCAMPMENT
QUARTERMASTER PLAN

SELFRIDGE AIR FORCE BASE 30 Jul - 28 Aug 1949

56th Fighter Wing) ACAW Units 30 Jul - 14 Aug 1949
71st Fighter Wing) 14 Aug - 28 Aug 1949

Opening, Operating, and Closing of Camp by Selfridge Air Force Base

Quartermaster Supply, responsibility of Selfridge Air Force Base

a. CLASS I SUPPLY (FIELD RATION A)

By Selfridge Air Force Base in accordance with paragraphs 5a and 7a, NGB Circular 10, 1949. Delivery of Supplies to Unit Supply Officer. Breakdown by NG personnel.

b. CLASS II - IV SUPPLY

Clothing and Equipage. By USP&DO's prior to departure of units for encampment, to include blankets. Emergency requirements at Camp by Selfridge Air Force Base.

Cleaning and Preserving Materials. By Selfridge Air Force Base, list of requirements to be furnished Base Commander by USP&DO, other states by 1 April 1949. Issues at Camp on request of Camp Supply Officers.

c. CLASS III - SUPPLY

By Selfridge Air Force Base. List of requirements for QM gasoline, oil, lubricants, together with citation of funds, to be furnished Selfridge Air Force Base by 1 April 1949. Contracts placed and deliveries made to Selfridge AFB as specified by USP&DO other states, into tanks or by tank wagon. Pumps to be operated by National Guard Personnel.

d. SERVICES

Refrigeration. Available at Selfridge. Ice on contract by Selfridge Air Force Base.

Garbage Disposal. On contract by Selfridge Air Force Base.

Bread, Milk, Baker, Ice Cream, etc. On contract by Selfridge Air Force Base.

Laundry. Limited laundry service at Percy Jones Hospital thru Selfridge Air Force Base.

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Food Service. Staff of one (1) officer and three (3) airmen to be furnished by Tenth Air Force to provide technical assistance in:

a. Opening and operating of messes.
b. Operation of ration breakdown.
c. Inspecting messes.
d. Menu planning.
e. Storage of rations.

This personnel will be available at camp site three (3) days prior to opening of camp for instructional purposes.

e. FUNDS. Reimbursement of funds in accordance with pertinent USAF Regulations.

f. HOUSEKEEPING EQUIPMENT. (Post, Camp, and Station Property).

By Selfridge Air Force Base. Tentage. List of requirements to be submitted to Selfridge Air Force Base by 1 April 1949.

f. GENERAL. Aid and assistance to Selfridge Air Force Base in obtaining supplies and services will be given by Tenth Air Force on call to that Headquarters.

AIR NATIONAL GUARD ENCAMPMENT
QUARTERMASTER PLAN

Kirtland Air Force Base 11 Jun - 25 Jun 1949

86th Fighter Wing - AC&W Units

Opening, Operating, and Closing of Camp by Kirtland Air Force Base

Quartermaster Supply, responsibility of Kirtland Air Force Base

a. CLASS I SUPPLY (FIELD RATION A)

By Kirtland Air Force Base in accordance with paragraphs 5a and 7a, NGB Circular 10, 1948. Delivery of Supplies to Unit Supply Officers. Breakdown by NG personnel.

b. CLASS II - IV SUPPLY

Clothing and Equipage. By USP&DO's prior to departure of units for encampment, to include blankets. Emergency requirements at Camp by Kirtland Air Force Base.

Cleaning and Preserving Materials. By Kirtland Air Force Base. List of requirements to be furnished Base Commander by USP&DO, other states by 15 Mar 49. Issues at Camp on request of Camp Supply Officers.

c. CLASS III - SUPPLY

By Kirtland Air Force Base. List of requirements for QM gasoline, oil, lubricants, together with citation of funds, to be furnished Kirtland Air Force Base by 15 March 1949. Contracts placed and deliveries made to Kirtland Air Force Base as specified by USP&DO, Colorado, into tanks or by tank wagon. Pumps to be operated by National Guard personnel.

d. SERVICES

Refrigeration. Available at Kirtland. Ice on contract by Kirtland Air Force Base.

Garbage Disposal. On contract by Kirtland Air Force Base.

Bread, Milk, Baker, Ice Cream, etc. On contract by Kirtland Air Force Base.

Laundry. On contract by Kirtland Air Force Base.

e. FUNDS. Reimbursement of funds in accordance with pertinent USAF Regulations.

f. HOUSEKEEPING EQUIPMENT. (Post, Camp, and Station Property).

By Kirtland Air Force Base. Probably tentage. List of requirements to be submitted to Kirtland Air Force Base by 15 March 1949.

g. GENERAL. Aid and assistance to Kirtland Air Force Base is obtaining supplies and services will be given by Tenth Air Force on call to that Headquarters.

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ORDNANCE PLAN

Air National Guard Summer Encampments

A. Ammunition

1. Ammunition for training of all Air National Guard units will be requested and furnished as follows:

a. Reports covering requirements of Air National Guard personnel will be prepared by Air National Guard Units, monitored by ANG Instructors for accuracy and indorsed by him to appropriate USP&DO. State USP&DO will consolidate unit reports and forward to this Headquarters. USP&DO should monitor requirements thoroughly to insure that stocks within their state are utilized by redistribution prior to submitting requests for credits to this headquarters.

b. On receipt by this headquarters reports will be consolidated for the Air National Guard and forwarded to Continental Air Command. That headquarters will furnish a release credit for ammunition requirements by Ammunition Supply Authority (AMSA) to this headquarters.

c. Upon receipt of AMSA from Continental Air Command, this headquarters will sub-allocate credits by letter to the United States Property and Disbursing Officer.

d. The USP&DO will not sub-allocate ammunition credits to ANG units but will requisition unit requirements in appropriate ammunition distribution depots as shown in sub-allocating instrument from this headquarters requiring shipment of specific quantities to units concerned unless a particular storage problem is involved.

2. Submission Data.

a. Requirements for units to be trained at camp of 86th Fighter Wing. Casper Air Force Base, 11 - 25 June 1949 should be submitted so as to arrive not later than 1 February 1949. (USP&DO of states scheduled to attend this camp were notified by this headquarters by message AF1OMO 217, 7 January 1949 to submit requirements.)

b. Requirements for units of 66th Fighter Wing to be trained during period 30 July to 14 August, and units of 71st Fighter Wing to be trained during period 14 - 28 August should submit requirements so as to arrive not later than 1 May 1949.

TAB C

c. Special Requirements.

Requirements arising which were unforeseen at time of submission of regular request, may be submitted at any time. However, it should be borne in mind that in order to process such a request a minimum of thirty (30) days will lapse before requested ammunition will be on hand.

B. ARMAMENT.

1. The following is the armament plan:

a. Individual weapons as authorized by T/O&E or T/A will be issued to individuals.

b. Aircraft guns as authorized will be installed in aircraft.

2. Maintenance.

a. Organizational
Performed by user, operator or operating crews of the equipment, or by specially trained personnel of the using organization.

b. Field.
Performed at Air Base or Wing level.

c. Depot.
Report to USP&DO for evacuation to Ordnance Depot.

C. AUTOMOTIVE

1. The vehicles as authorized by the T/O&E and/or T/A will be issued by the USP&DO to the unit.

2. Maintenance.

a. Organizational
Performed by user, operator or operating crews of the equipment, or by specially trained personnel of the using organization.

b. Field
Performed at Air Base or Wing level.

c. Depot.
Report to USP&DO for evacuation to Ordnance Depot.

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COMMUNICATIONS PLAN

Communications Plan for Summer Encampment of 66th Fighter Wing

1. Communications requirements for encampment of 66th Fighter Wing at Camp Williams, Wisconsin from 30 July to 14 August 1949, are as follows:

a. Four trunk lines to nearest city will be required for use of Wing Headquarters.

b. Provisions should be made for radio contact between Wing Headquarters and Headquarters 10th Air Force.

(1) The following frequencies may be used for this purpose:

7495 KCS for A-1 emission
6700 KCS for A-3 emission

(2) Call signs have been assigned by 10th Air Force COI. All messages will be authenticated using system set forth in 10th Air Force COI 14-1.

c. Provisions should be made for TWX service between Headquarters 10th Air Force and Wing Headquarters.

d. Two leased lines and three teletype machines (weather keyboards) should be made available for establishment of weather service.

e. A direct line and interphone drop to the nearest flight service center will be required.

f. A formulated M-209 System will be prepared by Headquarters 10th Air Force for distribution to Wing Communications Officers for simulated cryptographic operations (not for use in the transmission of classified material).

g. Requirements for funding for communication need including leased lines, long distance calls and TWX messages will be based on an estimate prepared by the Wing Commander and handled through National Guard Channels.

h. An internal communications plan should be made by the Wing Communications Officer to provide the following:

TAB D

(1) A field switch board system connecting all units to be encamped with Wing Headquarters.

(2) Establishment of a central communications center to coordinate activities of all units encamped.

(3) Equipment and qualified personnel must be provided for the establishment and operation of a control tower.

(4) A tactical air-ground station should be established for control of aircraft in flight, using training frequencies assigned by 10th Air Force COI.

(5) Air to air communications should be available for interflight control of aircraft.

  (a) Channel C should be crystallized with interflight control frequencies on aircraft equipped with radio set SCR-522.

  (b) Channel E should be crystallized with interflight control frequency on aircraft equipped with radio set AN/ARC-3.

COMMUNICATION PLAN

Communications Plan for Summer Encampment of 71st Fighter Wing

1. Communications requirements for encampment of 71st Fighter Wing at Camp Williams, Wisconsin from 14-28 August 1949, are as follows:

a. Four trunk lines to nearest city will be required for use of Wing Headquarters.

b. Provisions should be made for radio contact between Wing Headquarters Tenth Air Force.

(1) The following frequencies may be used for this purpose:

7495 KCS for A-1 emission
6700 KCS for A-3 emission

(2) Call signs have been assigned by 10th Air Force COI. All messages will be authenticated using system set forth in 10th Air Force COI 14-1.

c. Provisions should be made for TWX Service between Hq 10th Air Force and Wing Headquarters.

d. Two leased lines and three teletype machines (weather keyboards) should be made available for establishment of weather service.

e. A direct line and interphone drop to the nearest flight service center will be required.

f. A formulated M-209 System will be prepared by Headquarters 10th Air Force for distribution to Wing Communications Officers for simulated cryptographic operations (not for use in the transmission of classified material).

g. Requirements for dunding for Communication needs including leased lines, long distance calls and TWX messages will be based on an estimate prepared by the Wing Commander and handled through National Guard Channels.

TAB D

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h. An internal communications plan should be made by the Wing Communications Officer to provide the following:

(1) A field switch board system connecting all units to be encamped with Wing Headquarters.

(2) Establishment of a central communications center to coordinate activities of all units encamped.

(3) Equipment and qualified personnel must be provided for the establishment and operation of a control tower.

(4) A tactical air-ground station should be established for control of aircraft in flight, using training frequencies assigned by 10th Air Force COI.

(5) Air to air communications should be available for interflight control of aircraft.

  (a) Channel C should be crystallized with inter-flight control frequencies on aircraft equipped with radio set SCR-522.

  (b) Channel E should be crystallised with inter-flight control frequency on aircraft equipped with radio set AN/ARC-3.

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COMMUNICATIONS PLAN

Communications Plan for Summer Encampment of 86th Fighter Wing

1. Communications requirements for encampment of 86th Fighter Wing at Casper Air Force Base, Wyoming, from 11-25 June 1949, are as follows:

a. Four trunk lines to nearest city will be required for use of Wing Headquarters.

b. Provisions should be made for radio contact between Wing Headquarters and Headquarters 10th Air Force.

(1) The following frequencies may be used for this purpose:

7495 KCS for A-1 emission
6700 KCS for A-3 emission

(2) Call signs have been assigned by 10th Air Force COI. All messages will be authenticated using system set forth in 10th Air Force COI 14-1.

c. Provisions should be made for TWX service between Hq 10th Air Force and Wing Headquarters.

d. Two leased lines and three teletype machines (weather keyboards) should be made available for establishment of weather service.

e. A direct line and interphone drop to the nearest flight service center will be required.

f. A formulated M-209 System will be prepared by Headquarters, 10th Air Force for distribution to Wing Communications Officers for simulated cryptographic operations (not for use in the transmission of classified material).

g. Requirements for funding for Communication needs including leased lines, long distance calls and TWX messages will be based on an estimate prepared by the Wing Commander and handled through National Guard channels.

TAB D

h. An internal communications plan should be made by the Wing Communications Officer to provide the following:

(1) A field switch board system connecting all units to be encamped with Wing Headquarters.

(2) Establishment of a central communications center to coordinate activities of all units encamped.

(3) A tactical air-ground station should be established for control of aircraft in flight, using training frequencies assigned by Tenth Air Force COI.

(4) Air to air communications should be available for interflight control of aircraft.

  (a) Channel C should be crystallized with interflight control frequency on aircraft equipped with radio set SCR-522.

  (b) Channel E should be crystallized with interflight control frequency on aircraft equipped with radio set AN/ARC-3.

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COMMUNICATIONS PLAN

National Guard Encampment Locations for Communications and AC and W units.

1.

Unit	Location	Dates of Encampment
156 AC&W Group	Selfridge AFB Mich	30 July - 14 August
*157 AC&W Group	Selfridge AFB Mich	14 August - 28 August
159 AC&W Group	Kirtland AFB New Mexico	11 June - 25 June

2. Radar Calibration units will accompany AC&W Group to which assigned.

3. Actual location of AC&W Squadrons will be determined by coordination between NG AC&W Group Commander and Regular Air Force AC&W unit Commander.

4. All communications and signal units will accompany the Wing Headquarters to which assigned as follows:

Unit	Location
66th Wing	Camp Williams, Wisconsin
71st Wing	Camp Williams, Wisconsin
86th Wing	Casper Air Force Base, Wyoming

*Elements of this group will remain at home station.

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AIR NATIONAL GUARD ENCAMPMENT
MEDICAL PLAN

1. In order to obtain maximum utilization of medical personnel during the summer camp period each Wing and/or unit training separately will operate a consolidated dispensary and clinic for sick-call and such out-patient treatment as is necessary at each encampment of Air National Guard units.

2. a. Hospitalization of Air National Guard personnel will be dependent upon individual camp location. The USP&DO of the state in which the camp is located will make prior arrangements with the Army, Air Force, or Navy facilities nearest the camp for hospitalization as required.

b. In each instance where it is not feasible to use military hospital facilities, prior arrangements will be made with other governmental hospitals, such as Veterans Administration or public health facilities, or with local civilian hospitals for medical and hospital care of personnel assigned Air National Guard units.

3. Evacuation by motor ambulance, rail or air, whichever is most expedient.

4. It is anticipated that regularly assigned National Guard medical personnel will be insufficient to give adequate medical service during the period of summer camp. Therefore, all Air Units who have no medical officers assigned will so inform Headquarters, Tenth Air Force, in writing at least six weeks prior to date of encampment, in order that plans may be made for such augmentation as is necessary.

TAB F

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C O P Y
210.65

DEPARTMENT of the AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
Washington

1 February 1949

Lieutenant General George E. Stratemeyer
Continental Air Command
Mitchel Air Force Base
Mitchel Field, New York

Dear Strat:

I refer to your letter of 13 January 1949 regarding the procurement of instructors for duty with the Air National Guard. In view of the slow response to Air Force Letter 36-6, the selection of qualified overseas returnees has become our major source of new Air Instructors. Approximately eight (8) fully qualified officers are available from this source each month for duty with flying units of the Air National Guard. It is estimated that qualified officers will be enroute to all such units requiring instructors below the grade of colonel within two (2) months.

I do not consider it advisable to publicize the existing vacancies within the Air National Guard program at this time. In most cases it has been found that the qualified volunteers are holding positions in other commands of equal or higher priority than the Air National Guard program and cannot be made available for this duty. The filling of existing vacancies with overseas returnees would also nullify the effect of such publicity.

The above comments refer primarily to Air Instructors of flying units. No commitment can be made in regard to filling of instructor vacancies in communications units. Because of the extreme shortage of highly qualified communications personnel, particularly field grade, and the many existing needs within tactical organizations of the USAF it is extremely difficult to make these officers available for Air National Guard duty.

Fifty (50) fighter pilots are scheduled for assignment as instructors of aircraft control and warning units upon completion of a special course to be conducted at the 502nd Tactical Control Group, Greenville Air Force Base. It is estimated that these officers will be available for duty approximately 1 June 1949.

As a result of the present shortage of colonels, there are no colonels immediately available for assignment to ease the National Guard situation. As officers become available we will try to ear mark as many as possible for assignment to instructor duty. Current reports indicate that your command is over strength in colonels. This will necessitate reassigning a colonel from your command for each colonel who is assigned to your command for duty as a National Guard Instructor. We realize that even though you are overstrength in colonels, all of your people are not qualified for instructor duty.

In regard to the rotation of one third of the present Air Instructors prior to 31 March 1949, this Headquarters will take immediate action to secure qualified replacements upon receipt of the list of units for which replacements are not available within your command as agreed in your letter dated 5 October 1948, subject, "Rotation of Air National Guard Instructors."

Sincerely,

s/ Idwal
t/ IDWAL H. EDWARDS
Lieutenant General, USAF
Deputy Chief of Staff, Personnel

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4 Feb 49

Supply Division (MCMSXM51)
HQ AMC, Wright-Patterson AFB, Dayton, Ohio

UNCL

CG,, Continental Air Command
Mitchel Field, New York

AIRMAIL

MCMSXM51-2-14. CLASS 24. REFERENCE MS 400 (5 JAN 49) 3RD IND. SUBJECT: "LOGISTIC ASSISTANCE TO AIR NAT'L GUARD." THE SUPPLY OF S/N 8500-470025 ETHYLENE GLYCOL IS STILL CRITICAL BUT ISSUES ARE BEING MADE TO NATIONAL GUARD UNITS FOR OPERATIONAL USE ONLY. MATERIAL IS ISSUED ON REIMBURSABLE BASIS. SUBSTANTIATION IS REQUIRED ON ALL REQUESTS SUCH AS, TYPE AND SERIAL NUMBER OF AIRCRAFT REQUIRING THIS MATERIAL. THIS IS A REGULATED ITEM AND ALL REQUESTS MUST BE SUBMITTED TO THIS HEADQUARTERS.

In reply refer to
AG # 63915

cc: USP&DO, State of Texas.

MCMSXM51/PVB/vs 4 Feb 49 L. P. DAHL, Colonel, USAF 1 1

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C O P Y
333.1

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
Washington

AFCAI

4 February 1949

SUBJECT: Operational Readiness Test for Air National Guard Units

TO : Commanding General, Continental Air Command, Mitchel Air Force Base, New York

1. Confirming the comment contained in paragraph 1 e (6) of the Annual Air Inspection Report, dated 22 October 1948, of Headquarters Air Defense Command, pertaining to Operational Readiness Tests of Air National Guard Units, a program employing this test is herewith directed.

a. The Chief of the National Guard Bureau has approved the Operational Readiness Test in lieu of the Field Training Inspection, in order to obtain a realistic evaluation of the combat readiness of the Air National Guard.

2. All Air National Guard tactical organizations will be subjected to the Operational Readiness Test during their Field Training period Fiscal Year 1949-50, except the follwing:

a. Newly activated organizations who have not participated in at least one Field Training period, since Federal recognition.

b. Organizations recently changed over from conventional aircraft to jet types (within the 6 months preceding the encampment date).

c. Organizations, who in the opinion of the Commander reasponsible for the conduct of these tests, have failed to attain the proficiency, for any reason, which if subjected to this test would result in extremely hazardous operations to life and property.

3. Operational Readiness Tests will be conducted at group level shen practicable, or individual squadrons when training is conducted at that level only. The USAF Standard Operational Readiness Test Form and Scoring Test Factors will be utilized for recording results of such tests and determination of scores.

4. In the event that it is impracticable to conduct the test, for the reasons contained in paragraph 2, or a prolonged period of inclement weather, the sustained flight operations portion of the test may be cancelled, however, the balance of the test will be conducted and the Operational Readiness Test Form accomplished. Do not enter the final score in the space provided, but include it under "remarks" with an

explanation for the cancellation.

5. Pending revision of National Guard Regulation 48, the submission of National Guard Bureau Form 33, 33a and 33b is not required. The Operational Readiness Test Form is adaptable for any type unit and therefore will be submitted in lieu of the National Guard Bureau Form.

6. Upon completion of the test, the Operational Readiness Test Form will be accomplished and presented to the commander of the organization tested. A creitique will be held for the purpose of covering the major deficiencies or irregularities reported upon.

7. Reports will be routed through normal military tactical channels as outlined in Letter CSNGB-IN, 3 January 1949, Subject: "Channels for Control of Operations for Training Air National Guard Units in Preparation for Readiness for Their Federal Mission".

8. Commanders responsible for conducting an Operational Readiness Test will notify The Inspector General, USAF, Washington 25, D.C., not less than 15 days in advance of the scheduled date. When practicable The Inspector General, USAF, will direct a representative of his office to observe the Operational Readiness Test.

9. The provisions of paragraph 14, Air Force Regulation 123-1 will be complied with in the conduct of this program, except as herein provided.

10. Pending the revision of Air Force Regulation 123-1, authority is granted to redelegate this responsibility, but not below this numbered Air Force level.

BY COMMAND OF THE CHIEF OF STAFF:

s/ St. Clair Streett
t/ ST. CLAIR STREETT
Major General, United States Air Force,
Deputy Inspector General

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FOOTNOTE 3

HEADQUARTERS FOURTH AIR FORCE
HAMILTON AIR FORCE BASE
HAMILTON, CALIFORNIA

IN REPLY REFER TO:
CA-325/

4 FEB 1949

SUBJECT: Channels for Control of Operations for Training Air National Guard Units in Preparation for their Federal Mission

TO: The Adjutant General
State of Oregon
Room 412, State Office Building
Salem, Oregon

1. Advice has been received from the Commanding General, Continental Air Command that all the states have concurred in the policy agreement regarding channels of control for training Air National Guard units, copy of which is attached.

2. As outlined in the policy agreement, normal military channels will be followed on all matters pertaining to training. Information copies of such correspondence promulgated by this headquarters will be forwarded to the Adjutant General concerned.

3. It is intended that the spirit of the letter be followed. In no way, will members of this headquarters attempt to abrogate the prerogative of command as vested in you as the Adjutant General. Your comments and suggestions in the furtherance of this policy will be greatly appreciated.

FOR THE COMMANDING GENERAL:

/s/ Ned Schramm
NED SCHRAMM
Brigadier General, USAF
Vice Commander

1 Incl
Ltr DA, CSNGB-IN dtd 3 Jan 49

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A-29

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

4 February 1949

Lieutenant General E. R. Quesada, USAF
Special Assistant for Reserve Forces
Headquarters, U. S. AIr Force
Washington 25, D. C.

Dear Pete:

Per your request, the following list of substandard ANG units is submitted. All of these units were found unstifactory on the Annual Armory Inspection FY 1948.

186th Ftr Sq, Montana ANG
Great Falls Municipal Airport, Montana
187th Ftr Sq. Wyoming ANG
Cheyenne Municipal Airport, Wyoming
132nd Ftr Gp Hq, Iowa ANG
Des Moines Municipal Airport, Iowa
192nd Ftr Sq. Nevada ANG
Reno AFB, Reno, Nevada

The following units are considered weaker than average. This information has been formulated from Field Training Inspection Reports and Staff Visit Reports.

138th Ftr Sq. New York ANG
Hancock Airport, Syracuse, New York
156th Ftr Sq, North Carolina ANG
Douglas Airport, Charlotte, North Carolina
133rd Ftr Sq, New Hampshire ANG
Grenier AFB, Manchester, New Hampshire
163rd Ftr Sq, Indiana ANG
Baer Field, Fort Wayne, Indiana
122nd Bomb Sq (L), Lousiana ANG
New Orleans Municipal Airport, Louisiana

Best regards,

Sincerely,

GEORGE E. STRATEMEYER
Lieutenant General, U. S. Air Force
Commanding

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JDK/246

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

7 February 1949

HA 333.1

SUBJECT: Conduct of Operational Readiness Tests (ORT's)

TO : Commanding General, Ninth Air Force, Greenville Air Force Base, Greenville, South Carolina

* * * *

3. Initial operational order for alert and general situation will be issued not more than one week prior to the beginning of the exercises. Subsequent operational orders for each mission will be issued to the unit not more than 24 hours prior to the mission. The types of missions as outlined in Inclosures #1 and #2 will be included in the test but need not be in the sequence outlined. Some phases of operations may have to be simulated but, wherever possible, actual operations will be conducted. Personnel, administration, and supply and maintenance activities will also be evaluated during the course of these tests.

* * * *

BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

s/t/ JAMES H. HACKETT
1st Lt., USAF
Asst Adj Gen

2 Incls
#1-Missions, 363d Tac ReconGp
#2-Missions, 72d Liaison Sq

RESTRICTED

3/LWH/81

37

8 - FEB 1949

Major General George G. Finch
Chief, Air Force Division
National Guard Bureau
Washington 25, D. C.

CG
VC
DAD
DTO
IG
A Insp
PM
PIO
AG
Comp
Aud
Budg
Fin
Prog
Stat
DPA
Chap
JA
Pers
Surg
WAF
Welf
DO
Int
Comm
O&T
P&R
Arm
DM
Mat P
Mat S
M&S
Instl
DRF
USAFR
ROTC
ANG
Others

337 Conference
X 312 CA
X 325 National [illegible]

Dear General Finch:

My staff has recommended that the following changes and/or additions be made in your proposed agenda for the Air National Guard conference to be held at Orlando. Since you left the agenda here informally, I am taking the liberty to forward my comments to you directly.

Changes:

b. Explanation and Check on the Workings of the Control of Operations of Air National Guard Units in Matters Pertaining to their Training in Preparation for their Federal Mission. A representative of this headquarters will be prepared to discuss the control policy and inform attending personnel of the latest actions taken by this command and its numbered air forces toward its implementation. It is recommended that operational control for supervision of training by wings or groups over squadrons, regardless of state boundaries, be emphasized to all concerned by the National Guard Bureau, and in addition, that the National Guard Bureau specifically define the terms "normal military channels" and "tactical chain of command".

f. Operational Efficiency Report. During the first three (3) months that this report has become effective, less than seventy-five (75) per cent of the units have reported. Although this condition has improved during the last month, it is recommended that the National Guard Bureau urge all units to cooperate to the fullest extent. The value of the report for planning purposes has been greatly diminished due to these delinquencies. This headquarter's recommendation that the reports of the allied units of the squadron be consolidated with the report of the squadron was disapproved by the Chief of Staff, United States Air Force. However, it is felt that the administrative burden on all echelons of command should be lessened by such a consolidation.

l. Mobile Training Units. Reference to F-84 mobile training units should be omitted.

9
H-335

ConAC Form Hq-AG 5
17 January 1949

64597 Adjutant General's Central File Copy

L-49-73

p. Field Training, Fiscal Year 1949-50. A representative of this headquarters will be prepared to present the current status of field training plans as they are being implemented by this command and discuss problems involved in the sub-items listed in the field training agenda item.

r. Instructional Material. This headquarters has recently forwarded directly to specific Air National Guard units certain surplus AROTC textbooks. While the number of textbooks issued was limited, it is hoped that this issue may be supplemented during this calendar year. In addition, a new AROTC textbook program is being prepared in this headquarters. The National Guard Bureau has been requested to allot Fiscal Year 1950 funds for the procurement of the new textbooks for Air National Guard use.

ee. Air Installations.

(4) Discussion of:

(a) Methods for determining ANG pro-rata share of R&U costs on USAF and AFRTC installations, and procedures for effecting payment for such costs.

(b) Maintenance and repair standards required on facilities utilised at USAF and AFRTC installations by ANG units.

ee. Appointment and Promotion of Officers. This headquarters has been informed by the Chief of Staff, United States Air Force that Air Force Regulation 45-5 is applicable to the Air National Guard and that the National Guard Bureau is now in the process of revising National Guard Regulation 20 as amended to conform to Air Force Regulation 45-5. It is urged that this revision be accomplished as early as possible as this headquarters has informal information to the effect that state authorities are not aware of the decision outlined above. There has been a resultant confusion, particularly in the case of conflicting provisions concerning the promotion of Air National Guard officers.

jj. New Policy on Assignment, Transfer and Relief of Air Instructors. The most recent interpretation of paragraph 3e, National Guard Regulation 40, 17 September 1948, is contained in United States Air Force letter, subject, "Procedure for Assignment of Air Instructors," 24 December 1948. The principle of concurrent action is implied in this letter. However, it is urged that Headquarters United States Air Force prepare a formal directive incorporating the following principles:

CG ______
VC ______
DAD ______
DTO ______
IG ______
A Insp ______
PM ______
PIO ______
AG ______
Comp ______
Aud ______
Budg ______
Fin ______
Prog ______
Stat ______
DPA ______
Chap ______
JA ______
Pers ______
Surg ______
WAF ______
Welf ______
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O&T ______
P&R ______
Arm ______
DM ______
Mat P ______
Mat S ______
M&S ______
Instl ______
DXF ______
USAFR ______
ROTC ______
ANG ______
Others ______

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ConAC Form Hq-AG 8
17 January 1949

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L-49-73

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__Assignment of Air Instructors__. The United States Air Force is to initiate concurrent action notifying Headquarters Continental Air Command and the National Guard Bureau of the assignment nomination. This headquarters will advise the numbered air forces and the National Guard Bureau will advise the appropriate State Adjutant General. The numbered air force and the State Adjutant General will thereupon concurrently confirm the Air Instructor's nomination, forwarding the resultant correspondence through Headquarters Continental Air Command and the National Guard Bureau respectively, to the Chief of Staff, United States Air Force.

__Additions__:

__Storage of Ammunition__. A discussion on the subject of whether Air National Guard installations should store ammunition, other than small arms ammunition, if personnel and facilities are available.

__Issue and Utilization of Kits__. It should be stated that kits authorized the Air National Guard such as crew chief kits and armorer kits which contain small tools should not be kept in storage and should be issued to and signed for by individuals using such equipment, these kits to be locked up while not in use. Such control over these kits will insure proper utilization and will permit inventory of the equipment concerned.

A representative of the Air Defense Command will attend the conference prepared to discuss the following items: e, j, m, p, v, w, x, y and cc (2).

Furthermore, I feel that a representative of Air Material Command familiar with Air National Guard supply and maintenance matters should be present at the conference to discuss the material situation.

Sincerely,

GEORGE E. STRATEMEYER
Lieutenant General, U. S. Air Force
Commanding

CG______
VC______
DAD______
DTO______
IG______
A Insp______
PM______
PIO______
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Prog______
Stat______
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Chap______
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Surg______
WAF______
Welf______
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Mat P______
Mat S______
M&S______
Instl______
DRF______
USAFR______
TC______
ANG______
Others______

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Inter-Office Routing Slip

SUBJECT: Ltr fr Gen Edwards, USAF, re ANG Instructor Personnel - 1 Feb 49

* * * * *

2 9 Feb Pers DCC AF

Noted. ConAC numbered air forces have been making every effort to furnish qualified replacements from their respective commands for Air National Guard instructors who have been selected for rotation by 31 March 1949. Action has been taken to determine those units for which replacements are not available, and, it is contemplated, such information will be furnished the Chief of Staff, USAF, by 1 March 1949. Our air forces have been informed that Hq USAF is selecting overseas returnees for ANG assignment.

s/ J A D
t/ J A DENISON
Ext 5134

s/ Halsey

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

10 February 1949

MEMORANDUM FOR: Members, Department of the Air Force Staff Committee on Air National Guard Policy.

SUBJECT: Status of Implementation of Recommendations of The Committee (Second Report)

Following is a report on the action taken and present status of policies adopted by the Air Force Staff Committee on Air National Guard Policy during their deliberations at Washington, 7 - 10 September 1948. The policies are numbered herein according to their numbers in Section III of the Committee's report, dated 8 October 1948, copy of which has been previously mailed to all members of the Committee:

1. AGREEMENT BY STATES FOR CONTROL OF TRAINING OF AIR NATIONAL GUARD UNITS BY CHIEF OF STAFF, U. S. AIR FORCE.

All states, the District of Columbia and the Territories of Hawaii and Puerto Rico have concurred in the policy agreement governing control of the Air National Guard while training in preparation of its Federal mission.

2. LEGISLATIVE ACTION AIMED TOWARD EXPEDITING THE INDUCTION INTO THE FEDERAL SERVICE OF THE AIR NATIONAL GUARD.

It has not been considered expedient to recommend such legislation at this time.

3. STANDARDIZATION OF FORMS AND PROCEDURES BY THE AIR NATIONAL GUARD TO CONFORM TO THOSE OF THE REGULAR AIR FORCE.

The Air Force Division, National Guard Bureau, is now putting this recommendation into effect.

4. REORGANIZATION OF AIR NATIONAL GUARD COMBAT UNITS UNDER A MODIFIED BASE WING ORGANIZATION PLAN.

Organization Division, D/T&R, is currently preparing modified tables adopting the Base Wing Plan to the Air National Guard program.

5. ESTABLISHMENT OF INACTIVE AIR NATIONAL GUARD.

This recommendation was not approved by the Chief of Staff, USAF.

2-5067,AF

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

G 325

2 March 1949

SUBJECT: Status of Implementation of Recommendations of the Air Force Staff Committee on ANG Policy

TO : Commanding Generals, Continental Air Command Air Forces

Copies of Memorandum, Headquarters United States Air Force, Washington, 10 February 1949, "Status of Implementation of Recommendations of The Committee (Second Report)" are inclosed for your information.

BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

V. E. MURPHY
Lt Col, USAF
Asst Adj Gen

6. **AIR NATIONAL GUARD OFFICERS CALLED TO EXTENDED ACTIVE DUTY TO BE RETAINED AS OVERAGES IN THEIR NATIONAL GUARD ORGANIZATION.**

The National Guard Bureau has issued a regulation putting this policy into effect.

7. **ESTABLISHMENT OF AN AIR STAFF IN THE OFFICE OF EACH STATE ADJUTANT GENERAL.**

The Air Staff T/O, prepared by the National Guard Bureau, has been approved by this headquarters and returned to the National Guard Bureau. It is currently being published for distribution.

8. **AUGMENTATION OF USP&DO IN EACH STATE WITH EXPERIENCED AIR FORCE LOGISTICAL PERSONNEL.**

One assistant has now been authorized by the National Guard Bureau. Further study is being made regarding additional augmentation.

9. **INCREASE IN AIR NATIONAL GUARD BASE DRILL TRAINING PERIODS.**

An informal decision has been made by the Comptroller General to the effect that legal authority exists for the holding of two unit training assemblies in one calendar day for pay purposes. A directive has gone to the National Guard Bureau requesting that to encourage in the Air National Guard the scheduling of unit training assemblies so as to conduct two four-hour assemblies on a week-end day or, preferably, four four-hour assemblies on two consecutive week-end days.

10. **UNIFORMITY IN DURATION OF AIR BASE TRAINING PERIODS FOR ALL CIVILIAN COMPONENTS.**

Investigation has revealed that the hourly duration of drill periods for pay purposes is the same for civilian components of all the three services, therefore, no further action is required.

11. **INCREASE IN AIR BASE TRAINING PERIODS TO SIXTY PER YEAR PLUS SIXTEEN EXTRA PERIODS FOR AIR CREWS.**

The National Guard Bureau has been requested to include estimates for 60 regular drills and 16 extra drills in FY 1951 budget. The limiting figure placed on the FY 1950 budget precludes such an increase next year. A review of the Pay Readjustment Act reveals that no new legislation will be required to implement this recommendation.

12. **QUOTA FOR AIR NATIONAL GUARD AT AIR FORCE FLYING SCHOOLS**

A quota of 60 officers has been authorized per year for Air National Guard officers to attend the Air Force flying school in-grade

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not above 2nd Lieutenant. This quota is to be divided into four groups so as to permit approximately 15 officers to enroll in each of four classes during the year beginning with the July class. These officers will be required to serve but one year with the Regular Air Force after completion of their one year of flight school training. They will be required to sign an agreement to return to the Air National Guard upon completion of their active duty period and serve therein at least two years.

13. PROHIBITION OF REGULAR AIR FORCE OFFICERS HOLDING AIR NATIONAL GUARD COMMISSIONS AFTER 1 JANUARY 1949.

All regular Air Force officers have now resigned their Air National Guard commissions and have been relieved of command of all units.

14. and 15. HIGHER PRIORITY TO BE GIVEN TO ASSIGNMENT OF QUALIFIED INSTRUCTORS AND FOR AIR NATIONAL GUARD UNITS, AND NON REGULAR AIR FORCE OFFICERS ASSIGNED AS INSTRUCTORS FOR AIRCRAFT CONTROL AND WARNING UNITS.

DCS/P has been requested to implement these policies.

16. RELEASE OF INSTRUCTORS FROM AIR NATIONAL GUARD UNITS.

Continental Air Command has been requested to investigate requests for relief of air instructors when such releases are requested by State authorities for cause or lack of qualifications.

17. PREPARATION OF TRAINING DIRECTIVES FOR THE AIR NATIONAL GUARD

The Continental Air Command has been directed to prepare detailed training directives for each type of Air National Guard unit. The Air Force Division, National Guard Bureau has also requested each Wing Commander to have prepared a training schedule for each type of unit. These schedules will be turned over to the Continental Air Command for incorporation in their directives insofar as practical.

18. MORE ASSISTANCE FROM THE NUMBERED AIR FORCES IN THE CONDUCT OF TRAINING PROGRAM OF THE AIR NATIONAL GUARD.

The Continental Air Command has issued very specific instructions to their Numbered Air Forces to conform with the intent of this policy.

19. HIGHER PRIORITY FOR THE LOGISTICAL SUPPORT OF THE AIR NATIONAL GUARD.

The DCS/M has been asked to place Air National Guard units on a priority above all non M-day organizations. Certain concessions have already been assured and action is anticipated soon on other priorities.

20. **IMMEDIATE STEPS SHOULD BE TAKEN TO MAKE AVAILABLE AN ADEQUATE NUMBER OF BOMBING AND GUNNERY RANGES FOR THE AIR NATIONAL GUARD.**

The Air Force Division, National Guard Bureau, has, as a result of an inquiry to the states as to the status of the acquisition of bombing and gunnery ranges, informed this Headquarters that nineteen states have been unable to consummate arrangements for ranges. The Commanding General, Continental Air Command has been directed to notify the Numbered Air Forces in whose areas these states are located to expedite arrangements for the use of suitable ranges. In the event necessary arrangements cannot possibly be made, this Headquarters will either attempt to secure ranges or investigate the feasibility of an increased aerial camera training program.

21. **PRIORITY FOR THE CONVERSION OF AIR NATIONAL GUARD UNITS TO JET TYPE AIRCRAFT.**

A conference was held on 17 November on this subject. Final decision on priority has been established and a list of airfields from Continental Air Command according to current air defense plans has been received in this Headquarters and forwarded to the National Guard Bureau.

22. **ASSISTANCE TO UNIT COMMANDERS IN "SELLING" EMPLOYERS OF AIR NATIONAL GUARD PERSONNEL THE MERITS OF PERMITTING THEM TO ATTEND CAMPS AND SERVICE SCHOOLS**

National Guard Bureau has been requested to conform and are doing so in form of newspaper and magazine advertisements and news releases.

23. **INCREASE OF AIR NATIONAL GUARD PERSONNEL TO WAR STRENGTH.**

Organization Division, D/T&R, has been requested to include the requirements for organization of the Air National Guard at full war strength in their plans for converting the Air National Guard to the Base Wing Plan.

24. **INCREASE OF FLYING TIME TO 180 HOURS PER YEAR**

The Air National Guard Budget estimates, now before Congress for FY 1950, are based on 125 hours per pilot per year. The limiting figure imposed on the budget precludes the increase to 180 hours flying time. No further action required at this time.

25. **CLAIMS FOR DAMAGE TO PRIVATE PROPERTY CAUSED BY AIR NATIONAL GUARD EQUIPMENT.**

A draft of a Bill to provide that damage done to private property by Air National Guard personnel or equipment, while in training for their Federal mission, shall be a claim against the Federal Government was prepared and submitted to the National Guard Bureau for comment. That Bureau returned the proposed bill with the statement that legislation now pending which would provide a common Federal status would provide a means of reimbursement for damage done to private property by Air National Guardsmen while training for their Federal Mission. This comment has been referred to the Air Judge Advocate for an opinion as to whether or not the legislation pending would cover these instances.

26. **SATELLITING OF AN AIR RESERVE UNIT ON AN AIR NATIONAL GUARD UNIT IN EACH AIR FORCE AREA.**

No action relative to satelliting USAFR units on Air National Guard units has been taken pending approval or disapproval of the Grey Board Report.

/s/t/ FLOYD E. EVANS
Colonel, USAF
Chief, National Guard Division
Office of Special Assistant for
Reserve Forces

Reproduced by Headquarters
Continental Air Command,
1 March 1949

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TO ComGenConAC Mitchel AFB Hempstead NY

AF GRNC

FROM AFPMP-1-R 6262 This Hq informally advised by NG Bureau that Lt Col Albert M Cate , AO 22551, USAF, is scheduled for relief from dy as Air Instr, 134th Ftr Sq, Vt ANG, and Maj Horace E Bamburg, AO 46893, USAF, has been nominated to AG Vt as repl by Hq 1AF. In this case, as in many others, state AG has referred correspondence to Chief, NG Bureau for action. Par 3E NG Reg 40, dated 17 Sep 48, states that matters pertaining to relief and asgmt of Air Instrs will be forwarded by Hq USAF to Chief, NG Bureau, thence to State AG for concurrence or comment. Action on part of numbered AF is confusing State AG as to AF and NG Bureau procedure. Request numbered Air Forces be advised that NG Reg 40 will govern asgmt of Air Instrs and that final concurrence in relief or asgmt of Air Instrs will be secured by this Hq from State AG thru NG Bureau prior to issuance of orders by this Hq.

CFN. . . AFPMP-1-R 6262 22551 134th 46893 3E 40 17 48 40

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COPY

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D.C.

11 Feb 1949

SUBJECT: Field Training for Air National Guard Units, 4th Quarter Fiscal Year 1949 and 1st Quarter Fiscal Year 1950

TO: Commanding General
Continental Air Command
Mitchel Air Force Base
New York

1. Reference is made to letter from this Headquarters dated 13 January 1949, subject as above. Paragraph 2c(3) is revised and should read as follows:

> Where such training is conducted at a regular Air Force Base which is presently in operation, the Air National Guard will pay only actual costs for the opening and closing of the portion of the base occupied by the Air National Guard plus the actual cost of utilities and additional operational costs that are incurred as a direct result of their occupancy in accordance with the provisions of AF Regulation 45-9. Work in conjunction with the opening and closing of the base for the temporary occupancy of the Air National Guard unit will be under the supervision of the base commander.

BY COMMAND OF THE CHIEF OF STAFF:

/s/t/ BEN M. MATLICK, JR.
Major, USAF
Asst. Exec., Office of Spec. Assistant
for Reserve Forces

42

HEADQUARTERS
TENTH AIR FORCE
Office of the Commanding General
Fort Benjamin Harrison, Indiana

11 February 1949

SUBJECT: Channels for Control of Operations for Training Air National Guard Units in Preparation for Readiness for Their Federal Mission

TO: Commanding General
Each Wing Air National Guard
Tenth Air Force Area

1. With the concurrence of the State Adjutants General, Tenth Air Force Area, all matters pertaining to the operations for training purposes in the preparation of Air National Guard units for the discharge of their Federal mission, the Chief of Staff, USAF, through his designated commanders may exercise training supervision as differentiated from command jurisdiction over Air National Guard units by means of normal military channels.

a. Commanders of Air National Guard Wings, Groups and Squadrons, who by virtue of assignment and rank would be eligible to command when on active duty, may exercise training supervision over subordinate units and personnel within their respective Wings, Groups, and Squadrons for training in their Federal mission, regardless of whether subordinate units and personnel are assigned to the same state in which the commander is commissioned.

b. Air National Guard Wing, Group, and Squadron Commanders may exercise supervision over training of subordinate assigned and/or attached units and personnel within other states when their own Wing, Group, or other joint training exercises or maneuvers are involved.

c. When Air National Guard units and personnel engage in joint training exercises or maneuvers in conjunction with units and personnel of the United States Air Force and/or United States Air Force Reserve, the Air National Guard units and personnel involved will be under the training supervision of the United States Air Force, Air National Guard, or United States Air Force Reserve Officers who would normally exercise command by virtue of office, rank, and assignment within the unified military organization.

11 Feb 49

Subj: Channels for Control of Operations for Training Air National Guard Units in Preparation for Readiness for Their Federal Mission

2. In conformity with the directive enunciated in the foregoing paragraph, and in order that Wing, Group, Squadron and other headquarters organizations and personnel of the Air National Guard may receive training in utilization of the normal tactical channels of communication and operations, and in order that they may be cognizant of the state of organization and training of units which would be subordinate to them in Federal Service even though such units are beyond the confines of the state within which such headquarters is located, the following procedure will be effected:

a. All correspondence originating at Wing level affecting the training, operations, and organization as applied to preparation for readiness for their Federal mission will be prepared with an informational copy to this headquarters.

b. All correspondence originating at Squadron or lower level affecting training, operations, and organization as applied to preparation for readiness for their Federal mission will be prepared with additional copies for all higher headquarters within the chain of command up to and including Wing headquarters. Such copies, plainly marked for appropriate headquarters, will accompany basic correspondence through normal tactical channels of communication to the addressee. That office, after placing appropriate indorsement thereon, will forward the copies through normal military tactical channel of communication inside or outside the State to appropriate higher headquarters.

c. Correspondence relative to training operations, and organization as applied to preparation for readiness for their Federal mission originating at Air National Guard Wing, Group, or higher USAF level will be forwarded through normal military tactical channels to each succeeding subordinate Air National Guard unit.

3. All commanders in the tactical chain of command will conduct such training inspections of subordinate units as are necessary to determine if their proficiency meets the standard required for their readiness for Federal missions, regardless of whether such subordinate units are located in a State or States other than that in which the officer responsible for the tactical inspection holds his commission. Whenever inspections of this nature are to be conducted, the Adjutant General of the State or States concerned will be notified by the commander responsible for conducting the tactical inspection prior to the time of the inspection. Reports of tactical inspection will be transmitted as hereafter prescribed for other correspondence of this nature.

11 Feb 49

Subj: Channels for Control of Operations for Training Air National Guard Units in Preparation for Readiness for Their Federal Mission

4. Information copies of all communications, instructions, orders, or directives issued pursuant to this directive will be transmitted through normal administrative channels to the Adjutants General of all states involved, and to the Chief, National Guard Bureau.

5. a. Upon implementation of this program Wing Commanders in Tenth Air Force Area will initiate instructions to all subordinate commanders with information copies to the State Adjutants General concerned.

b. This directive will become effective 11 February 1949.

s/Harry A. Johnson
t/HARRY A. JOHNSON
Brigadier General, USAF
Vice Commander

C

HEADQUARTERS
CONTINENTAL AIR COMMAND
Office of the Deputy for Reserve Forces
Mitchel Air Force Base, New York

ConAC BULLETIN)
NUMBER 45-3) ✓

11 February 1949

RESERVE FORCES

Information on Reserve Forces Program

Air National Guard

1. Your attention is called to the plans for Air National Guard Field Training, Calendar Year 1949. These plans are outlined in letter, Headquarters USAF, subject: "Field Training for ANG Units, 4th Quarter FY 49 and 1st Quarter FY 50," 15 January 1949, and 1st indorsement thereto, 19 January 1949. (18 January 1949 to First Air Force.) Of particular interest is the plan for the disposition of ANG AC&W units. This plan was developed to make available to the ANG modern electronic equipment and procedures and to permit the ANG to become a part of the air defense picture. We must take every advantage of the field training period to make the training available to the ANG the most realistic possible.

2. There were recently forwarded to you copies of NGB letter, subject: "Channels for Control of Operations for Training ANG Units in Preparation for Readiness for Their Federal Mission," 3 January 1949, in which it was directed that action be taken in conjunction with the adjutants general of the various States to develop details for implementation of this policy.

Air Force ROTC

3. Institutional heads where Air Force ROTC units are established are particularly anxious to receive information on the new Air Force ROTC program. Also, PMS&T's wish to ascertain the contents of the curriculum of instruction. The Secretary of the Air Force has appointed a board of military and educational leaders to meet in Washington on 14-15 February for consultation on the new program and to make proper recommendations. Immediately following this conference institutional heads will be advised by letter, announcing the purposes and details of the program.

USAF Reserve

4. Headquarters USAF plans to publish a monthly magazine for Air Force Reservists, called the "Air Force Reserve Review." The publication will be approximately twelve pages, with initial distribution of 250,000 copies. Public Information Officers will be called upon in the near future to provide a certain amount of material to be included.

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5. In letter PP352, this headquarters, 26 January 1949, subject: "Air Force Reserve School Quota Requirements for FY 1940," it was requested that this headquarters be apprised of your quota requirements for FY 1950. During FY 1949 many quotas for both airmen and officers were not utilized. It is suggested that a careful study be made prior to the submission of your requirements, in order to avoid requisitioning of excess quotas. Attendance of Reserve personnel at service schools is one of the major sources of training for the Reserve program. An all-out effort must be made to fill all quotas furnished. This headquarters will endeavor to provide you with the quotas as far in advance of the class starting date as possible.

6. Reserve funds for FY 1949 were suballotted to your headquarters for the specific purpose of bringing Air Force ROTC graduates to active duty for periods of from fifteen to ninety days. These funds must be obligated prior to 1 July 1949. May and June 1948 and mid-year 1948/1949 graduates should be immediately contacted to determine their availability and desire to engage in active duty training.

Senior Air Scouts

7. Every Air Force officer should become aware of the potentialities of the Air Scout program and the cooperation prescribed by AF Letter 50-33. In past years some twenty encampments annually have been conducted for about 2,500 Senior Scouts. This program has a strong public relations value. Please give every possible assistance to Air Scout liaison officers in the development of the forthcoming summer camps.
(DC 326)

BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

REUBEN KYLE, JR.
Colonel, USAF
Deputy for Reserve Forces

DISTRIBUTION:
10 ea AF Comdr
1 ea AS LO
2 ea AFROTC Unit
1 ea ANG Instr
Staff

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Office of the **Armament** Officer
Mitchel Field, New York

ConAC BULLETIN)
NUMBER 140-5)

1 December 1948

ORDNANCE AND ARMAMENT

Monthly Information Bulletin

1. Widest distribution has been given this publication in order that sufficient copies will be available to such interested personnel as Base Supply, Base Accountable, Base Armament and Base Motor Pool Officers.

2. The various AG Mail and Distribution Branches receiving this publication are requested to see that full distribution is made to the above as well as to interested personnel in tactical organizations.

3. Requests for additional copies of this bulletin may be forwarded to this headquarters.

GENERAL

4. MOBILIZATION-DAY ASSIGNEES: As a suggestion to aid in the training and mobilizational readiness of this group, it is recommended that a typewritten listing of the duties, which the reservist performs on inactive duty training and on M-Day, be furnished him by air force Ordnance and Armament Officers, for information and reference at his home address. Listing should be on standard form if available.

5. RECALL TO ACTIVE DUTY: The Chief of Staff, USAF has informed this headquarters that many civilian component officers and airmen are visiting Washington, D. C. in order to personally apply for or inquire about recall to active duty. This has unfortunately delayed rather than expedited the procedure. Any reservist interested in the details of his expected return, once his application has been filed, should consult this headquarters first. If the decision regarding recall has been delayed, a letter to USAF will be initiated.

6. AIR RESERVE ASSOCIATION: The ARA held its annual convention in the Municipal Auditorium, Orlando, Florida, 14-16 October 1948. By majority vote, this association has now resolved to open membership to enlisted men of the USAF Reserve as well as to officers. Interested personnel are urged to contact their local ARA Chapters for full details.

7. AIR PROVING GROUND DEMONSTRATION: This command has been granted a fixed quota of personnel to attend future demonstrations at Eglin Air Force Base, Florida. Quotas will be equitably distributed to all air forces. In keeping with the avowed policy of this office, it is recommended that wherever possible this quota be filled by select reservists within your air force area.

AMMUNITION

8. CANCELLATION TRAINING ALLOWANCES: Quoted below is a message received from Chief of Staff, USAF, 26 October 1948:

> "From AFOTG 15087 pass to all lower echelons it has been determined by this Hq that there is no USAF reqmt for tng which involves the use of shotguns, 22 cal rifles, and 22 cal pistols. Tng Directives and instructions from higher auth are amended to eliminate such tng. All authorizations for the expenditure of am tng alws of shotgun shells and 22 cal cartridges, including those contained in AR 775-10, 17 Sept 1948, are cancelled. This is applicable to pers and units of the USAF, including the AFR, air units of the NG, and Air ROTC units. It is not applicable to Pars 57A (2) and (3), AR 775-10. Am reqmts and expenditures for 410 gauge - 22 cal over and under gun are unchanged. Participation in skeet and 22 cal rifle and pistol activities is auth provided non-appropriated funds are utilized."

USAF has advised that additional instructions concerning the above matter will be furnished this headquarters in the very near future.

In view of this information, it is expected that the National Guard Bureau will revise types and amounts of ammunition in short supply made available for use by Air National Guard during FY 1949. (i.e., amounts covered by funds furnished Chief of Ordnance by National Guard Bureau).

9. MODIFICATION KITS FOR 5.0" ROCKETS: The latest information concerning the status of T-38 Kits for modification of 5.0" Rockets is as follows:

> T-38 Kit has been standardized as the M-34 Kit and contains one (1) fin assembly, one (1) suspension band, and one (1) igniter plug with two (2) connectors attached. Procurement action has been initiated by AMC, and it is expected that these kits will be available for issue to units in the field shortly after 1 January 1949. Tools necessary to assemble fins and suspension bands will be contained in a separate kit (T-39). T-39 Kit consists of one (1) positioning jig, two (2) crimping tools, four (4) sets of wrenches for use with fin assemblies, four (4) sets of wrenches for use with suspension bands, ten (10)

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spare igniter plug assemblies, one hundred (100) spare connectors and two (2) sets of instructions. Basis of issue for M-34 Kit will be one (1) kit per 5.0" Rocket. Basis of issue for T-39 Kit will be one (1) kit per squadron or fraction thereof, using the M-34 Kit.

10. AMMUNITION REQUIREMENTS: It is recommended that in the future, ammunition requirements be coordinated with the Deputy of Operations in Air Force headquarters before forwarding to this command for action. Requirements should, in all cases, be commensurate to training programs.

11. BOMB ASSEMBLY MALFUNCTION: Using services have reported that, in some lots of Bomb, Practice, 100-lb., M38 series, a small number of the bomb assemblies were separating at the welds upon being removed from packing or assembled in planes. Since a more rigid inspection of spot welds was instituted 13 September 1943 to insure that welding was satisfactory, it is recommended that all lots of M38 series practice bombs on hand which were manufactured prior to that date be inspected at time of use for defective spot welds, particularly at the joint of the fin cone and bomb body. If the welding is unsatisfactory and bombs are otherwise serviceable, the bomb assemblies may be repaired by a continuous or interrupted seam weld in order to obtain a joint of sufficient strength. (C/ORD Tech. Letter No. 66)

12. REDISTRIBUTION OF ANG AMMUNITION: This headquarters has been queried as to the action which can be taken to redistribute Air National Guard ammunition, excess to a unit or state, to any other Air National Guard unit where a requirement may exist. At the present time, this headquarters cannot direct that such transfers be made. However, USAF desires that USP&DO's be requested to effect transfers within their states. USP&DO's should monitor requirements thoroughly to insure that excess stocks are utilized by redistribution prior to submitting requests for credits to this headquarters. It will be for the best interests of the Air National Guard to make every possible use of excess stocks, especially where items in short supply are concerned. The National Guard Bureau has stated that due to budgetary limitations, reimbursement action covering total amounts of ammunition estimated as being required by Air National Guard during FY 1949 may not be possible. It is, therefore, recommended that Air Forces advise USP&DO's to make transfers of excess stocks whenever reports indicate that requirements submitted by any Air National Guard unit can be filled from unused stocks on hand at any other Air National Guard unit within the air force area.

13. GENERAL: Following are some queries received from Air Forces, and answers by this office:

QUESTION: Will assignments be made of Ammunition Technician, MOS 505, on full time basis with Air National Guard?

ANSWER : The present thinking at USAF is that high explosives and hazardous types of ammunition will not be stocked at Air National Guard installations. Only small arms training ammunition, providing facilities are available and local regulations do not prohibit the operation of aircraft with loaded guns, and small quantities of pyrotechnics will be stored. In view of this, the assignment of ammunition technicians to Air National Guard units is not concurred in at this time.

QUESTION : Can armorers of Air National Guard units be utilized on other duties?

ANSWER : This is a matter of education and can be handled at the discretion of the Ordnance Office of the air force concerned.

GENERAL SUPPLY & MAINTENANCE

14. REQUISITIONING DEFROSTERS & HEATERS: For your information, WD Supply Bulletin 9-87 prescribes method of requisitioning defrosters and heaters for vehicles.

15. VEHICLE REQUISITIONS FOR AIR ROTC UNITS: Reference paragraph 16, ConAC Bulletin No. 140-4, 19 October 1948. Vehicle requisitions for Air ROTC units will be submitted through channels to this headquarters for supply action.

16. TIRE SURVEILLANCE TESTS: Reports are now being studied of the tire surveillance tests recently conducted at Aberdeen Proving Ground to determine the effects of outdoor storage on the life of pneumatic tires. These tires, which have been in open storage since 1944, were tested as follows:

> Eighteen (18) tires, size 18.00 x 24, mounted on 240-mm howitzer transport wagons and four (4) 9.00 x 20 tires mounted on 105-mm howitzer carriages M2A2 were road tested during the period 5 August 1947 to 23 September 1947 inclusive. The duration of the tests was 3,000 miles for 18.00 x 24 tires, and 5,000 miles for 9.00 x 20 tires.

a. Tire performance was satisfactory. The reports indicate that serviceability of the tires had not appreciably deteriorated in open storage under Aberdeen's climatic conditions, and that their retention in open storage for several years to come is justified.

b. To supplement the tests, close contact is being maintained with the Ordnance Advisory Pneumatic Tire Committee to obtain all available information on the results of tests conducted by tire manufacturers. (Tech. Info Letter No. 64)

17. CORRECT AIR PRESSURE MEANS LONGER TIRE LIFE: As a precautionary measure during hot weather, drivers should be cautioned about the necessity to maintain correct air pressures in tires.

a. The instructions contained in Section II, TM 31-200 should be brought to the attention of all motor pool and driver personnel.

b. Particular emphasis should be placed on the provisions of paragraph 12b, TM 31-200, which cautions that tires should never be bled. Bleeding is dangerous because tire temperature does not reduce in the same proportion as air pressure. Tires which have been bled may increase in temperature and fail prematurely. Also, tires which have been bled automatically become under-inflated when the tire cools off. (Tech. Info Letter No. 64)

18. RECLAMATION OF BATTERIES: Ordnance Department Technical Instruction No. 300-26-48, dated 16 September 1948, was received by this headquarters through AMC and is paraphrased for your information:

a. Due to the recent procurement of adequate stocks of new batteries, the critical shortage of these items has been relieved to an extent where programmed reclamation of unserviceable batteries is no longer desired.

b. Batteries accumulated as a result of the battery reclamation program, or unserviceable batteries generated in the future, will be transferred to local Salvage Officers for disposition under Public Law 600, without further reference to this office.

The policy outlined above will be adopted by the USAF insofar as it pertains to batteries procured, stored and issued by the Department of the Army.

19. PROCUREMENT FOR NATIONAL GUARD: Action has been taken by the Chief of Ordnance to procure a number of highway warning kits and Conversion kits, 12-volt, and various canvas items for motor vehicles for the National Guard. These items are not available in depot stocks and must be procured. Shipping instructions have been furnished by the National Guard and all items will be shipped direct from facility to National Guard units. (C/ORD Tech. Letter No. 66)

20. OBSOLETE 108 TYPES OF TRUCKS: A review of the unclassified transport vehicles in the Army fleet has been completed. One hundred and eight (108) different makes, models and body types of transport vehicles are now being recommended by the Chief of Ordnance for obsolescent action.

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In the classification of vehicular equipment, it was necessary to review Supply Bulletin 9-60. A proposed change to this bulletin represents additions of fourteen (14) and deletions of six (6) different makes, models and body types of transport vehicles. (C/ORD Tech. Letter No. 6

21. PROCESSING OF COOLING SYSTEMS FOR STORAGE OR SHIPMENT: Because the supply of compound, antifreeze (Ethylene Glycol type), Stock No. 51-C-1554, is limited and complete requirements cannot be filled, use of this compound in transport vehicles that are to be shipped or stored must be restricted. The Chief of Ordnance is preparing revisions of Supply Bulletins 9-4, 9-63 and 9-CSSC-G similar to T.O. 19-1-80 relative to processing of cooling systems for storage or shipment.

22. ENGINE OIL FILTER BRACKETS: A limited number of failures of the engine oil filter bracket of the 1/4-ton, 4x4 truck have been reported, but due to lack of previous experience it is not known by this office whether such failures are generally prevalent. Information is requested in your next report as to your experience with this bracket.

23. MOUNTING OF REAR TRUCK REFLECTORS: Some administrative vehicles have rear reflectors mounted on brackets whose location subjects them to damage when the truck is backed into a loading dock or platform. It has been suggested that mounting the reflectors on flexible straps (made from webbing or leather), so that the reflector hangs below the truck bed, will eliminate damage and consequently reduce repair and replacement requirements. This method may be used where applicable.

24. MATERIALS HANDLING EQUIPMENT: Headquarters, USAF has informally notified this Directorate that the Quartermaster General has established unit assembly "exchange pools" for material handling equipment at Jeffersonville, Indiana, and Ogden, Utah. Unit assemblies required may be requisitioned directly from these depots. Shipment of reparable assemblies must be made in carload lots. (However, ConAC bases can return reparable units by airlift to Godman Air Force Base for Jeffersonville Quartermaster Depot and to Hill Air Force Base for the Ogden Depot.)

PUBLICATIONS

25. ConAC Regulation 5-1, 9 July 1948, subject: "General Index of ConAC Publications", established a new basic index and numbering system for the standard administrative publications. These publications have been renumbered by appropriate indexes, and listed on Inclosure No. 1 are those publications prepared or coordinated by this Directorate, listing the old and new numbers.

26. Inclosure No. 2 contains listing of new publications pertinent to Ordnance and Armament functions.

CHARLES B. TYLER, JR.
Colonel, USAF
Armament Officer

2 Incls.
Incl #1 - List of Renumbered ConAC Publ.
Incl #2 - List of New Publ.

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ConAC REGULATIONS

OLD NUMBER	NEW NUMBER	DATE	TITLE
50-7	50-3	11 Jul 47	Small Arms Qualification
65-5	65-1	2 Aug 46	Ordnance Department General Supply Procedures
65-7 65-7A	65-5 65-5A	21 Oct 47 2 Sep 48	Ordnance Ammunition Supply Procedure within the Air Defense Command
65-9	140-1	24 Apr 47	Safekeeping of Small Arms
65-10 65-10A	15-9 15-9A	19 Mar 47 31 Dec 47	Ammunition Condition Reports
65-11	67-3	20 Jan 47	Maintenance of Ordnance Equipment
65-14	65-7	9 Feb 48	Supply, Transfer, Replacement and Evacuation of Excess Ordnance Motor Vehicles
65-15	67-4	15 May 47	Base Motor Repair Shop
65-16	15-18	12 Jul 48	Submission of Reports of Malfunctions and/or Defects Involving Ordnance Weapons on AF Form 54
65-17	15-10	11 Jul 47	Reports of Accidents, Malfunctions or Defects Involving Ordnance Ammunition and Materiel

ConAC LETTERS

OLD NUMBER	NEW NUMBER	DATE	TITLE
30-22 30-22A	172-13 172-13A	29 Jan 48 12 Feb 48	Funds for Local Procurement of Ordnance Material for AFBU (RT) Administrative Vehicles
65-39	140-1	4 Sep 47	Weapons for Rifle and Pistol Teams
65-42	140-2	11 Sep 47	Obsolete & Surplus Ordnance Weapons and Combat Vehicles
65-47 65-47A	77-1 77-1A	19 Nov 47 9 Dec 47	Ordnance Administrative Vehicle Allowance for AFBU (RT)
65-52	140-3	18 Mar 48	Expenditure of Training Ammunition by USAF Reservists

Inclosure No. 1

ConAC Letters

OLD NUMBER	NEW NUMBER	DATE	TITLE
65-53	140-4	10 Jun 48	Identification of Small Arms
65-59	66-19	3 Feb 48	Supply of Ordnance Automotive Spare Parts to AFBU (RT)
65-64	77-2	1 Apr 48	Standby (Utility) Stockage of Ordnance Vehicles
65-69	140-5	14 Jun 48	Bomb Disposal
85-28	86-3	6 Apr 48	Minimum Safety Distances Between Gasoline Storage Areas and Ammunition and Explosive Storage Areas
120-3	120-1	8 Dec 47	Inspection of Ordnance Ammunition and Ammunition Storage Areas

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NEW PUBLICATIONS

NUMBER	DATE	TITLE
ORD 7 SNL F-210	August 48	Binoculars, M3, M8, M9, M13 & M13A1
C1, ORD 9 SNL G-502	Jul 48	Truck, 3/4 Ton, 4x4 (Dodge)(Model T214)
C1, ORD 9 SNL G-507	Jul 48	Truck, 1½ Ton, 6x6, Personnel & Cargo, (Dodge T223)
ORD 11 SNL T-3	August 48	Shell, Shotgun
D/A Cir 313 (AFL 77-3)	8 Oct 48	Loan of Vehicle to Post Office Dept. for Movement of Domestic Christmas Mail in 1948
C1, AR 775-10	23 Sep 48	Qualification in Arms & Ammunition Training Allowances
AF Manual 67-1	Jun 48	USAF Supply Manual (Part I Base Activities & Part II Depot Activities)
AF Letter 35-4	1 Sep 48	USAF Uniforms for Male Personnel
AF Letter 35-51 AF Letter 35-51A	12 Jul 48 23 Aug 48	Foreign Service Tours
AF Letter 36-30	22 Sep 48	Wearing of Winter Service Uniform in Military District of Washington
AF Reg 35-21 AF Reg 35-21A	30 Apr 48 9 Aug 48	Foreign Service Credits
AF Reg 53-3	27 Aug 48	Application for Officer Service Schools of Officers returning from Overseas
AF Letter 121-5	25 Oct 48	Maintenance of Motor Vehicles
AF Letter 122-7	26 Oct 48	Maintenance, Use, Storage and Inspection of Motor Vehicles
ORD 7 SNL G-503	May 48	Truck, ¼ Ton, 4x4, (Ford Model GPW and Willys Model MB)
C1, ORD 8 SNL G-688	Jun 48	Bus, 29-Passenger, 4x2
ORD 11 SNL R-8	Jun 48	Ammunition, Obsolete, Non-standard, for Group R
TM 9-1907	Jul 48	Ballistic Data Performance of Ammunition
D/A Cir 312 Section II	7 Oct 48	FIELD GLASSES - Sale of obsolete
AF Reg 91-16	8 Oct 48	Uniform Requirements for the Marking of Vehicles Used on Landing Areas

Inclosure No. 2

B

HEADQUARTERS
CONTINENTAL AIR COMMAND
Office of the Adjutant General
Mitchel Air Force Base, New York

onAC BULLETIN
180-1

21 January 1949

ADJUTANT GENERAL

Roster of Governors, United States Senators and Representatives

A roster of governors of the States, United States senators and representatives is attached for information of all concerned.

Neal J O'Brien
NEAL J. O'BRIEN
Colonel, USAF
Adjutant General

1 Incl:
Roster

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LETTER TO AIRMEN

Each week the Public Information Office receives a copy of "Letter to Airmen" edited by Kendall K. Hoyt, nationally famous aviation writer. Due to the fact that this weekly news letter is paid for by subscription to this office, it would be impracticable to have the letter sent to all staff members, therefore, portions of the letter worthy of reproduction will be reproduced by this office for the information of the staff members of this headquarters.

News worthy items for the week of March 3 are quoted for your information:

". . . . .

HOOVER COMMISSION REPORTS

On Military and Civilian Aviation.

BY WAY OF BACKGROUND, the Commission on Organization of the Executive Branch of the Government was established by Congress in July, 1947.

Headed by ex-president Herbert Hoover, the 12-man group is composed of members of Congress, top officials, and prominent citizens, plus staff of 100.

Detailed studies were made by 25 "task force committees" with total of some 300 members, leading experts in their fields.

Findings are in 18 reports. Several have gone to Congress; rest are due by March 13. Whole set may be ordered from Superintendent of Documents, Government Printing Office, Washington 25, D. C. Price will be about $10.

Authority for action, as given Roosevelt a decade ago, is in House-approved bill awaiting OK by Senate Expenditures Committee.

Reorganization plans by Truman would take effect in 60 days unless disapproved by majority vote of Senate and House. Some major agencies, including armed forces, could be revised only by "separate package" proposals.

Guess is that little will be done in this session but a good bit of the Hoover findings may be considered next year, especially if the commission ... unlike last year's air policy groups ... is extended to follow through.

THE NATIONAL SECURITY ORGANIZATION . . .

The 3 service secretaries would be stripped of right to appeal over the head of the super secretary and would become his under secretaries.

There would be another under secretary as deputy to the top man.

Air merger ... Naval Aviation with USAF or vice versa ... was disfavored as we expected (Oct 28 ltr) after proponents failed to argue for it.

The Eberstadt group remarked that military costs are alarming and air is biggest element. But we don't know enough about form of future war to risk putting "all our eggs in one basket".

Some duplication between Air Force and Navy is "reasonable". Primary responsibility for strategic bombing is with Air Force. But present range of bombers, it says here, is not enough to dispense with foreign bases which Army must hold and Navy must service.

0808

COMMERCE DEPT would get all the non-regulatory functions for all forms of transport. Though rejecting the idea of a new Dept of Transportation, the Hoover group would make Commerce little but that.

Transferred in toto to Commerce would be the National Advisory Committee for Aeronautics, Public Roads Admin, Office of Defense Transportation, and Coast Guard. Some functions of ICC and Maritime Commission would be added. Weather Bureau and other existing activities would be kept.

CAA would become the Bureau of Civil Aviation, under Commerce Dept. CAB would remain independent. Exact status will be covered next week in report on regulatory agencies.

The new bureau would get all of CAA's responsibility for promoting civil aviation, domestic and international.

Promulgating and enforcing air safety rules, now split between CAA and CAB, would go to the bureau but appeal could be made to CAB. Whether there will be an Air Safety Board for triple check, we can't yet say.

Development of route patterns would be a bureau duty. The Dept would make over-all route programs (air, land, water); also transport mobilization.

Earlier Hoover recommendations on personnel would let agencies do their own hiring. This would help clear deadwood out of CAA.

TOP APPOINTMENTS still are center of rumors. If you believe all, it may appear that the armed forces superstructure will be pretty much all new.

Truman, who talks of going to the people again if Congress doesn't unblock his programs, sticks by his men under fire, as exhibited by last week's name calling against critics of his military aide. Situation is fairly quiet now, so it's a time when removals are possible, before new trouble starts.

Sub-cabinet changes continue. (Feb 17 ltr.) Present Under Secretary jobs in the 3 services are declared surplus by Eberstadt report.

Asst Secretary of Air Force, C. V. Whitney, is put upstairs by shift to Under Secretary of Commerce. Grant Mason, his aide, may go with him.

Replacement is Thomas G. Lanphier, Jr., air combat veteran now editor of Boise Statesman. Air Force Assn, which he headed last year and of which Whitney is a director, is outspokenly for "one air force". Lanphier, though a Guardsman, recently blasted the Air Natl Guard as "48 little air forces".

Whitney's job included supervision of Reserve matters.

AIR RESERVE INVESTIGATION is due. After Sen. Margaret Smith (R-Me) filed her resolution (Feb 10 ltr), Chairman Carl Vinson of House Armed Services expressed full agreement; said his committee already had talked of probing reserve "progress, or lack thereof"; and thinks action "very likely".

Dissatisfaction is with Army and Air Force Reserves. Naval and Marine program is given good score in statements from Truman all down the line.

USAF Reserve re-restudy by Gen. Pete Quesada's ad hoc committee meanwhile is in final meetings. Report to Air Staff is due any day. After years of waiting for the various studies to yield a program, Reservists hope answers will be found and will not again be stifled.

. . . .

NON-STOP flight around world by Air Force Boeing B-50 averaged 249 mph with 4 refuelings aloft. Extra bomb bay tanks were carried; no bombs or ammo.

PLANES Faster interceptors are found needed after B-36 tests at high altitudes. Republic XF-91 completes taxi tests. Northrop XF-89 Scorpion is in 600-mph class; can operate above 40,000 ft. Lockheed FX-90 may get production orders.

USAF engine procurement program revised a bit within $367 million total.

Lockheed C-121 Connies start Atlantic airlift of Berlin replacements.

ICAO performance and design standards are being prepared for 4 separate categories of transport aircraft, 3 passenger and 1 cargo.

Personal aircraft shipments in Jan were 113 4-place and 39 2-place.

Luscombe 90 HP crop sprayer will include stall warning indicator.

Beech Bonanza distance flight from Honolulu tried again by Bill Odum.

VETERANS ADMIN findings by Hoover Commission uphold policy of discouraging avocational training. ... House Appropriations Committee is expected to put GI flight proviso same as last year in VA supply bill.

So the AMVETS case appeal, which would have lacked point as applied to law expiring June 30, has new significance. Florida case for declaratory decision on meaning of law, is still pending against motion to dismiss.

Meanwhile we are told that VA issued a legal opinion last August that "complete justification" meant simply "satisfactory evidence". But it was buried in branch office files except in two areas. Approvals there are high.

BILLY MITCHELL award by Legion post, sponsored by Frank A. Tichenor, publisher of AERO DIGEST, goes to Gen. George C. Kenney of the Air Force.

CONGRESS $800 million more for Air Force, the amount in budget for UMT, is asked of Truman by Rep. Vinson without request to abandon UMT. 70-group bill holds in House Rules Committee. Several H. Armed Services members are watching Naval maneuvers (where radiation effect is said to have been belittled in simulated A-bombing). Senate is stymied by filibuster.

House Interstate Commerce Committee is about to announce subcommittees; expect aviation will be under Transportation subcommittee ... not separate.

. . . ."

Reproduced HQ ConAC PIO 8 March 1949

AC62
JB136
P JEGC

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5-30 Dec
C-49

E JEPC 69A
272105Z

DEC 27 PM 6:19

M HQ USAF WASHDC
TO COMGENCONAC MITCHEL AFB NEW YORK
AF GRNC

PRIORITY

FROM AFMAI 13540 CONFIRMIMG RECENT TELTPHONE CONVERSATION WITH REPRESENTATIVE OF YOUR COMMAND, IT IS REQUESTED THAT THIS HEADQUARTERS E FURNISHEB IMMEDIATELY FOLLOWING INFORMATION REGARDING AIR FORCE ESERVE USE OF 67 BROAD STREET, NEW YORK CITY: PLOT PLAN OF SPACE SED SHOWING HOW UFED, COMPLETE SCHEDULE OF USE OF SPACE, BROKEN WN INTO DETAILS, FOR SEPTEMBER, OCTOBER, NOVEMBER, 1949, GIVE MPLETE SCHEDULE AS TO HOW THIS SPACE WAS USED, NUMBER ATTENDING, NUMBER PERMANENTLY ASSIGNEB, LENGTH OF CLASS IN HOURS, TIME OF DAY CLASS HELD, STATEMENT AS TO WHAT THE MISSION IS FOR EACH ACTIVITY, ETC., COMPLETE JUSTIFCCATION FOR THE USE OF THE SPPCE. ALSO A STATEMENT

AGE TWO JEPC 69A

IN REGARD TO OBTAINING OTHER SPACE AND WHAT RESULTS. IT IS REQ ESTED OUR COMMAND SEND A QUALIFIED REPRESENTATIVES TO THIS HEADQUARTERS TO ATTEND CONFERENCE ON 67 BROAD ST. MEETIMG ON 28 DECEMBER 1949, 1000 OURS, ROOM 5 C 926, PENTAGON BUILDING, WASH. D. C.

CFN 13540 YU QORO 67 T C 926 WI QORO QPPP

27/2150Z

Called Colonel Abbott at 1925 27 Dec

CAC 41

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FM CG 12AF BROOKS AFB TEX

TO CG CONAC MITCHEL AFB N Y

AF GRNC

PRIORITY

PP3 1857 REURMSG MIL PERS-2E 43104, DTD 23 DEC 49 (ATTN: AF PMP-1)

201

APPLICATION FOR EAD OF CAPT FRANK L ROBERTSON IS ON FILE IN THIS HQ. RECORDS OF OFFICER INDICATES HE MEETS PRESENT RECALL CRITERIA, HOWEVER THERE IS NO EVIDENCE HE HAS PARTICIPATED IN FLYING TRAINING IN PAST TWO YEARS. LETTER FR THIS HQ TO SUBJ OFFICER DATED 16 DEC 49, REQUESTED HE SUBMIT EVIDENCE OF HIS FLYING PROFICIENCY AND FURTHER IF HE HAS NOT PARTICIPATED IN FLYING TRAINING WITHIN THE PAST TWO YEARS TO APPEAR BEFORE A FLYING EVALUATION BOARD AND FORWARD A COPY OF THE BOARD PROCEEDINGS TO THIS HQ . APPLICATION WILL BE FORWARDED TO YOUR HQ IMMEDIATELY UPON RECEIPT OF THE ABOVE INFORMATION PROVIDED CAPT ROBERTSON IS PROFICIENT OR CAN BECOME PROFICIENT WITH A MINIMUM AMOUNT OF TRAINING . END

CCC...LAST WORD IN FOUR LINE DOWN SHOULD READ DEC RPT DEC

CFN PP3 1857 PERS-2E 43104 23 49 AF PMP11 16 49

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S-30 DEC

DE JEPC 98A
R 272105Z
FM HQ USAF WASHDC
TO COMGENCONAC MITCHEL AIR FORCE BASE HEMPSTEAD NEW YORK

AF GRNC

FROM AFMAI 13561 REUTT 42937 DATED 21 DEC CONCERNING THE ACQUISITION OF SURPLUS BUILDINGS AF FT SNELLING RESERVATION FOR USE AT WOLD CHAMBERLAIN IN CONNECTION WITH AFRTC. SINCE THE PROPERTY WAS DECLARED SURPLUS BY VET ADMINISTRATION PUBLIC LAW 627, 79TH CONGRESS IS NOT APPLICABLE AND FAIR VALUE WOULD HAVE TO BE PAID GENERAL SERVICES ADMINISTRATION FOR THEIR ACQUISITION. FUNDS TO EFFECT SUCH ANPURCHASE ARE NOT AVAILABLE.

602

CFN 13561 42937 WQ 627 UOTH

27/2150Z

HQ CONTINENTAL AIR COMMAND, MITCHEL AFB, N.Y.

CHIEF OF STAFF, USAF, WASHINGTON 25, D.C.

UNCLASSIFIED

ROUTINE

X

AFConACCA 2969 PD RE LTR USAF CMA SUBJ CMA QUOTE FLD TNG FOR ANG UNITS CMA FOURTH QUARTER CMA FY ONE NINE FOUR NINE AND FIRST QUARTER CMA FY ONE NINE FIVE ZERO UNQUOTE CMA ONE FIVE JAN FOUR NINE CMA PAR TWO CHARLIE PAREN TWO PAREN INSTRUCTIONS THE AIR FORCE TO OPEN CMA OPERATE AND CLOSE AF BASES USED FOR ANG FLD TNG SITES PD REQUEST THAT AN SOP BE FORMULATED AND PUBLISHED TO THE MAJOR AF COMMANDS DETAILING THE RESPONSIBILITIES OF THE COMMAND TO WHICH THE BASE IS ASSIGNED PD THIS REQUEST IS MOTIVATED BY THE SITUATION WHICH HAS ARISEN IN CONJUNCTION WITH THE CONTEMPLATED USE OF CASPER AF BASE CMA WYOMING PD END

CG, ConAC

OFFICIAL BUSINESS

UNCLASSIFIED

/t/ JAMES H. HACKETT
1st Lt, USAF
Asst Adj Gen

CA/Capt G.S.Weart/81 2201 14 Feb 49 1 1

COPY
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45

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
Washington 25, D. C.

15 February 1949

SUBJECT: Inspection of Air National Guard Installations

TO : Commanding General
Continental Air Command
Mitchel Air Force Base
New York

1. A recent inspection of an Air National Guard installation late at night revealed the fact that duty personnel were asleep and that very valuable government property was unprotected. It is possible that this condition exists, at least periodically, at other Air National Guard bases.

2. It is requested that Numbered Air Forces be directed to require the Regular Air Force instructors to make periodic inspections during off duty hours (at least one monthly) of buildings and areas on Air National Guard bases where government property is housed, stored, or parked. Such inspections should be unannunced and should be conducted at varying hours and on varying days. A report of the result of these inspections should be submitted to the Air Force Commander with copy of report forwarded through the base commander to the State Adjutant General, in those cases where inadequate security and protection is noted.

BY COMMAND OF THE CHIEF OF STAFF:

s/ C. W. Schott
t/ C. W. SCHOTT
Colonel, USAF
Deputy, Special Assistant
for Reserve Forces

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C O P Y
333.1

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CAC1

EJB 126

RR JEG

FM JEP 81A/HQ USAF WASH D C 123110Z

TO COMGENCONAC MITCHEL AFB NEW YORK

AF GRNC

AFCRF-2 16622

Re Letter this Hq. 15 Feb 49 subj: "Inspection of Air National Guard installations, the last sentence thereof is amended to read, "A report of the result of these inspections should be submitted thru the Base Commander to the State Adjutant General with an information copy directed to the Air Force Commander, in those cases where inadequate security and protection are noted."

CFN AFCRF-2 16622 15 49 13/2132Z

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Conference on Radar Training Aids
OC 337 (15 Feb 49) 1st Ind OC/RGR/37

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Commanding General, Air Training Command, Barksdale Air Force Base, Louisiana

* * * * * * *

3. The Air Reserve and Air National Guard will use trainers similar to those used by the regular components of the Air Force, but the quantitative requirements for trainers for these civilian components are not available at this time.

FOR THE COMMANDING GENERAL:

/t/ JAMES H. HACKETT
1st Lt, USAF
Asst Adj Gen

2 Incls:
Incl. 1 - Msg AF ConACDA
Incl. 2 - Ltr Hq USAF

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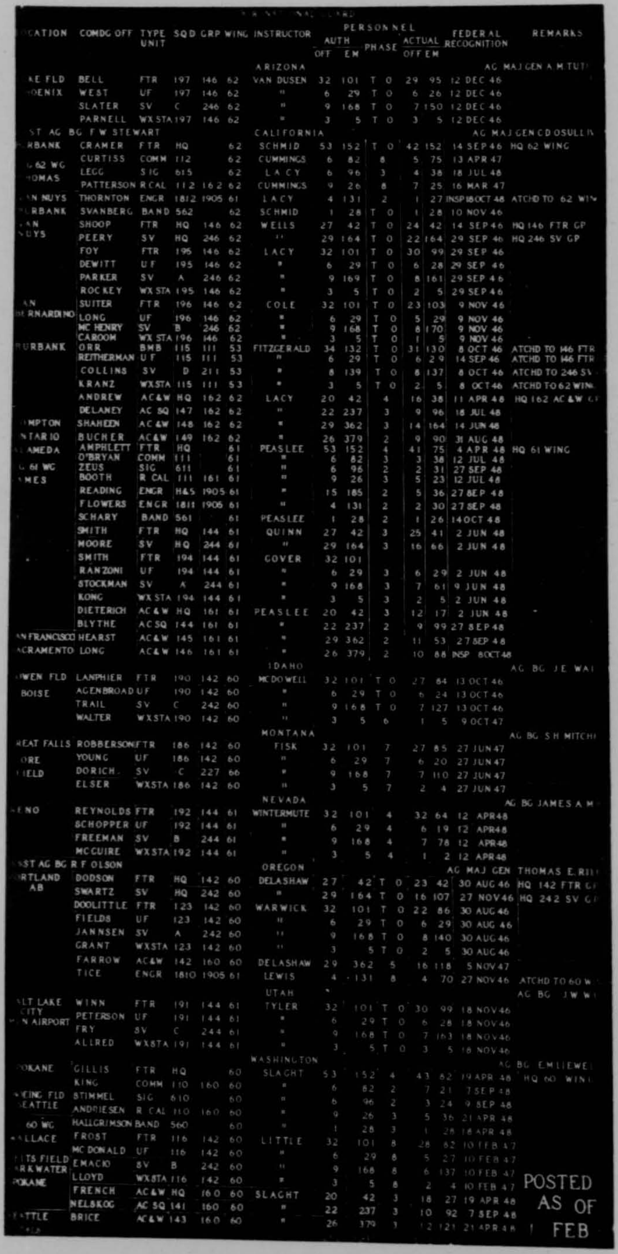

AIR NATIONAL GUARD

CATION	COMDG OFF	TYPE UNIT	SQD	GRP	WING	INSTRUCTOR	PERSONNEL AUTH OFF	PERSONNEL AUTH EM	PHASE	ACTUAL OFF	ACTUAL EM	FEDERAL RECOGNITION	REMARKS
						ARIZONA							AG MAJ GEN A M TUT
KE FLD	BELL	FTR	197	146	62	VAN DUSEN	32	101	T O	29	95	12 DEC 46	
OENIX	WEST	UF	197	146	62	"	6	29	T O	6	26	12 DEC 46	
	SLATER	SV	C	246	62	"	9	168	T O	7	150	12 DEC 46	
	PARNELL	WX STA	197	146	62	"	3	5	T O	3	5	12 DEC 46	
ST AG BG	F W STEWART					CALIFORNIA							AG MAJ GEN C D OSULLI
RBANK	CRAMER	FTR	HQ		62	SCHMID	53	152	T O	42	152	14 SEP 46	HQ 62 WING
62 WG	CURTISS	COMM	112		62	CUMMINGS	6	82	8	5	75	13 APR 47	
OMAS	LEGG	SIG	615		62	LACY	6	96	3	4	38	18 JUL 48	
	PATTERSON	R CAL	112	162	62	CUMMINGS	9	26	8	7	25	16 MAR 47	
N NUYS	THORNTON	ENGR	1812	1905	61	LACY	4	131	2	1	27	INSP 18 OCT 48	ATCHD TO 62 WI
RBANK	SVANBERG	BAND	562		62	SCHMID	1	28	T O	1	28	10 NOV 46	
AN	SHOOP	FTR	HQ	146	62	WELLS	27	42	T O	24	42	14 SEP 46	HQ 146 FTR GP
UYS	PEERY	SV	HQ	246	62	"	29	164	T O	22	164	29 SEP 46	HQ 246 SV GP
	FOY	FTR	195	146	62	LACY	32	101	T O	30	99	29 SEP 46	
	DEWITT	UF	195	146	62	"	6	29	T O	6	28	29 SEP 46	
	PARKER	SV	A	246	62	"	9	169	T O	8	161	29 SEP 46	
	ROCKEY	WX STA	195	146	62	"	3	5	T O	2	5	29 SEP 46	
AN	SUITER	FTR	196	146	62	COLE	32	101	T O	23	103	9 NOV 46	
RNARDINO	LONG	UF	196	146	62	"	6	29	T O	5	29	9 NOV 46	
	MC HENRY	SV	B	246	62	"	9	168	T O	8	170	9 NOV 46	
	CAROOM	WX STA	196	146	62	"	3	5	T O	1	5	9 NOV 46	
URBANK	ORR	BMB	115	111	53	FITZGERALD	34	132	T O	31	130	8 OCT 46	ATCHD TO 146 FTR
	REITHERMAN	UF	115	111	53	"	6	29	T O	6	29	14 SEP 46	ATCHD TO 146 FTR
	COLLINS	SV	D	211	53	"	8	139	T O	8	137	8 OCT 46	ATCHD TO 246 SV
	KRANZ	WX STA	115	111	53	"	3	5	T O	2	5	8 OCT 46	ATCHD TO 62 WIN
	ANDREW	AC&W	HQ	162	62	LACY	20	42	4	16	38	11 APR 48	HQ 162 AC&W G
	DELANEY	AC SQ	147	162	62	"	22	237	3	9	96	18 JUL 48	
MPTON	SHAHEEN	AC&W	148	162	62	"	29	362	3	14	164	14 JUN 48	
TARIO	BUCHER	AC&W	149	162	62	"	26	379	2	9	90	31 AUG 48	
AMEDA	AMPHLETT	FTR	HQ		61	PEASLEE	53	152	4	41	75	4 APR 48	HQ 61 WING
	O'BRYAN	COMM	111		61	"	6	82	3	3	38	12 JUL 48	
61 WG	ZEUS	SIG	611		61	"	6	96	2	2	31	27 SEP 48	
MES	BOOTH	R CAL	111	161	61	"	9	26	3	5	23	12 JUL 48	
	READING	ENGR	H&S	1905	61	"	15	185	2	5	36	27 SEP 48	
	FLOWERS	ENGR	1811	1905	61	"	4	131	2	2	30	27 SEP 48	
	SCHARY	BAND	561		61	PEASLEE	1	28	2	1	26	14 OCT 48	
	SMITH	FTR	HQ	144	61	QUINN	27	42	3	25	41	2 JUN 48	
	MOORE	SV	HQ	244	61	"	29	164	3	16	66	2 JUN 48	
	SMITH	FTR	194	144	61	GOVER	32	101					
	RANZONI	UF	194	144	61	"	6	29	3	6	29	2 JUN 48	
	STOCKMAN	SV	A	244	61	"	9	168	3	7	61	9 JUN 48	
	KONG	WX STA	194	144	61	"	3	5	3	2	5	2 JUN 48	
	DIETERICH	AC&W	HQ	161	61	PEASLEE	20	42	3	12	17	2 JUN 48	
	BLYTHE	AC SQ	144	161	61	"	22	237	2	9	99	27 SEP 48	
N FRANCISCO	HEARST	AC&W	145	161	61	"	29	362	2	11	53	27 SEP 48	
CRAMENTO	LONG	AC&W	146	161	61	"	26	379	2	10	88	INSP 8 OCT 48	
						IDAHO							AG BG J E WAI
WEN FLD	LANPHIER	FTR	190	142	60	MC DOWELL	32	101	T O	27	84	13 OCT 46	
BOISE	AGENBROAD	UF	190	142	60	"	6	29	T O	6	24	13 OCT 46	
	TRAIL	SV	C	242	60	"	9	168	T O	7	127	13 OCT 46	
	WALTER	WX STA	190	142	60	"	3	5	6	1	5	9 OCT 47	
						MONTANA							AG BG S H MITCH
EAT FALLS	ROBBERSON	FTR	186	142	60	FISK	32	101	7	27	85	27 JUN 47	
ORE	YOUNG	UF	186	142	60	"	6	29	7	6	20	27 JUN 47	
IELD	DORICH	SV	C	227	66	"	9	168	7	7	110	27 JUN 47	
	ELSER	WX STA	186	142	60	"	3	5	7	2	4	27 JUN 47	
						NEVADA							AG BG JAMES A M
ENO	REYNOLDS	FTR	192	144	61	WINTERMUTE	32	101	4	32	64	12 APR 48	
	SCHOPPER	UF	192	144	61	"	6	29	4	6	19	12 APR 48	
	FREEMAN	SV	B	244	61	"	9	168	4	7	78	12 APR 48	
	MC GUIRE	WX STA	192	144	61	"	3	5	4	1	2	12 APR 48	
ST AG BG	R F OLSON					OREGON						AG MAJ GEN	THOMAS E RI
RTLAND AB	DODSON	FTR	HQ	142	60	DELASHAW	27	42	T O	23	42	30 AUG 46	HQ 142 FTR G
	SWARTZ	SV	HQ	242	60	"	29	164	T O	16	107	27 NOV 46	HQ 242 SV G
	DOOLITTLE	FTR	123	142	60	WARWICK	32	101	T O	22	86	30 AUG 46	
	FIELDS	UF	123	142	60	"	6	29	T O	6	29	30 AUG 46	
	JANNSEN	SV	A	242	60	"	9	168	T O	8	140	30 AUG 46	
	GRANT	WX STA	123	142	60	"	3	5	T O	2	5	30 AUG 46	
	FARROW	AC&W	142	160	60	DELASHAW	29	362	5	16	118	5 NOV 47	
	TICE	ENGR	1810	1905	61	LEWIS	4	131	8	4	70	27 NOV 46	ATCHD TO 60 W
						UTAH							AG BG J W W
LT LAKE CITY	WINN	FTR	191	144	61	TYLER	32	101	T O	30	99	18 NOV 46	
N AIRPORT	PETERSON	UF	191	144	61	"	6	29	T O	6	28	18 NOV 46	
	FRY	SV	C	244	61	"	9	168	T O	7	163	18 NOV 46	
	ALLRED	WX STA	191	144	61	"	3	5	T O	3	5	18 NOV 46	
						WASHINGTON							AG BG E M LIEWE
OKANE	GILLIS	FTR	HQ		60	SLAGHT	53	152	4	43	82	19 APR 48	HQ 60 WIN
	KING	COMM	110	160	60	"	6	82	2	7	21	7 SEP 48	
EING FLD	STIMMEL	SIG	610		60	"	6	96	2	3	24	9 SEP 48	
EATTLE	ANDRIESEN	R CAL	110	160	60	"	9	26	3	5	36	21 APR 48	
60 WG	HALLGRIMSON	BAND	560		60	"	1	28	3	1	28	18 APR 48	
LLACE	FROST	FTR	116	142	60	LITTLE	32	101	8	28	82	10 FEB 47	
TS FIELD	MC DONALD	UF	116	142	60	"	6	29	8	5	27	10 FEB 47	
RKWATER	EMACIO	SV	B	242	60	"	9	168	8	6	137	10 FEB 47	
OKANE	LLOYD	WX STA	116	142	60	"	3	5	8	2	4	10 FEB 47	POSTED
	FRENCH	AC&W	HQ	160	60	SLAGHT	20	42	3	18	27	19 APR 48	AS OF
	NELSKOG	AC SQ	141	160	60	"	22	237	3	10	92	7 SEP 48	
TTLE	BRICE	AC&W	143	160	60	"	26	379	3	12	121	21 APR 48	1 FEB

C O P Y
325

HEADQUARTERS TENTH AIR FORCE
BENJAMIN HARRISON AIR FORCE BASE
Fort Benjamin Harrison, Ind.

16 February 1949

AF10CA

SUBJECT: Realignment of Air National Guard Units Within the Tenth Air Force Area

THRU : Commanding General, Ctontinental Air Command, Mitchel Air Force Base, New York

TO : Chief of Staff, USAF, Washington 25, D.C.

1. The realignment of the organization of the three Air National Guard Fighter Wings in the Tenth Air Force Area is indicated due to the:

a. Desirability for all units of any Wing to participate in the annual field training period at the same time.

b. The change in the Tenth Air Force boundaries.

2. With reference to sub-paragraph "a" above, at a conference of State Adjutants General and the three Wing Commanders held this headquarters 10 February 1949, it was agreed that the organization of the three Fighter Wings, as they now stand, will not allow all units of any Wing to be in field training at the same time. This is due to the condierable spread of latitude and the elevations above sea lelvel causing the harvest season, within any single Wing, to be at variance. A few states in the Tenth Air Force Area rely rather heavily on individuals whose private business is agriculture. These states who draw their National Guard members from industry are not affected; however, in the present organization each of the three fighter Wings recruit individuals who are occupied in both agriculture and industry. For example, the harvest season in the southern part of the Tenth Air Force Area is practically completed by the latter part of June or July, whereas in the northern part of the area and the higher elevations above sea level, harvesting takes place during the month of August.

3. There is attached herewith a chart of the area incorporating the recommendations suggested in this plan. The recommended organization will give each Wing at least two Groups and seven Squadrons, and as a result, a more balanced organization for the three Wings. In this recommended re-organization, consideration has been given to the combat units effected, service units, and the air warning units. In all cases, it will only necessitate the realighment of Groups and Squadrons to different Wings, and in only two cases, the actual redesignation of the unit number. For exa,ple, the 173d Fighter Squadron at Lincoln, Nebraska, has an affiliated unit, Detachment C, 222d Air Service Group, and in the proposed realign-

ment, the 173d Fighter Squadron will retain Detachment C, but it will be part of the 232d Air Service Group Headquarters. The 175th Fighter Squadron, Sioux Falls, South Dakota, has an affiliated unit, Detachment C, 232d Air Service Group and in the proposed realignment, the 175th Fighter Squadron will retain Detachment C, but it will be part of the 222d Air Service Group. Attached as Inclosure No. 2 is a station list showing units assigned to each Wing.

4. This has been coordinated with and approved by the Adjutants General and Wing Commanders, 10th Air Force area.

s/t/ HARRY A. JOHNSON
Brig, Gen., USAF
Vice Commander

2 Incls
1. Chart of Area
2. Station List

EXTRACT COPY
325

Realignment of Air National Guard Units Within the Tenth Air Force Area

RG 325 1st Ind 18 Mar 49

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Special Assistant to the Chief of Staff for Reserve Forces,
Headquarters USAF, Washington 25, D.C.

* * * *

2. This headquarters recognizes the desirability of the realignment of the Air National Guard Fighter Wing organization in the Tenth Air Force area. The plan for accomplishing this realignment is considered satisfactory; further, since the plan was agreed to by various State Adjutants General and the three (3) Wing Commanders (as indicated in paragraph 2 of the basic correspondence), it is recommended that early approval be given the plan and specific implementation directed.

FOR THE COMMANDING GENERAL:

s/t/ NEAL J. O'BRIEN
Colonel, USAF
Adjutant General

2 Incls
n/c

C O P Y
325

Subject: Realignment of ANG Units Within 10th AF Area, 16 Feb 49
CSNGB-AFOTN 3rd Ind

Hq., Dept of the Army, SS, USA, National Guard Bureau, Washington 25, D.C.
27 April 1949

TO: Chief of Staff, United States Air Force, Washington 25, D.C.
ATTN: AFCRF-2

1. The proposed realignment plan of tactical units of the Air National Guard within the Tenth Air Force area has been forwarded to all concerned Adjutants General.

2. Upon acknowledgment of this communication, a letter will be published announcing the permanent realignment for operational control of the tactical units in the Tenth Air Force area.

FOR THE CHIEF, NATIONAL GUARD BUREAU:

/s/ GEO. G. FINCH
Major General
Chief, Air Force Division
National Guard Bureau

2 Incls
w/d

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50

16 February 1949

MEMORANDUM FOR BRIGADIER GENERAL A. H. GILKESON:

SUBJECT: Field Inspection

1. Reference is made to our memorandum to you, subject "Field Inspection", dated 25 October 1948, copy attached as Inclosure No. 1, and your response thereto dated 2 November 1948, copy attached as Inclosure No. 2, with copy of a letter, subject "Air National Guard, Wayne County, Michigan", dated 1 November to the Commanding General, Air Defense Command, as Inclosure No. 3.

2. It is our informal understanding the the Continental Air Command, upon receipt of your letter of 1 November 1948, indicated that they would effect the inspection concerning subject item at the time of their annual inspection of March 1949.

3. Information has now been received by this office to the effect that on the 13th or 14th of February the Governor of the State of Michigan, utilizing an Air National Guard aircraft assigned to the State of Michigan, was involved in an aircraft accident in which not only the government aircraft was considerably damaged, but in which several private airplanes were demolished.

4. Informal information also indicates that the Air National Guard aircraft was not being used in consonance with published regulation.

5. It is suggested that there might be severe repercussions from this incident, particularly in view of the former incident and in further consideration of the fact that damage was sustained to private aircraft.

6. For your further information, the subject of alleged misuse of Air National Guard aircraft by the Governor of the several states was a matter of considerable conversation at the Air National Guard budget hearings before the House of Representatives sub-committee on appropriations incident to the presentation of the 1950 Air National Guard budget on 14 February 1949.

7. Request this office be advised as to any action you might take as a result of this memorandum.

3 Incl (as stated above)

C O P Y
333.1

HEADQUARTERS TWELFTH AIR FORCE
Office of the Inspector General
Brooks Air Force Base, Texas

51

16 February 1949

H333.4

SUBJECT: Status of Air National Guard Semi-annual Inspections

TO : The Inspector General, Headquarters Continental Air Command
Mitchel Air Force Base, New York

1. Request information as to whether semi-annual inspections of Air National Guard units are to be conducted by this headquarters in accordance with Par. 21c, Sec IV, NGB Regulation 48, 4 Oct 46.

2. File copies of inspection reports furnished by the 14th Air Force did not include copies of any semi-annual inspections.

3. In view of paragraph 2 above, this headquarters is desirous of obtaining information whether the semi-annual inspection has been discontinued temporarily, permanently (predicated on supersession of the old AFR 120-1 by AFR 123-1 wherein semi-annual inspections were eliminated) or whether same are still required.

s/ E. W. RAPIER
Colonel, USAF
Inspector General

CBB/249

HA 333.1 (16 Feb 49) 1st Ind
2 Mar 1949

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Commanding General, Twelfth Air Force, Brooks Air Force Base, Texas

Semi-annual inspections of Air National Guard units are not required pending revision of National Guard Regulation 48.

BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

s/ CHARLES N. STEWART
Captain, USAF
Asst Adj Gen

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

16 Feb 1949

SUBJECT: Field Training

TO: Commanding General
Continental Air Command
Mitchel Air Force Base
New York

1. Information has been received from the Air Force Division, National Guard Bureau that the following States and the Territory of Hawaii have expressed a desire to attend field training during the current year, prior to 1 July 1949:

Arizona
Arkansas
Colorado
Idaho
Montana

Nevada
North Dakota
Oregon
South Dakota
Washington

2. It is considered v ery desirable that these requests be approved due to the harvest season interfering with field training attendance if the training is held after 1 July.

3. It is requested that the Numbered Air Forces concerned expedite arrangements for the bases to be utilized by the Air National Guard units from the above States and the Territory of Hawaii and the State Authorities advised regarding same so that definite plans can be initiated and funds allotted for this activity.

4. It is requested thatthis Headquarters be advised as soon as possible of the arrangements that have been made including dates of each training period.

BY COMMAND OF THE CHIEF OF STAFF:

/s/t/ C. W. SCHOTT
Colonel, USAF
Deputy Spec. Asst. for Res Forces

HEADQUARTERS
TENTH AIR FORCE
Fort Benjamin Harrison, Indiana

AF10CA 325 16 February 1949

SUBJECT: Realignment of Air National Guard Units Within the Tenth Air Force Area

THRU:
Commanding General
Continental Air Command
Mitchel Air Force Base
New York

TO:
Chief of Staff, USAF
Washington, D. C.

1. The realignment of the organization of the three Air National Guard Fighter Wings in the Tenth Air Force Area is indicated due to the:

a. Desirability for all units of any Wing to participate in the annual field training period at the same time.

b. The change in the Tenth Air Force boundaries.

2. With reference to sub-paragraph "a" above, at a conference of State Adjutants General and the three Wing Commanders held this headquarters 10 February 1949, it was agreed that the organisation of the three Fighter Wings, as they now stand, will not allow all units of any Wing to be in field training at the same. This is due to the considerable spread of latitude and the elevations above sea level causing the harvest season, within any single Wing, to be at variance. A few states in the Tenth Air Force Area rely rather heavily on individuals whose private business is agriculture. Those states who draw their National Guard members from industry are not affected; however, in the present organization each of the three fighter Wings recruit individuals who are occupied in both agriculture and industry. For example, the harvest season in the southern part of the Tenth Air Force Area is practically completed by the latter part of June or July, whereas in the northern part of the area and the higher elevations above sea level, harvesting takes place during the month of August.

3. There is attached herewith a chart of the area incorporating the recommendations suggested in this plan. The recommended organization will give each Wing at least two Groups and seven Squadrons, and as a result, a more balanced organization for the three Wings. In this recommended re-organization, consideration has been given to the combat units effected, service units, and the air warning units. In all cases, it will only

necessitate the realignment of Groups and Squadrons to different Wings, and in only two cases, the actual redesignation of the unit number. For example, the 173d Fighter Squadron at Lincoln, Nebraska, has an affiliated unit, Detachment C, 222d Air Service Group, and in the proposed realignment, the 173d Fighter Squadron will retain Detachment C, but it will be part of the 232d Air Service Group Headquarters. The 175th Fighter Squadron, Sioux Falls, South Dakota, has an affiliated unit, Detachment C, 232d Air Service Group and in the proposed realignment, the 175th Fighter Squadron will retain Detachment C, but it will be part of the 222d Air Service Group. Attached as Inclosure No. 2 is a station list showing units assigned to each Wing.

4. This has been coordinated with and approved by the Adjutants General and Wing Commanders, 10th Air Force area.

2 Incls
  1. Chart of Area
  2. Station List

s/Harry A. Johnson
t/HARRY A. JOHNSON
Brig General, USAF
Vice Commander

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Realignment of Air National Guard Units Within the Tenth Air Force Area
RG 325 1st Ind

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York, 18 Mar 49

TO: Special Assistant to the Chief of Staff for Reserve Forces,
Headquarters USAF, Washington 25, D. C.

1. The basic correspondence was originally forwarded to this headquarters as an inclosure to a letter of transmittal from Headquarters Tenth Air Force, subject: "Transmittal of Air National Guard Plans, Tenth Air Force", File AFIOCA 325, 16 February 1949. Pertinent information included in other inclosures to the original letter was extracted and forwarded to Headquarters United States Air Force as an inclosure to letter this headquarters, subject: "Field Training for Air National Guard Units, 4th Quarter Fiscal Year 1949 and 1st Quarter Fiscal Year 1950", File RG 353, 4 March 1949.

2. This headquarters recognizes the desirability of the realignment of the Air National Guard Fighter Wing organization in the Tenth Air Force area. The plan for accomplishing this realignment is considered satisfactory; further, since the plan was agreed to by various State Adjutants General and the three (3) Wing Commanders (as indicated in paragraph 2 of the basic correspondence), it is recommended that early approval be given the plan and specific implementation directed.

FOR THE COMMANDING GENERAL:

s/Neal J. O'Brien
t/NEAL J. O'BRIEN
Colonel, USAF
Adjutant General

2 Incls
n/c

AFCRF-2 2nd Ind

Department of the Air Force, Hq. USAF, Washington 25, D. C. Mar 24, 1949

TO: Chief, Nat'l Guard Bureau, USA, Dept of the Army, Washington, D.C.

This Headquarters approves the suggested realignment of the Air National Guard Units within the Tenth Air Force area as recommended in basic letter and requests that the new assignments be effected as soon as possible and the "Army Air Force Plan for the Air National Guard" be amended accordingly.

s/Ben M. Matlick, Jr.
t/BEN M. MATLICK, Jr.
Major, USAF
Asst. Exec., Office of Spec.
Assistant for Reserve Forces

2 Incls
n/c

Subject: Alignment of ANG Units Within 10th AF Area, 16 Feb 49
GSNGB-AFOTN 3rd Ind

Hq., Dept. of the Army, SS, USA, National Guard Bureau, Washington 25, D.C., 27 April 1949

TO: Chief of Staff, United States Air Force, Washington 25, D. C.
ATTN: AFCRF-2

1. The proposed realignment plan of tactical units of the Air National Guard within the Tenth Air Force area has been forwarded to all concerned Adjutants General.

2. Upon acknowledgment of this communication, a letter will be published announcing the permanent realignment for operational control of the tactical units in the Tenth Air Force area.

FOR THE CHIEF, NATIONAL GUARD BUREAU:

s/Geo. G. Finch
t/GEO. G. FINCH
Major General
Chief, Air Force Division
National Guard Bureau

2 Incls:
w/d

Realignment of ANG Units Within 10th AF Area
AFCRF-2 4th Ind.

Department of the Air Force, Hq. USAF, Washington 25, D. C., Apr 29, 1949

TO: Commanding General, Continental Air Command, Mitchel AFB, N. Y.

BY COMMAND OF THE CHIEF OF STAFF:

s/C. W. Schott
t/C. W. SCHOTT
Colonel, USAF
Deputy Spec. Asst. for
Reserve Forces

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Realignment of Air National Guard Units Within the Tenth Air Force Area
RG 325 (16 Feb 49) 5th Ind. 9 May 1949

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Commanding General, Tenth Air Force, Fort Benjamin Harrison, Indiana

Attention is invited to 3d Indorsement.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

s/L. J. Windsor
t/L. J. WINDSOR
Captain, USAF
Ass't Adjutant General

54

70.65 Air Guard

AFPMP-1-R 18 February 1949

SUBJECT: Procedure for Assignment of Air Instructors

TO: Commanding General
Continental Air Command
Mitchel Air Force Base
Mitchel Field, New York

1. Reference is made to our letter dated 31 December 1948, subject as above.

2. Uncertainty of exact reporting date of returnee officers selected for Air National Guard duty and the possibility that they might not be acceptable to the interested State Adjutant General, necessitates a change in assignment procedure.

3. In the future all such officers selected for specific Air National Guard positions will be assigned to the appropriate numbered air force headquarters by the overseas command. At the time assignment instructions are furnished the overseas command, information regarding the officer's qualifications, proposed assignment, and estimated date of arrival will be forwarded to your headquarters for concurrence. Concurrently the approval of the interested State Adjutant General will be secured by this headquarters through National Guard Bureau channels.

4. It is requested that this headquarters be advised immediately when one of these officers reports to the numbered air force headquarters so that orders may be issued reassigning him from the numbered air force headquarters to his Air National Guard station for duty as Air Instructor.

5. Previous overseas returnees have been assigned directly to the proper Air National Guard unit with temporary duty at numbered air force headquarters. It is requested that this headquarters be advised when these officers report to the numbered air force headquarters in order that this headquarters may issue orders designating them as Air Instructors.

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In these cases travel to the Air National Guard unit has been authorized by overseas command.

BY COMMAND OF THE CHIEF OF STAFF:

ANNE W. TINGES
Major, USAF
Office, Director of Military Personnel

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AF GRNC

FROM AFOTG 8042 AN IM RQMT EXISTS FOR THE TRANSITIONAL MAINT TNG 176 AIR NG PERS IN SSNS 747 AND 750 ON F-84 TYPE ACFT PD PERS ARE PRESENTLY EXPERIENCED ON F-51 AND F-47 TYPE ACFT AND ARE IM AVAL FOR TNG PD UNDER THE PROV OF AF REG 50-9 IT IS REQUESTED THIS HQ BE ADVISED EARLIEST PRACTICABLE DATE DETAILS RELATIVE TO ACCOMPLISHING THIS TNG RQMT PD

CFN. . . AFOTG 8042 176 747 750 F-84 F-51 F-47 50-9

19/0100Z FEB

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SPEECH DELIVERED BY
HONORABLE HAROLD C. STUART
ASSISTANT SECRETARY OF THE AIR FORCE
TO THE
ADJUTANTS GENERAL ASSOCIATION CONVENTION
23 FEBRUARY 1950

I appreciate the opportunity to speak to you gentlemen today. I want to talk to you about the Air Force view point in terms of preparedness for defense and then I want to go over with you a few of the apparent misunderstandings which are said to have developed in the past between the Department of the Air Force and the National Guard. I assume - and believe rightly so - that all of us are interested in the same common and single purpose and that our combined efforts - without deviation - should be directed toward the fulfillment of that purpose. Our single aim should be to provide the United States with a military establishment, including both Regular and Reserve components---of such stature and such strength to prevent a war - if possible; and if that is not possible - then to be certainly assured of victory.

In these troubled days our survival as a nation depends upon that degree of readiness and effectiveness of our military establishment. We know not what day or what hour an attack may come. We do know - however - that Soviet military power - growing mightily - is aimed at the collapse of democratic nations - and ours is probably the principal target of that group.

To Russia's superiority in the air - in undersea's craft - and in ground forces - must be added her probable progress in the atomic field.

The histories of dictatorships show that they become victims of their own expansionism - a stern warning that we must be ready at any and all times for an attack.

Such are the potentials for damage in a sudden attack - we must devise every conceivable defense within our economic capability to nullify - and every offense to thwart such a blow. We must be ready at all times. Otherwise - the initial assault may be fatal -- the end may be written at the beginning.

The element of uncertainty in our defense plans must be reduced to an absolute minimum. So far as it is humanly possible - there must be the minimum margin for error.

In recent wars - we have not felt the first blow on our mainland - and we have had a chance to get ready before the full impact came.

This time - America will be a principal target and we cannot expect a "get ready" period. If war comes - we will be attacked without warning. Our survival as a nation and our chances for victory will depend upon our degree of readiness to meet the initial assault. For sustained retaliation we are here confronted with a real and menacing threat to our enterprise and our way of living. I want to assure you most sincerely of this one fact: everything the Air Force has done and has attempted to do in connection with organization and training of the Air National Guard has been directed - and will continue to be directed - toward the necessity of preparing the Air National Guard for the performance of its mission.

I hope I will be able to clear up some misunderstandings which may have existed between the Department of the Air Force and the National Guard - I also hope that thre will be a minimum of such misunderstandings in the future. I am of the firm opinion that by proper approach to all matters concerning the National Guard and the Department of the Air Force - misunderstandings can and should be eliminated before the seeds for them have been planted.

I will explain the development of the Air Force position with respect to certain matters upon which there have existed areas of controversy between the Air Force and the National Guard; I believe when the development of the Air Force position is understood by you - you will find that there is no real controversy and that the idea of controversy has been due entirely to lack of understanding.

Let me first refer to the so-called "Common Federal Commission Bill." The Air Force supported this bill. It was and is a desirable piece of legislation. It did - however - offer an opportunity for an amendment which would assure the Air National Guard a higher degree of readiness. We proposed to effect this higher degree of readiness by training these units with Regular Air Force Units of the same type for a certain specified number of days per year. The Air Force - therefore - proposed an amendment to this bill as being the proper vehicle for providing the legality for such training. We asked for 45 days of training under federal auspices each year. These 45 days we had intended to make possible by use of 2 full days per month and 15 days of active duty training in the summer. That makes a total of 39 days. We had intended to have available another 6 days to cover unforeseen contingencies such as delays while on extended training flights. Every Air National Guard pilot normally makes several such flights each year in connection with his scheduled training. While on such flights - he is subject to delay due to weather, due to accident or due to mechanical difficulties. This cushion was intended as a beneficial provision - to protect participating personnel. When opposition developed to this bill - due mainly, I believe, to a misinterpretation that it would require 45 days of continuous training under federal control or 45 days away from one's business - the Air Force withdrew from its position of recommending the amendment in order that other portions of the desired legislation (Air Force) could be passed.

We still believe that training such as it had envisaged with Regular Air Force units would be a forward step. The preparation of the Air National Guard for the performance of its mission would be advanced; we also believe that - if the proposal had been properly understood by the National Guard - we would have received its concurrence.

The second piece of legislation over which there has appeared to be misunderstanding was the amendment the Air Force proposed to the bill known as "USP&DC Bill." This bill provides for continued active duty of United States Purchasing and Disbursing Officers subsequent to the legal termination of the existing emergency. This - also - is a desirable piece of legislation. However, it was considered logical to establish a Base Accountable Supply Officer at each Air National Guard Base - this would bring the National Guard System of supply in time of peace into the same logistical set-up as exists in the Regular Air Force. Thus - in time of war - the change-over would be expedited and property settlements incident to the Air National Guard's going into the Federal Service would be eliminated. This was approved because of opposition on the part of the National Guard —— mainly - I believe - because such action would require too many Accountable Officers in any given State making it inconvenient for the Governor and the Adjutant General to deal with property accountability —— the Air Force withdrew from this position and agreed to passage of the proposed legislation without the amendment. We still believe that the amendment is desirable - but we do not wish to force upon military authorities of the States or the Governors a supply procedure which they believe to be of unacceptable inconvenience to them.

In an attempt to provide the military authorities of the States with appropriate Air Force advice by officers qualified to give such advice - the Air Force authorized some time ago the formation of Air Staffs in each of the States. The size and composition of these staffs was based upon the Air National Guard Troop strength within each State. There was nothing mandatory about the acceptance of the staff set-ups provided the States. It was simply an authorization which the Governor and Adjutant General could accept in event they desired to avail themselves of this type of advice. Again, I believe - had the matter been thoroughly explained to a group such as this - there would not have been such opposition. Unfortunately - when this authority was published - it incorporated an interoffice memoranda which contained the following and I quote: "This headquarters can see no objection to authorizing senior Air National Guard Officers on the State staffs to be of rank equal to that of the Adjutant General. Both are staff officers on the staff of the Governor of the State. Neither exercises command jurisdiction over the other." These statements apparently have been subject to mis-interpretation. They were of no consequence as a part of the published instrument of authorization. Therefore - rather than belabor the issue - the Air Force has requested the National Guard Bureau to modify the circular authorizing the Air Staff organizations by deleting these three sentences. I trust the modified authority will be acceptable to you and we again recommend its adoption.

Last year - in an attempt to assess the operational readiness of Air National Guard units to enable the Chief of Staff of the United States Air Force to determine his potentialities for defense and offense - the Air Force introduced - in the summer training periods - a series of operational readiness tests. These were the same tests given to the Regular Air Force units of equivalent types. As a result some Air National Guard units were found to be unsatisfactory in certain areas and were so recorded. This was never an attempt to indicate that the Air National Guard was an unsatisfactory component of our defense establishment - but was purely an evaluation as to the degree of effectiveness which could be expected of an M-Day force. Some Regular Air Force units were rated unsatisfactory - usually for the same reasons. The unsatisfactory ratings in many instances were not the fault of state authorities. We know that - but nevertheless it was necessary to report these units to the Chief of Staff as unsatisfactory in certain respects in order that appropriate action could be taken to bring them to a satisfactory status. This was our first experience in evaluating Air National Guard units in the field. Out of this experience - we are developing another type of test which will replace the ORT and which we believe will give the Chief of Staff and the Secretary of the Air Force an acceptable measure of Air National Guard capabilities. Operational readiness tests of Air National Guard units during summer encampments will be eliminated - and in lieu of them - the Air Force will conduct another type examination at the home station to determine operational capability and the extent to which the assigned mission can be performed. We believe that the new method of conducting these capability tests will incorporate the following benefits:

1. Give Air National Guard units a full uninterrupted 15 day training period - by removing interference with training formerly caused by inspections at camp.

2. Eliminate duplication of inspection and reporting with resultant saving in manpower funds and workload.

3. Will provide an objective and complete type inspection of higher quality - under more realistic conditions - which should make for effective evaluation - as well as adequate corrective action.

The scope of the Inspection - under the new plan - will be subject to the limitations of available facilities and safety considerations.

In addition - Continental Air Command will exercise a continuous evaluation through its air guard instructors as to the degree to which Air National Guard Units are implementing recently published training directives. It is regrettable that the Air Force has not previously issued appropriate training directives. In this area - we feel that we did not discharge our full responsibility to the Air National Guard. I am now convinced - however - that training directives which have been prepared and are now in process of distribution cover practically every facet of Air National Guard training - and are satisfactory. Continental Air Command will make continuous studies of these training directives with the idea of improvement - and of incorporating within them an amendment, or by reissue, the latest tactical developments used by the Regular units.

The Air Force has long realized that unless some means could be taken to provide the Air National Guard with a continuous flow of pre-trained pilots of combat ages - either one of two effects would result: First - units of the Air National Guard would deteriorate to the extent that they could not perform their assigned combat mission with acceptable effectiveness; or - second - it would be necessary to change the mission. In an attempt to resolve this problem - the Air Force last March 1949 - offered the Air National Guard as many vacancies as it could fill in our flying schools for officer training in grade. In order to insure a high combat potential of Air National Guard units - the Air Force prescribed that such officers would be required to serve for one year with a fighter unit of the regular establishment as far as reserves must serve three years - prior to return to their National Guard Squadrons. To date - no officer has attended the flying schools under this program. Therefore - it is necessary for us to lower our sights. We have adopted the policy that Air National Guard officers will now be permitted to attend our flying schools in grade - not to exceed that of first lieutenant - and upon completion of flying training revert directly to their Air National Guard unit without further training in the Regular establishment. We hope that - under this reduced requirement - each Air National Guard unit will be able to raise the quotas which are needed to keep it filled with pilots - of acceptable age for combat. The National Guard Bureau has been requested to disseminate this policy to the several states. Necessary adjustments in strength and unit organization will be effected so as to enable this plan to be implemented. In this connection - however - I want to invite your attention to the fact that this plan will impose a considerable additional burden upon unit commanders if they are to take the young pilots just out of flying school - without tactical experience - and bring them to a state of proficiency suitable for combat.

We believe one of the most effective means of providing for unit training of these individuals - as well as all others - is to continue in effect the existing practice of conducting two drills in one calendar day once each month. The original opposition to this proposal has now turned to enthusiastic support - with few exceptions. We know that Air National Guard units are receiving better training than they did under the old system. This procedure was established for a six month trial period. We believe that after the six months is over it should be continued. Undoubtedly there will have to be some additional adjustments as have already been effected where necessary. Adjustments may be necessary due to seasonal variations in the training load. These should be made. However - by proper cooperation between the Air Force and National Guard - there is no reason why these adjustments should not be made when and where justified. The Air Staff Committee on National Guard Policy - which made the recommendation for this type of training - included in its recommendation a further suggestion that its adaptability and success be examined at the end of the trial period. It interjected also the possibility of extending it to two consecutive days per month. While I - personally am of the opinion that **two** consecutive days of this type training would be extremely advantageous - I am not at all sure that it does not have inherent disadvantages which would prevent its adoption. The Section V committee on National Guard policy at its next meeting will review these possibilities and - no doubt - will make appropriate recommendations to the Secretary of the Air Force. With all of our efforts to improve training of the Air National Guard - there are certain things over which the Air Force does not exercise control. Any combat aircraft of fighter or light bombardment type - if used in its proper role - is nothing more or less than a platform for the delivery of fire power. Delivery of fire power with maximum effectiveness requires practice. Such practice requires (1) adequate supervision by qualified instructors and commanders (2) sufficient flying time and (3) adequate range facilities. We do not believe that a deficiency exists in the first of these because we believe that most Air National Guard Commanders - and Air Force Instructors - are qualified to conduct the required training. The Air Force will continue its efforts - within budgetary and facilities limitations - to provide - in conjunction with the states - the necessary firing ranges - both ground and air. We have already had considerable success in this area.

Unfortunately - under existing economy measures - we are not able to provide for unlimited flying time for units or individuals. It is necessary therefore that Air National Guard Unit Commanders and Air Force Instructors insure that the limited amount of flying time which is available is used in the most effective manner possible to increase the combat capabilities of the units. The Budget for Fiscal Year 1950 provided for 125 hours of first pilot time for all pilots of the Air National Guard. Due to economy measures - this was reduced by the Department of Defense to a maximum of 110 hours average per pilot assigned to tactical units and 80 hours average for other pilots. The **Air** Force - in an effort to distribute this time in the most advantageous manner - issued instructions that each Air National Guard Base be given an allocation of flying time. This was arrived at by multiplying the total number of pilots assigned or attached to the base by the total number of hours authorized for each pilot. The Base Commander was then to be responsible for apportioning the flying time among individuals as he saw fit. The Air Force further provided that any individual who had received more than his pro rata share of the flying time as of the date would be entitled to 6 hours per month - until such date as his pro rata share would permit him to be apportioned an additional amount.

In implementing these instructions - flying time apportioned to each base was further related to the consumption of fuel. The result was that at a few bases - regardless of the provisions which the Air Force had established for apportionment of flying time - the limitation in fuel consumption prohibited pilots from securing their appropriate amount. This limitation arose out of either one of two factors (1) an erroneous computation of fuel requirements or (2) an improper use of fuel authorized. In every instance where these conditions have been brought to the attention of the Air Force - they have been adjusted and adjusted immediately. Fuel limitations of this nature will continue to be adjusted within the availability of supporting.

There is also a very urgent requirement in many locations for additional base facilities to meet minimum standards prescribed by the Air Force. To provide for some of these facilities - a construction program was proposed for Fiscal Year 1950 by the National Guard Bureau. This was submitted to and was approved by the Department of the Air Force. Subsequently - the National Guard Bureau - supported by the Air Force - successfully defended this program before the Bureau of the Budget and before the Congress. The proposals were itemized by State - location and type of facility, and provided for 129 construction projects in 31 states.

Consequently - upon approval by the Bureau of the Budget and passage by the Congress of the appropriations act - this program - involving approximately ten million dollars - became to all intents and purposes - legal in effect. Therefore - the Air Force was unable to concur in a later proposal by the National Guard Bureau to redistribute these funds to cover 59 projects in 13 states.

As you know - the appropriations bill was not passed until October 1949 and no allocation of funds could be made for this or any other purpose until after that time. Meanwhile - a comprehensive review of construction requirements was initiated and completed by the Department of the Air Force, the National Guard Bureau and Continental Air Command. These requirements necessarily are related to the plan for perimeter defense of the United States against air attack. Therefore - in long range construction planning - priorities are based - among other things - upon the manner in which the location of unit will fit into the perimeter defense. Due to the fact that certain projects already had been completed - either by the states or out of allotted appropriations, the original list was revised in accordance with what were believed to be the most urgent requirements. It provided for construction of 106 projects in 30 states. There have been suggestions that these projects be further modified - but under the provisions of law - which I have just explained - and in accordance with existing priorities we do not feel that further modifications should be effected. Because of the delay in committing allocations to the States - there will be instances - due to fiscal limitations - where the funds cannot be obligated prior to 1 July 1950. A continuing analysis of this situation is being conducted by the Department of the Air Force and the National Guard Bureau. A final analysis will be made about 15 May. Priority for the allocation of unobligated funds by project and state has already been established. After 15 May - reallocation of any unobligated portion will be undertaken. Naturally - those states which have preliminary work completed in terms of specifications and cost estimates will be in the most advantageous position to obligate funds prior to the end of the fiscal year. Funds will go to such states in the order of priority. I suggest - therefore - that each state undertake the necessary preliminary work - utilizing State Engineers and other State resources for that purpose - so that - if any unexpended balances are offered to your State - you will be in position to make immediate obligation, prior to the end of the Fiscal year.

The training of the Air National Guard in time of peace is only one portion of the problem. As you know - the other portion commences in time of emergency when the units are integrated into the Regular establishment. We are constantly seeking means to improve the facility with which such integration can be accomplished. We are now studying the effects of reorganizing units of the Air National Guard into what is commonly known as the "Base-Wing" type of unit which will conform to the current organization of the Regular Air Force. It does not appear that any insurmountable obstacles exist. However - redesignation of some units may be required. We are sure that we will have and we ask the cooperation of all state authorities in effecting this change.

The elimination of unnecessary paper work at the time of such integration is also a matter which is receiving considerable attention. Toward that end - the Air Force proposes that the Air National Guard accept - insofar as practicable - all of the forms, records and statistical reports used by the Regular establishment. Among others - this would result in discontinuance of NGB Forms 21 and 24 - with WD AGO Form 20 substituted therefor. At the time this substitution was requested through the National Guard Bureau - it was realized that NGB Forms 21 and 24 contained required items which were not included in WD AGO Form 20. Notably among these were the enlistment oath, and record of points earned toward retirement. Therefore - the necessity for a supplemental sheet to WD AGO Form 20 - to include these items - was called to the attention of the National Guard Bureau. Unfortunately - when this information was disseminated to the states - the Bureau failed to indicate that a supplement to WD AGO Form 20 was to be prepared and attached thereto - and contained necessary data now carried on NGB Forms 21 and 24. This has caused some concern. Just as soon as the matter was brought to the attention of the Air Force - steps were taken toward corrective action. The National Guard Bureau was requested to expedite preparation of supplemental sheets for the WD AGO Form 20 and was further requested to inform the states that discontinuance of NGB Forms 21 and 24 would be withheld until the supplement to WD AGO Form 20 was made available. Standardization of such forms as this will facilitate integration in case of emergency.

Gentlemen - I have taken up much of your time. I hope that my resume of these areas of past so-called controversy has not reopened old wounds - if there were any old wounds. Remember, it is difficult to prepare a defense establishment capable of meeting the requirements of present and currently projected international conditions. This is even more difficult when two components of the defense establishment are at odds or fail to understand on even the most trivial of matters. The Air Force and the Air National Guard are interdependent upon each other. The Air Force needs the assistance and the mobilization and combat potentials of the Air National Guard. The Air National Guard - in order to develop these mobilization and combat potentials - must have the assistance of the Air Force. I propose that we do not permit differences to remain unresolved and that we jointly from this time on pursue a common purpose - that purpose being the preparation of a military establishment capable of meeting stated requirements - capable of giving to the taxpayers and people of our great country the strongest, most efficient defense establishment for its tax dollar.

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SAID ONE JACKASS "YOU COME MY WAY."
SAID THE OTHER, "NO, WE'LL EAT MY HAY."
SO EACH JACKASS PULLED HIS OWN WAY,
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THEY ARGUED AND ARGUED AND EACH PULLED HIS WAY
UNTIL AT LAST AT THE END OF THE DAY
TIRED AND HUNGRY, THEY WERE HEARD TO BRAY
"LET'S PULL TOGETHER, AND WE'LL BOTH EAT HAY."

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SPEECH DELIVERED BY
HONORABLE HAROLD C. STUART
ASSISTANT SECRETARY OF THE AIR FORCE
TO THE
ADJUTANTS GENERAL ASSOCIATION CONVENTION
23 FEBRUARY 1950

I appreciate the opportunity to speak to you gentlemen today. I want to talk to you about the Air Force view point in terms of preparedness for defense and then I want to go over with you a few of the apparent misunderstandings which are said to have developed in the past between the Department of the Air Force and the National Guard. I assume - and believe rightly so - that all of us are interested in the same common and single purpose and that our combined efforts - without deviation - should be directed toward the fulfillment of that purpose. Our single aim should be to provide the United States with a military establishment, including both Regular and Reserve components---of such stature and such strength to prevent a war - if possible; and if that is not possible - then to be certainly assured of victory.

In these troubled days our survival as a nation depends upon that degree of readiness and effectiveness of our military establishment. We know not what day or what hour an attack may come. We do know - however - that Soviet military power - growing mightily - is aimed at the collapse of democratic nations - and ours is probably the principal target of that group.

To Russia's superiority in the air - in undersea's craft - and in ground forces - must be added her probable progress in the atomic field.

The histories of dictatorships show that they become victims of their own expansionism - a stern warning that we must be ready at any and all times for an attack.

Such are the potentials for damage in a sudden attack - we must devise every conceivable defense within our economic capability to nullify - and every offense to thwart such a blow. We must be ready at all times. Otherwise - the initial assault may be fatal -- the end may be written at the beginning.

The element of uncertainty in our defense plans must be reduced to an absolute minimum. So far as it is humanly possible - there must be the minimum margin for error.

In recent wars - we have not felt the first blow on our mainland - and we have had a chance to get ready before the full impact came.

This time - America will be a principal target and we cannot expect a "get ready" period. If war comes - we will be attacked without warning. Our survival as a nation and our chances for victory will depend upon our degree of readiness to meet the initial assault. For sustained retaliation we are here confronted with a real and menacing threat to our enterprise and our way of living. I want to assure you most sincerely of this one fact: everything the Air Force has done and has attempted to do in connection with organization and training of the Air National Guard has been directed - and will continue to be directed - toward the necessity of preparing the Air National Guard for the performance of its mission.

I hope I will be able to clear up some misunderstandings which may have existed between the Department of the Air Force and the National Guard - I also hope that thre will be a minimum of such misunderstandings in the future. I am of the firm opinion that by proper approach to all matters concerning the National Guard and the Department of the Air Force - misunderstandings can and should be eliminated before the seeds for them have been planted.

I will explain the development of the Air Force position with respect to certain matters upon which there have existed areas of controversy between the Air Force and the National Guard; I believe when the development of the Air Force position is understood by you - you will find that there is no real controversy and that the idea of controversy has been due entirely to lack of understanding.

Let me first refer to the so-called "Common Federal Commission Bill." The Air Force supported this bill. It was and is a desirable piece of legislation. It did - however - offer an opportunity for an amendment which would assure the Air National Guard a higher degree of readiness. We proposed to effect this higher degree of readiness by training these units with Regular Air Force Units of the same type for a certain specified number of days per year. The Air Force - therefore - proposed an amendment to this bill as being the proper vehicle for providing the legality for such training. We asked for 45 days of training under federal auspices each year. These 45 days we had intended to make possible by use of 2 full days per month and 15 days of active duty training in the summer. That makes a total of 39 days. We had intended to have available another 6 days to cover unforeseen contingencies such as delays while on extended training flights. Every Air National Guard pilot normally makes several such flights each year in connection with his scheduled training. While on such flights - he is subject to delay due to weather, due to accident or due to mechanical difficulties. This cushion was intended as a beneficial provision - to protect participating personnel. When opposition developed to this bill - due mainly, I believe, to a misinterpretation that it would require 45 days of continuous training under federal control or 45 days away from one's business - the Air Force withdrew from its position of recommending the amendment in order that other portions of the desired legislation (Air Force) could be passed.

We still believe that training such as it had envisaged with Regular Air Force units would be a forward step. The preparation of the Air National Guard for the performance of its mission would be advanced; we also believe that - if the proposal had been properly understood by the National Guard - we would have received its concurrence.

The second piece of legislation over which there has appeared to be misunderstanding was the amendment the Air Force proposed to the bill known as "USP&DO Bill." This bill provides for continued active duty of United States Purchasing and Disbursing Officers subsequent to the legal termination of the existing emergency. This - also - is a desirable piece of legislation. However, it was considered logical to establish a Base Accountable Supply Officer at each Air National Guard Base - this would bring the National Guard System of supply in time of peace into the same logistical set-up as exists in the Regular Air Force. Thus - in time of war - the change-over would be expedited and property settlements incident to the Air National Guard's going into the Federal Service would be eliminated. This was approved because of opposition on the part of the National Guard —— mainly - I believe - because such action would require too many Accountable Officers in any given State making it inconvenient for the Governor and the Adjutant General to deal with property accountability —— the Air Force withdrew from this position and agreed to passage of the proposed legislation without the amendment. We still believe that the amendment is desirable - but we do not wish to force upon military authorities of the States or the Governors a supply procedure which they believe to be of unacceptable inconvenience to them.

In an attempt to provide the military authorities of the States with appropriate Air Force advice by officers qualified to give such advice - the Air Force authorized some time ago the formation of Air Staffs in each of the States. The size and composition of these staffs was based upon the Air National Guard Troop strength within each State. There was nothing mandatory about the acceptance of the staff set-ups provided the States. It was simply an authorization which the Governor and Adjutant General could accept in event they desired to avail themselves of this type of advice. Again, I believe - had the matter been thoroughly explained to a group such as this - there would not have been such opposition. Unfortunately - when this authority was published - it incorporated an interoffice memoranda which contained the following and I quote: "This headquarters can see no objection to authorizing senior Air National Guard Officers on the State staffs to be of rank equal to that of the Adjutant General. Both are staff officers on the staff of the Governor of the State. Neither exercises command jurisdiction over the other." These statements apparently have been subject to mis-interpretation. They were of no consequence as a part of the published instrument of authorization. Therefore - rather than belabor the issue - the Air Force has requested the National Guard Bureau to modify the circular authorizing the Air Staff organizations by deleting these three sentences. I trust the modified authority will be acceptable to you and we again recommend its adoption.

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Last year - in an attempt to assess the operational readiness of Air National Guard units to enable the Chief of Staff of the United States Air Force to determine his potentialities for defense and offense - the Air Force introduced - in the summer training periods - a series of operational readiness tests. These were the same tests given to the Regular Air Force units of equivalent types. As a result some Air National Guard units were found to be unsatisfactory in certain areas and were so recorded. This was never an attempt to indicate that the Air National Guard was an unsatisfactory component of our defense establishment - but was purely an evaluation as to the degree of effectiveness which could be expected of an M-Day force. Some Regular Air Force units were rated unsatisfactory - usually for the same reasons. The unsatisfactory ratings in many instances were not the fault of state authorities. We know that - but nevertheless it was necessary to report these units to the Chief of Staff as unsatisfactory in certain respects in order that appropriate action could be taken to bring them to a satisfactory status. This was our first experience in evaluating Air National Guard units in the field. Out of this **experience** - we are developing another type of test which will replace the ORT and which we believe will give the Chief of Staff and the Secretary of the Air Force an acceptable measure of Air National Guard capabilities. Operational readiness tests of Air National Guard units during summer encampments will be eliminated - and in lieu of them - the Air Force will conduct another type examination at the home station to determine operational capability and the extent to which the assigned mission can be performed. We believe that the new method of conducting these capability tests will incorporate the following benefits:

1. Give Air National Guard units a full uninterrupted 15 day training period - by removing interference with training formerly caused by inspections at camp.

2. Eliminate duplication of inspection and reporting with resultant saving in manpower funds and workload.

3. Will provide an objective and complete type inspection of higher quality - under more realistic conditions - which should make for effective evaluation - as well as adequate corrective action.

The scope of the Inspection - under the new plan - will be subject to the limitations of available facilities and safety considerations.

In addition - Continental Air Command will exercise a continuous evaluation through its air guard instructors as to the degree to which Air National Guard Units are implementing recently published training directives. It is regrettable that the Air Force has not previously issued appropriate training directives. In this area - we feel that we did not discharge our full responsibility to the Air National Guard. I am now convinced - however - that training directives which have been prepared and are now in process of distribution cover practically every facet of Air National Guard training - and are satisfactory. Continental Air Command will make continuous studies of these training directives

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with the idea of improvement - and of incorporating within them an amendment, or by reissue, the latest tactical developments used by the Regular units.

The Air Force has long realized that unless some means could be taken to provide the Air National Guard with a continuous flow of pre-trained pilots of combat ages - either one of two effects would result: First - units of the Air National Guard would deteriorate to the extent that they could not perform their assigned combat mission with acceptable effectiveness; or - second - it would be necessary to change the mission. In an attempt to resolve this problem - the Air Force last March 1949 - offered the Air National Guard as many vacancies as it could fill in our flying schools for officer training in grade. In order to insure a high combat potential of Air National Guard units - the Air Force prescribed that such officers would be required to serve for one year with a fighter unit of the regular establishment as far as reserves must serve three years - prior to return to their National Guard Squadrons. To date - no officer has attended the flying schools under this program. Therefore - it is necessary for us to lower our sights. We have adopted the policy that Air National Guard officers will now be permitted to attend our flying schools in grade - not to exceed that of first lieutenant - and upon completion of flying training revert directly to their Air National Guard unit without further training in the Regular establishment. We hope that - under this reduced requirement - each Air National Guard unit will be able to raise the quotas which are needed to keep it filled with pilots - of acceptable age for combat. The National Guard Bureau has been requested to disseminate this policy to the several states. Necessary adjustments in strength and unit organization will be effected so as to enable this plan to be implemented. In this connection - however - I want to invite your attention to the fact that this plan will impose a considerable additional burden upon unit commanders if they are to take the young pilots just out of flying school - without tactical experience - and bring them to a state of proficiency suitable for combat.

We believe one of the most effective means of providing for unit training of these individuals - as well as all others - is to continue in effect the existing practice of conducting two drills in one calendar day once each month. The original opposition to this proposal has now turned to enthusiastic support - with few exceptions. We know that Air National Guard units are receiving better training than they did under the old system. This procedure was established for a six month trial period. We believe that after the six months is over it should be continued. Undoubtedly there will have to be some additional adjustments as have already been effected where necessary. Adjustments may be necessary due to seasonal variations in the training load. These should be made. However - by proper cooperation between the Air Force and National Guard - there is no reason why these adjustments should not be made when and where justified. The Air Staff Committee on National Guard Policy - which made the recommendation for this type of training - included in its recommendation a further suggestion that its adaptability and success be examined at the end of the trial period. It interjected also the possibility of extending it to two consecutive days per month. While I - personally am of the opinion that two consecutive days of this type training would be extremely advantageous - I am not at all sure that it does not have inherent disadvantages which would prevent its adoption. The Section V committee on National Guard policy at its next meeting will review these possibilities and - no doubt - will make appropriate recommendations to the Secretary of the Air Force. With all of our efforts to improve training of the Air National Guard - there are certain things over which the Air Force does not exercise control. Any combat aircraft of fighter or light bombardment type - if used in its proper role - is nothing more or less than a platform for the delivery of fire power. Delivery of fire power with maximum effectiveness requires practice. Such practice requires (1) adequate supervision by qualified instructors and commanders (2) sufficient flying time and (3) adequate range facilities. We do not believe that a deficiency exists in the first of these because we believe that most Air National Guard Commanders - and Air Force Instructors - are qualified to conduct the required training. The Air Force will continue its efforts - within budgetary and facilities limitations - to provide - in conjunction with the states - the necessary firing ranges - both ground and air. We have already had considerable success in this area.

Unfortunately - under existing economy measures - we are not able to provide for unlimited flying time for units or individuals. It is necessary therefore that Air National Guard Unit Commanders and Air Force Instructors insure that the limited amount of flying time which is available is used in the most effective manner possible to increase the combat capabilities of the units. The Budget for Fiscal Year 1950 provided for 125 hours of first pilot time for all pilots of the Air National Guard. Due to economy measures - this was reduced by the Department of Defense to a maximum of 110 hours average per pilot assigned to tactical units and 80 hours average for other pilots. The Air Force - in an effort to distribute this time in the most advantageous manner - issued instructions that each Air National Guard Base be given an allocation of flying time. This was arrived at by multiplying the total number of pilots assigned or attached to the base by the total number of hours authorized for each pilot. The Base Commander was then to be responsible for apportioning the flying time among individuals as he saw fit. The Air Force further provided that any individual who had received more than his pro rata share of the flying time as of the date would be entitled to 6 hours per month - until such date as his pro rata share would permit him to be apportioned an additional amount.

In implementing these instructions - flying time apportioned to each base was further related to the consumption of fuel. The result was that at a few bases - regardless of the provisions which the Air Force had established for apportionment of flying time - the limitation in fuel consumption prohibited pilots from securing their appropriate amount. This limitation arose out of either one of two factors (1) an erroneous computation of fuel requirements or (2) an improper use of fuel authorized. In every instance where these conditions have been brought to the attention of the Air Force - they have been adjusted and adjusted immediately. Fuel limitations of this nature will continue to

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be adjusted within the availability of supporting.

There is also a very urgent requirement in many locations for additional base facilities to meet minimum standards prescribed by the Air Force. To provide for some of these facilities - a construction program was proposed for Fiscal Year 1950 by the National Guard Bureau. This was submitted to and was approved by the Department of the Air Force. Subsequently - the National Guard Bureau - supported by the Air Force - successfully defended this program before the Bureau of the Budget and before the Congress. The proposals were itemized by State - location and type of facility, and provided for 129 construction projects in 31 states.

Consequently - upon approval by the Bureau of the Budget and passage by the Congress of the appropriations act - this program - involving approximately ten million dollars - became to all intents and purposes - legal in effect. Therefore - the Air Force was unable to concur in a later proposal by the National Guard Bureau to redistribute these funds to cover 59 projects in 13 states.

As you know - the appropriations bill was not passed until October 1949 and no allocation of funds could be made for this or any other purpose until after that time. Meanwhile - a comprehensive review of construction requirements was initiated and completed by the Department of the Air Force, the National Guard Bureau and Continental Air Command. These requirements necessarily are related to the plan for perimeter defense of the United States against air attack. Therefore - in long range construction planning - priorities are based - among other things - upon the manner in which the location of unit will fit into the perimeter defense. Due to the fact that certain projects already had been completed - either by the states or out of allotted appropriations, the original list was revised in accordance with what were believed to be the most urgent requirements. It provided for construction of 106 projects in 30 states. There have been suggestions that these projects be further modified - but under the provisions of law - which I have just explained - and in accordance with existing priorities we do not feel that further modifications should be effected. Because of the delay in committing allocations to the States - there will be instances - due to fiscal limitations - where the funds cannot be obligated prior to 1 July 1950. A continuing analysis of this situation is being conducted by the Department of the Air Force and the National Guard Bureau. A final analysis will be made about 15 May. Priority for the allocation of unobligated funds by project and state has already been established. After 15 May - reallocation of any unobligated portion will be undertaken. Naturally - those states which have preliminary work completed in terms of specifications and cost estimates will be in the most advantageous position to obligate funds prior to the end of the fiscal year. Funds will go to such states in the order of priority. I suggest - therefore - that each state undertake the necessary preliminary work - utilizing State Engineers and other State resources for that purpose - so that - if any unexpended balances are offered to your State - you will be in position to make immediate obligation, prior to the end of the Fiscal year.

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TO ComGen ConAC Mitchel AFB Hempstead, N.Y.

From AFOOP 9066 AF GRNC

Representation is desired from your command at conference with National Guard Bureau, room 4D, 125 Pentagon, 1000 on 4 March. Subject is implementation of Air National Guard aircraft control and warning portion of interim Air Defense plan. Use of Air Force radar installations for armory training and annual field training exercises will also be discussed. Decisions reached in this conference will be presented to the National Guard of the several states at the Air National Guard conference on 4, 5, and 6 April at Orlando, Flordia.

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STATE OF NEW YORK

No. 2657 Int. 2481

IN ASSEMBLY

February 28, 1949

Introduced by Mr. ROMAN—(upon the recommendation of the Joint Legislative Committee to Study the Military Law)—read once and referred to the Committee on Military Affairs

AN ACT

To amend the military law, in relation to declaring the policy of the state with respect to equality of treatment and opportunity for all persons in the land, air and naval forces of the active militia and the New York guard, without regard to race, creed, color or national origin, and repealing section thirty-three thereof relating to a colored regiment of infantry

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

Section 1. The military law is hereby amended by inserting therein a new section, to be section one-a, to read as follows:

§ 1-a. Equality of treatment and opportunity without regard to race, creed, color or national origin. It is hereby declared to be the policy of the legislature that there shall be equality of treatment and opportunity for all persons in the national guard, naval militia and the New York guard without regard to race, creed, color or national origin. Such policy shall be put into effect in the national guard, naval militia and New York guard by rules and regulations

EXPLANATION — Matter in *italics* is new; matter in brackets [ ] is old law to be omitted.

to be issued pursuant to section two hundred fifty-four of this chapter as soon as possible after similar regulations or policies governing the United States army, navy and air force are adopted, it being necessary to give due regard to the powers of the federal government which are or may be exercised over all the militia of the state and to the time required to effectuate changes without impairing the efficiency or morale of the militia.

§ 2. Section thirty-three of such law, as added by chapter seven hundred ninety-three of the laws of nineteen hundred thirteen and thus renumbered by chapter six hundred forty-four of the laws of nineteen hundred seventeen, is hereby **repealed.**

§ 3. This act shall take effect immediately.

C O P Y
210.65

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

1 March 1949

SUBJECT: Project HELPMATE

TO : Commanding General, Fourteenth Air Force, Orlando Air Force Base, Orlando, Fla.

1. Headquarters United States Air Force has given this command the talk of training fifty (50) officers for duty as instructors with Aircraft Control and Warning Groups of the Air National Guard. The project was further assigned to the Ninth Air Force to accomplish, utilizing the facilities of the 502nd Tactical Control Group.

2. As a result of the transfer of the area of responsibility of the Ninth Air Force and the transfer of the 502nd Tactical Control Group to your command, it is therefore necessary to transfer responsibility for the accomplishment of Project HELPMATE to your command. The original directive from Headquarters United States Air Force and 1st Indorsement thereto is attached as Inclosure 1 as well as our directive to the Ninth Air Force, Inclosure 2.

3. The 502nd Tactical Control Group have nearly completed the plans for the conduct of the training. One change has taken place since the issuance of the directive to the Ninth Air Force. It was originally planned to utilize several instructors from the Air University, however, this plan was discarded after determining that the course as given by the Air University for Civilian Component Instructors was too long and not the type of training desired. It was believed that it would be more beneficial to secure the services of one or two United States Air Force officers presently assigned as instructors to the Air National Guard, preferably Aircraft Control and Warning Units, to give a series of lectures on the duties and responsibilities of United States Air Force officers assigned to the Air National Guard. The Ninth Air Force had not secured these particular officers at the time of their transfer to Langley Air Force Base, therefore, it is desired that your headquarters take action to select and notify qualified officers presently assigned to Air National Guard Units in your

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Project HELPMATE (cont'd)

area of responsibility of their duties in connection with this project. It is not anticipated that this phase of the instruction would last for more than three (3) days.

4. It is desired that your headquarters monitor this project very closely and assist the 502nd Tactical Control Group in every way possible in connection therewith.

BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

s/ Frederick W. Gerhard, Jr.
t/ FREDERICK W. GERHARD, Jr.
Captain, USAF
Asst Adj Gen

2 Incls:
1-Directive w/1st Ind thereto
2-Directive to 9th AF

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TO COMGENCONAC MITCHEL AFB NEW YORK

AF GRNC

FROM AFCRF 9519 REFERENCE OUR LETTER 16 FEB 49 CMA SUBJECT FIELD TRAINING PD INSTRUCTIONS CONTAINED IN CITED LETTER ARE RESCINDED PD FIELD TRAINING WILL BE ACCOMPLISHED AS PER AGREEMENTS BETWEEN STATE JUTANTS GENERAL AND CONAC NUMBERED AIR FORCES PD

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

G 325

2 March 1949

SUBJECT: Status of Implementation of Recommendations of the Air Force Staff Committee on ANG Policy

TO : Commanding Generals, Continental Air Command Air Forces

Copies of Memorandum, Headquarters United States Air Force, Washington, 10 February 1949, "Status of Implementation of Recommendations of The Committee (Second Report)" are inclosed for your information.

BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

V. E. MURPHY
Lt Col, USAF
Asst Adj Gen

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

10 February 1949

MEMORANDUM FOR: Members, Department of the Air Force Staff Committee on Air National Guard Policy.

SUBJECT: Status of Implementation of Recommendations of The Committee (Second Report)

Following is a report on the action taken and present status of policies adopted by the Air Force Staff Committee on Air National Guard Policy during their deliberations at Washington, 7 - 10 September 1948. The policies are numbered herein according to their numbers in Section III of the Committee's report, dated 8 October 1948, copy of which has been previously mailed to all members of the Committee:

1. AGREEMENT BY STATES FOR CONTROL OF TRAINING OF AIR NATIONAL GUARD UNITS BY CHIEF OF STAFF, U. S. AIR FORCE.

All states, the District of Columbia and the Territories of Hawaii and Puerto Rico have concurred in the policy agreement governing control of the Air National Guard while training in preparation of its Federal mission.

2. LEGISLATIVE ACTION AIMED TOWARD EXPEDITING THE INDUCTION INTO THE FEDERAL SERVICE OF THE AIR NATIONAL GUARD.

It has not been considered expedient to recommend such legislation at this time.

3. STANDARDIZATION OF FORMS AND PROCEDURES BY THE AIR NATIONAL GUARD TO CONFORM TO THOSE OF THE REGULAR AIR FORCE.

The Air Force Division, National Guard Bureau, is now putting this recommendation into effect.

4. REORGANIZATION OF AIR NATIONAL GUARD COMBAT UNITS UNDER A MODIFIED BASE WING ORGANIZATION PLAN.

Organization Division, D/T&R, is currently preparing modified tables adopting the Base Wing Plan to the Air National Guard program.

5. ESTABLISHMENT OF INACTIVE AIR NATIONAL GUARD.

This recommendation was not approved by the Chief of Staff, USAF.

9-5067,AF

6. AIR NATIONAL GUARD OFFICERS CALLED TO EXTENDED ACTIVE DUTY TO BE RETAINED AS OVERAGES IN THEIR NATIONAL GUARD ORGANIZATION.

The National Guard Bureau has issued a regulation putting this policy into effect.

7. ESTABLISHMENT OF AN AIR STAFF IN THE OFFICE OF EACH STATE ADJUTANT GENERAL.

The Air Staff T/O, prepared by the National Guard Bureau, has been approved by this headquarters and returned to the National Guard Bureau. It is currently being published for distribution.

8. AUGMENTATION OF USP&DO IN EACH STATE WITH EXPERIENCED AIR FORCE LOGISTICAL PERSONNEL.

One assistant has now been authorized by the National Guard Bureau. Further study is being made regarding additional augmentation.

9. INCREASE IN AIR NATIONAL GUARD BASE DRILL TRAINING PERIODS.

An informal decision has been made by the Comptroller General to the effect that legal authority exists for the holding of two unit training assemblies in one calendar day for pay purposes. A directive has gone to the National Guard Bureau requesting them to encourage in the Air National Guard the scheduling of unit training assemblies so as to conduct two four-hour assemblies on a week-end day or, preferably, four four-hour assemblies on two consecutive week-end days.

10. UNIFORMITY IN DURATION OF AIR BASE TRAINING PERIODS FOR ALL CIVILIAN COMPONENTS.

Investigation has revealed that the hourly duration of drill periods for pay purposes is the same for civilian components of all the three services, therefore, no further action is required.

11. INCREASE IN AIR BASE TRAINING PERIODS TO SIXTY PER YEAR PLUS SIXTEEN EXTRA PERIODS FOR AIR CREWS.

The National Guard Bureau has been requested to include estimates for 60 regular drills and 16 extra drills in FY 1951 budget. The limiting figure placed on the FY 1950 budget precludes such an increase next year. A review of the Pay Readjustment Act reveals that no new legislation will be required to implement this recommendation.

12. QUOTA FOR AIR NATIONAL GUARD AT AIR FORCE FLYING SCHOOLS

A quota of 60 officers has been authorized per year for Air National Guard officers to attend the Air Force flying school in-grade not above 2nd Lieutenant. This quota is to be divided into four groups so as to permit approximately 15 officers to enroll in each of four classes during the year beginning with the July class. These officers will be required to serve but one year with the Regular Air Force after completion of their one year of flight school training. They will be required to sign an agreement to return to the Air National Guard upon completion of their active duty period and serve therein at least two years.

13. PROHIBITION OF REGULAR AIR FORCE OFFICERS HOLDING AIR NATIONAL GUARD COMMISSIONS AFTER 1 JANUARY 1949.

All regular Air Force officers have now resigned their Air National Guard commissions and have been relieved of command of all units.

14. and 15. HIGHER PRIORITY TO BE GIVEN TO ASSIGNMENT OF QUALIFIED INSTRUCTORS AND FOR AIR NATIONAL GUARD UNITS, AND NON REGULAR AIR FORCE OFFICERS ASSIGNED AS INSTRUCTORS FOR AIRCRAFT CONTROL AND WARNING UNITS.

DCS/P has been requested to implement these policies.

16. RELEASE OF INSTRUCTORS FROM AIR NATIONAL GUARD UNITS.

Continental Air Command has been requested to investigate requests for relief of air instructors when such releases are requested by State authorities for cause or lack of qualifications.

17. PREPARATION OF TRAINING DIRECTIVES FOR THE AIR NATIONAL GUARD

The Continental Air Command has been directed to prepare detailed training directives for each type of Air National Guard unit. The Air Force Division, National Guard Bureau has also requested each Wing Commander to have prepared a training schedule for each type of unit. These schedules will be turned over to the Continental Air Command for incorporation in their directives insofar as practical.

18. MORE ASSISTANCE FROM THE NUMBERED AIR FORCES IN THE CONDUCT OF TRAINING PROGRAM OF THE AIR NATIONAL GUARD.

The Continental Air Command has issued very specific instructions to their Numbered Air Forces to conform with the intent of this policy.

19. HIGHER PRIORITY FOR THE LOGISTICAL SUPPORT OF THE AIR NATIONAL GUARD.

The DCS/M has been asked to place Air National Guard units on a priority above all non M-day organizations. Certain concessions have already been assured and action is anticipated soon on other priorities.

20. IMMEDIATE STEPS SHOULD BE TAKEN TO MAKE AVAILABLE AN ADEQUATE NUMBER OF BOMBING AND GUNNERY RANGES FOR THE AIR NATIONAL GUARD.

The Air Force Division, National Guard Bureau, has, as a result of an inquiry to the states as to the status of the acquisition of bombing and gunnery ranges, informed this Headquarters that nineteen states have been unable to consummate arrangements for ranges. The Commanding General, Continental Air Command has been directed to notify the Numbered Air Forces in whose areas these states are located to expedite arrangements for the use of suitable ranges. In the event necessary arrangements cannot possibly be made, this Headquarters will either attempt to secure ranges or investigate the feasibility of an increased aerial camera training program.

21. PRIORITY FOR THE CONVERSION OF AIR NATIONAL GUARD UNITS TO JET TYPE AIRCRAFT.

A conference was held on 17 November on this subject. Final decision on priority has been established and a list of airfields from Continental Air Command according to current air defense plans has been received in this Headquarters and forwarded to the National Guard Bureau.

22. ASSISTANCE TO UNIT COMMANDERS IN "SELLING" EMPLOYERS OF AIR NATIONAL GUARD PERSONNEL THE MERITS OF PERMITTING THEM TO ATTEND CAMPS AND SERVICE SCHOOLS

National Guard Bureau has been requested to conform and are doing so in form of newspaper and magazine advertisements and news releases.

23. INCREASE OF AIR NATIONAL GUARD PERSONNEL TO WAR STRENGTH.

Organization Division, D/T&R, has been requested to include the requirements for organization of the Air National Guard at full war strength in their plans for converting the Air National Guard to the Base Wing Plan.

24. INCREASE OF FLYING TIME TO 180 HOURS PER YEAR

The Air National Guard Budget estimates, now before Congress for FY 1950, are based on 125 hours per pilot per year. The limiting figure imposed on the budget precludes the increase to 180 hours flying time. No further action required at this time.

25. CLAIMS FOR DAMAGE TO PRIVATE PROPERTY CAUSED BY AIR NATIONAL GUARD EQUIPMENT.

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A draft of a Bill to provide that damage done to private property by Air National Guard personnel or equipment, while in training for their Federal mission, shall be a claim against the Federal Government was prepared and submitted to the National Guard Bureau for comment. That Bureau returned the proposed bill with the statement that legislation now pending which would provide a common Federal status would provide a means of reimbursement for damage done to private property by Air National Guardsmen while training for their Federal Mission. This comment has been referred to the Air Judge Advocate for an opinion as to whether or not the legislation pending would cover these instances.

26. SATELLITING OF AN AIR RESERVE UNIT ON AN AIR NATIONAL GUARD UNIT IN EACH AIR FORCE AREA.

No action relative to satelliting USAFR units on Air National Guard units has been taken pending approval or disapproval of the Grey Board Report.

/s/t/ FLOYD E. EVANS
Colonel, USAF
Chief, National Guard Division
Office of Special Assistant fo
Reserve Forces

Reproduced by Headquarters
Continental Air Command,
1 March 1949

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Ed

See item #13
of attached [illegible]

(It's rather brief
but it might be
sufficient as to [illegible]
your [illegible] [illegible]

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INFO JEPAE/COMGENCONAC MITCHELL AFB NY

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AF GRNC

DO2A 0667 PD RE YOUR MSG AF 9706 DATED 2 MAR 49 ALL BASE FACILITIES AT MCGUIRE AF BASE ARE BARELY ADEQUATE FOR PRESENT OPERATIONS PD UTILIZING THIS BASE FOR FIELD TRAINING OF AIR NATIONAL GUARD UNITS WOULD REQUIRE THOSE UNITS TO PROVIDE OWN TRANSPORTATION CMA QUARTERS CMA AND MESSING SINCE THESE FACILITIES AT MCGUIRE ARE PRESENTLY BEING UTILIZED TO MAXIMUM EXTENT POSSIBLE PD PARKING CMA HANGAR CMA STORAGE AND OFFICE SPACE ARE EXTREMELY LIMITED PD RECOMMEND THAT A REPRESENTATIVE FROM CONAC SURVEY THIS AIR BASE WH A VIEW IN MIND OF PROVIDING MORE ADEQUATE FACILITIES FOR THE AIR NATIONAL GUARD AT ANOTHER AIR FORCE INSTALLATION

CFN...DO2

FOOTNOTE 4

STATE OF CALIFORNIA
THE ADJUTANT GENERAL
SACRAMENTO

NGAIR 3 March 1949

SUBJECT: Channels for Control of Operations for Training Air National Guard Units in Preparation for their Federal Mission

TO: Commanding General
Fourth Air Force
Hamilton AFB, California

1. With reference to your letter, above subject, dated 4 February 1949, the assurance that your headquarters will not attempt to abrogate the command prerogatives of the Adjutant General and your invitation to submit comments and suggestions as to the implementation of subject policy is greatly appreciated.

2. As you know, this headquarters had serious objections to the policy as it was first proposed at Brooks Field, Texas, in February 1948. We believed the policy to be illegal, inasmuch as the Governors of the several states, acting through their Adjutants General, are the only persons authorized by law to command the National Guard in peacetime, and it was considered that any concurrent by the Adjutant General would not only be contrary to the provisions of the National Defense Act but contrary to the laws of the State of California, and thus be without effect.

3. Subsequently, a revised policy was submitted to the states which was substantially the same as the original proposal except that the words "training supervision" were substituted for the word "command." This headquarters still objected, as we cannot understand how an Air Force Commander could "exercise training supervision" for "control of operations for training" without, to all practical purpose, commanding. Secondly, we do not understand how it is possible to differentiate between "training in preparation for their Federal mission" and training in preparation for their State mission. We believe that every activity of our National Guard units, regardless of whether this activity has to do with administration, operations, maintenance or supply, can be considered as training in preparation for readiness for their Federal mission.

4. Although this headquarters has serious misgivings as to the legality and practicability of the proposed policy, we are completely in accord with the announced objectives of the proposed policy and desirous of doing everything

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OTAG-NGAIR (3 Mar 49)
SUBJ: Channels for Cont of Opns for Trng
ANG Units in Prop for their Fed Mission

within our power that will contribute to the training and tactical efficiency of our Air units. Therefore, we have concurred in the proposed policy and wish to assure you that you will have the sincere cooperation of every member of my staff in making this proposed policy a success and our Air units real M-Day organizations that, in the event of an emergency, will be prepared to take their place along side the Regular Air Force in the defense of this country.

/s/ C. D. O'Sullivan
C. D. O'SULLIVAN
Major General
The Adjutant General

Copies to:
Lt Gen Stratemeyer
CG, 61st Wg
CG, 62nd Wg

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HEADQUARTERS TENTH AIR FORCE
Fort Benjamin Harrison, Indiana

3 March 1949

Office of the Commanding General

SUBJECT: Conflict Between AFR 45-5 and NGR 20 and NGB Circular 17

TO: Commanding General
Continental Air Command
Mitchel Air Force Base,
New York

1. Reference your TWX AFADCOC 3705, 13 Oct 48, and letter headquarters Air Defense Command, OC 211, 26 Oct 48, subject: Criteria for Selection of Commanders for Tactical Units of ANG, and your TWX AFCONAC CA 835, 20 Dec 48.

2. All the above publications were re-issued immediately to the Adjutants General, Senior Air Instructors, and Air Instructors, Tenth Air Force area. All three publications specified that AFR 45-5 will apply when in conflict with NGR 20, or NGB Circular 17, as to the qualifications of candidates appearing before the Federal Recognition Board for promotion. Since the middle of November this headquarters has utilized Air Instructors each State as the Regular Air Force member of the Federal Recognition Board for individuals. Since the receipt of your TWX AFCONACCA 835 particularly, the States have brought candidates before Recognition Boards for promotion who were qualified under NGR 20, but not qualified under AFR 45-5. In order to comply with directives, USAF, in these cases of conflict, the Instructor as a member has been adding to the NGB Form 89 a minority report consisting of one statement: "This officer is not qualified under AFR 45-5, but is qualified under NGR 20". In spite of this minority report, all such candidates are receiving their NGB Forms 3A granting them Federal Recognition in the NGUS as of the date they met the Board. The practice of adding this minority report is still being accomplished by the Air Instructors.

3. a. On 16 June 48 Lt Col Leon DeLighter, Illinois National Guard, was assigned as Commanding Officer, Hq Det, 226th ASG (Bomb Light). On 30 Aug 48 Lt Col DeLighter met a Federal Recognition Board to be promoted to Colonel under the provisions of Par 19.1c, NGR 20, which is in conflict with the qualifications required by AFR 45-5.

b. On 14 May 48 Capt Donald John Smith, Illinois National Guard, was assigned to the 108th Bomb Sq (L). On 28 Oct 48 Capt Smith met a Federal Recognition Board to be promoted to Major under the provisions of Par 19.1c, NGR 20, which is in conflict with the qualifications required by AFR 45-5.

c. Both the above-named officers have received NGB Forms 3A Federally Recognizing them in the higher grade.

4. Section 75, National Defense Act, NGR 20, and ConAC Letter 49-5, 15 Aug 47, subject: Air National Guard Organization and Procedure, list the appointing authority, the composition and procedure of the Board, and the disposition of records. The composition of the Board in practically every case in the Tenth Air Force area consists of two National Guard members and one Regular Air Force member. There is no information available as to the proper action that the Regular Air Force member should take when the qualifications of the candidate appearing before the Board satisfy the requirements of NGR 20 and NGB Circular 17, but do not satisfy the requirements of AFR 45-5. This headquarters requests information as to the procedure to be accomplished by the Regular Air Force member when the situation arises whereby the two National Guard members find the candidate qualified under NGR 20 and the Regular Air Force member must dissent as the candidate is not qualified under AFR 45-5.

s/Harry A. Johnson
t/HARRY A. JOHNSON
Brigadier General, USAF
Commanding

64

Conflict Between AFR 45-5 and NGR 20 and NGB Circular 17
PP-D 325.3 (3 Mar 49) 1st Ind 22 Mar 1949

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Commanding General, Tenth Air Force, Fort Benjamin Harrison, Indiana

1. This headquarters has forwarded a copy of the basic letter to Deputy Chief of Staff, Personnel, Headquarters, USAF, for the information of that Headquarters, and has recommended that in the future no Air National Guard officers be promoted unless they qualify fully under the provisions of Air Force Regulation 45-5.

2. Until such time as National Guard Regulation 20 has been amended to conform with Air Force Regulation 45-5 or until such time as a definite policy in this connection is announced by Headquarters, USAF, it is requested that your headquarters continue to employ the procedure outlined in paragraph 2 of the basic letter in any case where Air National Guard officers meeting promotion boards do not meet the qualifications of Air Force Regulation 45-5.

BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

s/R.B. Travis
t/R.B. TRAVIS
Colonel, USAF
Asst Adj Gen

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4 March 1949

Lt Gen G E Stratemeyer
Hq CAC
Mitchel AFB, NY

Dear General Stratemeyer:

The National Guard will conduct a conference to discuss current problems of the Air National Guard's operation and development at Orlando Air Force Base, Florida, on 4-6 April 1949. This conference will be attended by all tactical unit commanders of the Air National Guard and the Adjutants General of the several states, as well as the commanding generals of the numbered Air Forces and representatives of the United States Air Force and the major Air Force Commands.

Coming at this very important stage of the Air National Guard's development, this conference should be most productive. The free discussion of all Air Guard problems through personal contacts is very valuable. The accomplishment of the conference will be a much broader knowledge and understanding of the Air National Guard's role in National defense for all who attend.

The National Guard will be most honored if you could speak to the conference on Tuesday morning, 5 April on "The National Gurad and Air Defense." This would give us an opportunity to hear your position on the very important aspect of the development of the Air National Guard. As you can see from the attached tentative program, your address will be a most important part of the conference. I hope that your schedule will permit you to be with us at that time.

Sincerely,

/s/ KENNETH F. CRAMER
Major General
Chief, National Guard Bureau

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EXTRACT
COPY

National Guard Bureau Conference
RG 337 (23 Feb 49) 1st Ind 4 Mar 1949

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Chief of Staff, United States Air Force, Washington 25, D. C.
ATTN: Office of Special Assistant for Reserve Forces

1. Reference paragraph 2 of the basic correspondence, it is requested that the limit of five (5) personnel from this headquarters to attend the Air National Guard conference be increased to ten (10). This change is necessary since it is planned that the following personnel will attend:

Commanding General
Deputy for Reserve Forces and one assistant
Director of Air National Guard and one assistant
Deputy for Operations
Deputy for Materiel
Deputy for Personnel
Inspector General
Public Information Officer

2. Each Continental Air Command Air Force will be represented by the Commanding General or Vice Commander, the Deputy for Reserve Forces and the Director of Air National Guard. The Air Defense Command and Tactical Air Command will each be represented by the respective Commanding General and Deputy for Operations. Reference paragraph 6 of the basic correspondence, names of individuals listed above will be submitted by 10 March 1949.

* * * * * * *

FOR THE COMMANDING GENERAL:

2 Incls:
1. Cy ltr to M/G Finch, subj as above
2. Cy Conference Agenda

/s/t/ R. B. TRAVIS
Colonel, USAF
Asst Adj Gen

C O P Y
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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
Washington 25, D. C.

4 March 1949

SUBJECT: Shortage of Equipment and Supplies Affecting the Efficient Training of Air National Guard Units

TO : Commanding General, Continental Air Command, Mitchel AFB, New York

1. Reference is made to letter, your headquarters, 18 November 1948, subject as above, file DM-325, relative to adoption of recommended changes in supply and accounting procedures for the Air National Guard.

2. Present supply and property accounting policies and procedures for the National Guard are based on existing law which requires that funds be applied solely to the objects for which they are respectively made available and to no other. Based on the provisions of this law, the Judge Advocate General has rendered an opinion which requires that accounting for supplies and equipment procured with National Guard funds be separated from accounting for those supplies and equipment procured from funds appropriated to the Regular establishments.

3. A complete study by this headquarters of the above situation and reasons therefor, indicates that a change to existing statutory requirements and the adoption of new procurement and supply procedures for the National Guard are necessary to alleviate the situation that exists.

4. Appropriate legislative changes are being drafted by this headquarters, which will enable the utilization of only one property account with each supply agency, from which the National Guard will be issued supplies and equipment on a supply parity with the Regular Air Force. Consequently, it will follow that desired changes to budgetary, fiscal and logistical policies and procedures, will be effectuated at such time as the enabling legislation referred to above is enacted into law.

BY COMMAND OF THE CHIEF OF STAFF:

s/ C. W. SCHOTT
t/ C. W. SCHOTT
Colonel, USAF
Deputy Spec Asst of Reserve Forces

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FM JWXC 1257/ Com Gen SAC Offutt AFB Omaha Nebr 092250Z

TO Com Gen ConAC Mitchel AFB NY

QWM AT GRNC

/RESTRICTED/ DO4A5 5142. Reourtt DO 4A 5508 dtd 5 Mar 49. Representative of this comd will be unable to attend conference at ConAC on 10 Mar 49. Will finalize all operational requirements of plan BLACKJACK in Washington on 14 Mar 49 meeting.

CFN DO4A5 5142

09/2316Z

Inspection of ANG Units, Selfridge, Michigan (127th Ftr Gr).
333.1 (7 Mar 49)　　1st Ind.　　JCK/155

[illegible] Continental Air Command, Mitchel Air Force Base, New York.

TO: Inspector General, Tenth Air Force, Fort Benjamin Harrison, Indiana.

1. A rated officer from this headquarters will accompany your inspection team to the 127th Fighter Group. The use of this officer as a team member is left to your discretion.

2. [illegible] into the October and February [illegible] inspection will [illegible] to air inspection [illegible] and will exclude any detail whatsoever remotely resembling an Inspector General inquiry.

3. Basic communication and enclosures indicate necessity for particularly thorough inspection to determine:

a. Adequacy and effectiveness of flying training.

b. Aircraft accidents, causes and the thoroughness of investigations by accident investigation boards, as well as investigations and remedial actions taken by the commander himself.

c. General efficiency of unit.

d. Combat effectiveness.

BY COMMAND OF [illegible]:

7 Incls - n/c

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Q CONTINENTAL AIR COMMAND, MITCHEL AFB, NY. UNCLASSIFIED

CG, FIRST AF, FT SLOCUM, N.Y.
CG, FOURTH AF, HAMILTON AFB, HAMILTON FLD, CALIFORNIA
CG, NINTH AF, LANGLEY AFB, VIRGINIA
CG, TENTH AF, FT BENJAMIN HARRISON, INDIANA
CG, TWELFTH AF, BROOKS AFB, TEXAS
CG, FOURTEENTH AF, ORLANDO AFB, ORLANDO, FLA.

ROUTINE
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AFConACRG 4600 PD THE FOLLOWING USAF MSG ESTABLISHES CERTAIN PROCEDURES WITH RESPECT TO ANG FLD TNG CALENDAR YEAR FOUR NINE CLN QUOTE FROM AFMAI 9705 REURTEL AFConACCA 2969 THE FOLLOWING SOP HAS BEEN ESTABLISHED AND THE MAJOR COMMANDS CONCERNED HAVE BEEN NOTIFIED AND FURNISHED A LIST OF BASES UNDER THEIR COMMAND WHICH ARE CONTEMPLATED FOR USE FOR ANG FIELD TRAINING CLN ONE ConAC AND AF COMMAND WILL CONSUMMATE JOINT USE AGREEMENT PD TWO REPRESENTATIVES ConAC CMA USP&DO OF STATE IN WHICH AIR BASE LOCATED AND REPRESENTATIVES OF AIR BASE CO WILL SURVEY FACILITIES TO DETERMINE ESTIMATED COSTS INCIDENTAL TO OPENING CMA CLOSING AND OPERATION PD THREE USP&DO OF STATE IN WHICH AIR BASE LOCATED WILL CONTRACT TO HAVE WORK ACCOMPLISHED UNDER SUPERVISION OF CO BASE CONCERNED AFTER APPROVAL OF ESTIMATES BY NGB AND ALLOCATION OF FUNDS PD NO FUNDS OR PERSONNEL WILL BE UTILIZED BY AF BASE EXCEPT THAT PERSONNEL WILL BE PROVIDED TO SUPERVISE WORK ACCOMPLISHED BY USP&DO PD FOUR REIMBURSEMENT FOR PROPORTIONATE COST OF WATER

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HQ CONTINENTAL AIR COMMAND, MITCHEL AFB, N.Y. UNCLASSIFIED

CG, FIRST AF, FT SLOCUM, N.Y ROUTINE
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CALIFORNIA
CG, NINTH AF, LANGLEY AFB, VIRGINIA
CG, TENTH AF, FT BENJAMIN HARRISON, INDIANA
CG, FOURTEENTH AF, ORLANDO AFB, ORLANDO, FLA.

Cont'd

CMA LIGHT CMA ETC WILL BE SECURED IN ACCORDANCE WITH EXISTING REGULATIONS AND SPECIAL INSTRUCTIONS WHICH WILL BE DISSEMINATED BY HQ USAF PD DAY TO DAY MAINTENANCE AND REPAIR WILL BE ACCOMPLISHED BY THE USP&DO BY CONTRACT UNDER GENERAL SUPERVISION OF AF BASE CO CONCERNED PD IT IS DESIRED TO EMPHASIZE THAT YOUR COOPERATION IS ESSENTIAL TO THE SUCCESSFUL ACCOMPLISHMENT OF THIS FIELD TRAINING WHICH IS OF VITAL IMPORTANCE TO THE OVERALL AIR FORCE PROGRAM PD UNQUOTE IN ITEMS ONE AND TWO QUOTE ConAC UNQUOTE AND QUOTE REPRESENTATIVES ConAC UNQUOTE IS INTERPRETED TO MEAN ConAC AIR FORCES PD THREE COPIES OF JOINT USE AGREEMENTS WILL BE FORWARDED THIS HQ PD END

CG, ConAC

OFFICIAL BUSINESS

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UNITED STATES AIR FORCE
HEADQUARTERS FIRST AIR FORCE
OFFICE OF THE COMMANDING GENERAL
Fort Slocum, New York

8 March 1949

Lt. General George E. Stratemeyer, USAF
Commanding, Continental Air Command
Mitchel Air Force Base, New York

Dear General Stratemeyer:

Among other matters brought up in your personal letter to me of 19 November 1948, you asked me to inform you when I had visited all the Reserve and National Guard activities in the First Air Force.

* * * * *

In your letter you quote a statement from an Air Force Reserve General Officer, which indicates that there are many officers in the numbered Air Forces who look upon the Air Reserve as an unnecessary component. I deny that charge, insofar as the First Air Force is concerned. During the twenty (20) months of close association with the Air Force Reserve which I have had in this command, I have heard of only one instance where the attitude of one of my officers has been criticized in this vein. In this case, the difficulty was obviously the result of a personality clash which we must expect from time to time as long as people are people. Under such circumstances, I am reluctant to chide my commanders, or to infer that they have not done their utmost to establish a cordial and understanding relationship with the members of the Air Force Reserve. From my personal knowledge, we have constantly leaned so far the other way in this Air Force, that we have not given our Regular units the attention that they are entitled to as a considerable part of the "Air Force in Being". It goes without saying that I shall take effective corrective action in any specific case that comes to my attention involving the dereliction of any member of the First Air Force.

Yours sincerely,

/s/Bob
/t/ROBERT M. WEBSTER,
Major General, U.S.A.F.

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TO UEGVL/CG CONAC MITCHEL AFB NY

AF GRNC

14AFDMS-229 REF CONVERSATION DM THIS HQ AND COL KING YOUR HQ AN MSG 14AFDMS 217 DTD 4 MAR 49 INFO NOW AVAILABLE INDICATES 502D TAC CONTROL GP ASSIGNED TO 14AF HOWEVER COMMITMENT FOR PROJECT QUOTE HELPMAKE UNQUOTE CAME DIRECTLY FROM USAF PD SUGGEST PROJECTS OR COMMITMENTS ASSIGNED TO 502D TAC CONTROL GP BE COO~~RDINATED WITH APL COMMANDS CONCERNED~~ SO THAT ~~NECESSARY LOGISTICAL~~ SUPPORT CAN ~~BE RENDERED~~

CFN 14AFDMS-229

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HQS. AMC WRIGHT PATTERSON AFB
DAYTON OHIO

UNCL

COMMANDING GENERAL
CONTINENTAL AIR COMMAND
MITCHEL AFB
MITCHEL FIELD, NEW YORK

O M

MCMSXM53-3-29.....Reference to your command teletype AFCONACMS 4414, dated 3 March 1949. Priority action has been taken to obtain Air National Guard credit for items requested. Every effort will be made to meet emergency date of 18 March 1949.

UNCL

s/t/ C. F. WILSON
Captain, USAF
Asst. Material Section
Supply Division

MCMSXM 53/ER/bl 8 Mar 49

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<u>C O P Y</u>
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CG Continental Air Command, Mithel AFB New York NC

CG Fourteenth Air Force
Orlando Air Force Base, Fla Priority

14AFOS400 NC

AFConOT 4859 . Reurmsg 14AFOS400. Due to units of the 332 Fighter Group being committed, and scheduled early inactivation of the 10th ReconWing, it will not be possible for this hqs to furnish conventional fighter aircraft as requested. Suggest you consider possibility of utilizing Air National Guard units within your area of responsibility for limited operations. END

CG ConAC
Official Business

NC

OT Ext 1230 Col Nicnols/241 9 Mar 49

s/ James H Hackett
t/ JAMES H HACKETT
1st Lt., USAF
Asst Adg Gen

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Footnote 15

STATE OF CALIFORNIA
The Adjutant General
Sacramento

10 March 1949

MEMORANDUM: To the Secretary of the Army

From Major General C. D. O'Sullivan, Adjutant General of California

In the interests of developing unity between the Reserve components, it is suggested that the following measures should be undertaken:

Wherever National Guard units are located, Reserve units will utilize facilities provided by the State, when adequate, paying a proportionate share of operating, maintenance, and repair costs. Equipment issued to the National Guard will be utilized by Reserve units under proper security arrangements. Federally paid caretakers should be made available to these Reserve units to care for property issued exclusively to the Reserve, this to be individual equipment as a rule. These caretakers would be in the same position as those employed by the National Guard. Reserve officers, not members of organizations located in the same communities as National Guard units, should be encouraged to train with National Guard units in their own communities and should receive credit when properly certified by a Regular Army instructor. Instructor personnel should be combined. In place of having separate groups of instructors for Reserve and National Guard, the same instructors should serve both components. At present the National Guard is short of instructors but it is believed that in this way the shortage can be reduced.

Field Training

Many Reserve officers have always attended field training camps with the National Guard and steps have now been taken for Reserve units to attend. This should be developed further so that every National Guard unit that attends camp would have, not only 100% T/O officers, but an additional number sufficient to allow for camp overhead, schools, etc., without reducing the T/O number on duty with any unit. Officers can mess with National Guard officers' messes. Enlisted personnel can be messed in consolidated Reserve and National Guard messes. In all cases, logistical support and housekeeping personnel for the Reserve should be furnished by the numbered Army or Air Force concerned.

Ultimate Development

All class "A" units would be National Guard units. Class "B" and "C" would be Reserve units. Administration of these could be by the Adjutants General of the various states whose headquarters would have to be supplement/

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by Reserve officers on active duty and civilian clerks to take care of the additional load. All personnel, plans and training and supply matters could be handled in this way. The chain of command for the Reserve should be from the Reserve organizations to the Adjutant General in his capacity as a Federally recognized member of the Reserve components, then to the numbered Army or Air Force in which the State is located, and thence, to the National Guard Bureau which would become the Reserve Components' Bureau with Reserve officers added to each section. (Where the Adjutant General lacks Federal recognition, the senior member of his staff with Federal recognition would act for him).

Problems of dual control by state and Federal Government can be resolved, as many are being successfully solved now, by conferences between Adjutants General and the numbered Army and Air Force Commanders.

Costs

It is believed that the operation outlined above could be accomplished at a great saving in administration, in utilization of equipment and in joint use of facilities. With the proposed Federal assistance to the Armory program of the States, Armories will become available that can house both Reserve and National Guard organizations. Airfields can be operated to take care of Reserve squadrons and individual pilots with relatively slight increase of cost. A few additional training planes would be necessary and an hourly charge made for use of planes assigned to National Guard squadrons and used by Reserve components, while an additional number of caretaker mechanics could be paid out of Reserve funds to take care of the increased upkeep resulting from greater use of equipment. Savings in rentals, reduction in number of camps and other costs would benefit the taxpayers. Elements of Reserve might also be used to provide state security between M Day and complete mobilization. This would also reduce duplication and afford great economy both for the states and for the Federal Government.

It has become obvious over a long period of time that the National Guard has succeeded in obtaining equipment and improving its position, its training and its strength through the ability of the Adjutants General to represent forcefully the needs of the National Guard without fear of consequences. Its strength lies in home town support, based upon community pride. The difficulties encountered by the Reserves arise in large part from the inability of the Reserves to be represented by officers devoting their full time to the work of developing the Reserves and to lack of community interest and support. This lack could be corrected by charging the states with all Reserve components as contemplated in the Constitution. This matter has been discussed with a number of Adjutants General and with National Guard officers and Reserve officers, both of the Army and Air Force, and few objections have been raised. In general, there has been agreement that both components would benefit by such action. The opportunity for Reserve officers to train with troops would by itself justify this proposal.

Legislation

If the proposal is favorably considered, conferences between Reserve components and Army, and Reserve components and Air Force could determine what legislation might be required to implement the program.

/s/ C. D. O'Sullivan
C. D. O'SULLIVAN
Major General
The Adjutant General

C O P Y
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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

10 March 1949

RG 333.4

SUBJECT: Inspection of Air National Guard Units

TO : Commanding General, First Air Force, Fort Slocum, New York
(Identical letter sent to all air forces)

1. Recent visits by this and higher headquarters of various Air National Guard units have shown the following discrepancies to be prevalent at nearly all stations.

a. Poor facilities for briefing of combat crews. In this connection there should be a separate room set aside and properly equipped. An SOP for briefing and critiques should be established and used for every mission flown.

b. Poorly kept Form 1's. Such items were entered as formation time credit taken when only one airplane was in the air and hood time taken when there was no hood equipment in the airplane.

c. Tools were improperly stored. Numerous examples were found where tools were stored in supply that were component parts of kits. Kits had not been made up and issued to the individual man needing them for his training. Tool kits were issued to unauthorized people. Tools were not properly accounted for in the supply room.

d. Pilots were flying combat type aircraft without proper equipment. A letter from the National Guard Bureau, 15 February 1949, subject: "Inadequate Flying Equipment" forbids this practice.

e. Aircraft are being flown without proper servicing and equipment. Many fighters are not serviced with oxygen. Some cases of guns removed from aircraft have been reported.

2. It is directed that immediate positive action be taken to correct these and any other apparent dificiencies in all Air National Guard units. Guidance by the air instructor in a firm way can eliminate all of these faults.

GEORGE E. STRATEMEYER
Lieutenant General, U. S. Air Force
Commanding

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HEADQUARTERS TENTH AIR FORCE
Fort Benjamin Harrison, Indiana

Office of the Commanding General

10 March 1949

Major General Howard M. Turner
Vice Commander
Continental Air Command
Mitchel Air Force Base, New York

Dear Slim:

* * * *

Rube Kyle was out here the other day, and we really gave him the old pineapple, but, frankly, unless we can get firm commitments on some of our National Guard summer training camps, the Adjutants General of the states cannot get out their requests for funds. The big disappointment to us was that Albuquerque, on account of its classified condition, and lack of personnel and equipment at Selfridge (now one officer and four men), it does not seem feasible to send aircraft warning units to that station. Kyle has all the dope on this, and I hope he can come up with an answer. Frankly, at times it seems that, if much of this stuff could be decentralized to the numbered air forces with the general policy of what is desired from ConAC, we could do our best to give the best training we could with the means available. We should have all this stuff firmed up by at least the middle of January.

* * * *

Sincerely yours,

s/ Skipper

t/ HARRY A. JOHNSON
Brigadier General, USAF
Vice Commander

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PRIORITY RADIO

FROM 14AFOS 400

RATION HELPMATE WILL BE CONDUCTED BY 502D TAC CONTL GP AT GREENVILLE AFB BETWEEN 15 MAR AND 15 MAY PD SUCCESSFUL COMPLETION OF HELPMATE DEPENDS UPON SUFFICIENT CONTROLLED AIRCRAFT SORTIES DURING APRIL PD AIRCRAFT SUPPORT REQUIREMENTS ARE AS FOLLOWS CLN ABLE 48 2-HOUR INTERCEPTOR SORTIES PER DAY IN GROUPS OF SIXTEEN AT A TIME BAKER 12 2-HOUR TARGET SORTIES PER DAY IN GROUPS OF FOUR AT A TIME PD PAR THIS HQ WILL BE ABLE TO COMMIT THE TARGET AIRCRAFT SUPPORT PD REQUEST THAT CONAC COMMIT ONE SQUADRON OF CONVENTIONAL FIGHTER AIRCRAFT TO BE STAGED AT GREENVILLE AFB FROM 1 APRIL THRU 29 APRIL FOR INTERCEPTOR AIRCRAFT SUPPORT PD PAR REPRESENTATIVES OF THIS HQ WILL ARRIVE YOUR HQ 10 MAR TO DISCUSS OPERATIONAL CMA LOGISTICAL AND FINANCIAL PLANS PERTAINING TO THE SUPPORT OF OPERATIONS HELPMATE

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

11 March 1949

PP-E210.65

SUBJECT: Assignment of Instructors to Aircraft Control and Warning Units, Air National Guard

TO : Commanding General, First Air Force, Fort Slocum, New York
(CGs 4th, 9th, 10th, 12th and 14th AFs)

1. In view of the critical shortage of officers qualified in the field of electroncis, communications, and radar, the Chief of Staff, USAF, was requested to consider the assignment of experienced unit commanders as instructors to Aircraft Control and Warning Units of the Air National Guard. Concurrently with the foregoing, it was requested that twelve (12) civilian Philco representatives, one per Aircraft Control and Warning Group, paid from National Guard funds, be obtained to assist these officers in the technical instruction of these units.

2. This headquarters has been advised that Chief of Staff, USAF has authorized the assignment of fifty (50) Fighter Pilots for duty as Air Instructors to Aircraft Control and Warning Units of the Air National Guard. Subject officers to be assigned to the 502nd Tactical Control Group, Greenville Air Force Base, Greenville, S.C., for indoctrination prior to reporting to Air National Guard units.

3. Through existing contractual arrangements made between the National Guard Bureau and Philco Radio Corporation, the services of six (6) civilian technicians have been made available to the Aircraft Control and Warning Units of the Air National Guard to provide technical assistance in the maintenance and operation of all communication and radar equipment and to provide training for the permanent caretakers personnel. The National Guard Bureau Budget Program for FY 1950 does not provide for employment of six (6) additional Philco Technical Representatives at the present time. If additional funds are made available at a later date, this matter will be given further consideration.

BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

s/ Frederick W. Gerhard, Jr.,
t/ FREDERICK W. GERHARD, Jr.
Captain, USAF
Asst Adj Gen

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THE AIR UNIVERSITY
AIR COMMAND AND STAFF SCHOOL
Maxwell Air Force Base, Alabama

12 March 1949

SUBJECT: United States Air Force Relationship to the Air National Guard

TO : Commanding General, Tenth Air Force

1. Each student in the Air Command and Staff School is required to write a "Research Paper" investigating any Military subject. I have elected the subject, "What Action Can the United States Air Force Take to Make the Air National Guard an Effective Combatant Force?". To complete my research, I need to know wherein the Air Force can be more effective in executing its duties as related to the Air National Guard.

2. First, let me qualify the inference that the Air National Guard is not already an effective force. On the assumption that D-day and M-day will be coincidental, the Air National Guard is far from being capable of fulfilling its Federal mission as an M-day force. Since the Air National Guard comprises about two thirds of the air force for defense of the United States, it then behooves every citizen to exert all possible means to increase the efficiency of all our defensive forces.

3. A study of the applicable publications governing the relationship between the Air Force and the Air National Guard shows that the responsibility assigned to the United States Air Force is principally that of supervision. My question is this: "Has the Air Force executed this assigned responsibility to the maximum extent?" To assist me in my project, would you be so kind as to give your answers to the questions in paragraph four (4) below?

4. As concerns the United States Air Force responsibility of assisting the Air National Guard through supervision, to what extent has your Command fulfilled its mission toward the Air National Guard with respect to the following:

a. Training

(1) Prepared training plans and programs for use by the Air National Guard.
(2) Provided standards of training.
(3) Supervised Regular Air Force Instructors.
(4) Requested reports from the Air National Guard.
(5) Recommended corrective measure.

b. Conducted Inspections

(1) For Federal recognition.
(2) To determine adequacy of proposed Air Base facilities.
(3) To determine satisfactory maintenance of Air Base facilities.
(4) Others.

c. Conducted tests or exercises

(1) To determine proficiency of units or individuals.
(2) To determine Operational Readiness.
(3) Others.

d. Logistics: assisted in procuring or providing

(1) Outdoor training facilities.
(2) Equipment.
(3) Ammunition.
(4) Additional storage or warehousing.
(5) Maintenance equipment.
(6) Supply (all phases)
(7) Other

e. Mobilization planning

(1) Carried out Air Force requirements stated in AR 130-10.
(2) Directed tests of mobilization plans.

f. Command and coordination effort

(1) Has the Air Force "over stepped" or has it failed to exercise fully its limits of command.
(2) Has coordination between the Air Force and the State authorities been to the maximum, optimum, or minimum.

5. If you have any further information or comment in addition to that requested in paragraph four (4) above relating to this problem, I earnestly request that it be included in your reply.

6. Due to the suspense date for my paper, I must assemble this information by 1 April 1949. It is requested that your reply be returned by that date, for it is imperative that my paper be completed as scheduled; I cannot alter the date for submission of this paper.

7. I want to thank you now, and express my sincerest appreciation for your effort and cooperation in supplying this information. Itwill be of inestimable value in solving this problem.

Sincerely,

F.C. SPRAWLS, Major, USAF
Student, Air Command and Staff School
Maxwell Air Force Base, Alabama

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

MAR 15 1949

SUBJECT: Split Assemblies

TO : Commanding General
Continental Air Command
Mitchel Air Force Base
New York

1. The National Guard Bureau has been directed to amend National Guard Regulations 45 and 58 , as pertains to Air National Guard, in such a manner as to prohibit "split assemblies". In furtherance of this policy, it is requested that all Air Instructors detailed to the Air National Guard be directed to discontinue, as of 1 April 1949, certification of pay vouchers involving "split assemblies".

2. A "split assembly" is defined as any unit training assembly for which pay is claimed for officer personnel at which less than 60% of the assigned strength of the unit (as of that date) were physically present at the place specified and during the hours specified for such training assembly. Personnel absent on military orders may be excluded from the assigned strength.

3. For the purpose of implementing this policy any one of the following T/O units or portions of T/O units will be considered a "unit":

a. Hqs and Hqs Sq., ANG Wing
b. Hqs, Ftr or Bomb Gp
c. Hqs Det., Air Service Gp
d. Hqs and Service Co, Engineer Aviation Battalion
e. Ftr, Light Bombardment or Communication Sqs.
f. Lettered Detachments, Air Service Group
g. Utility Flight
h. Engineer Aviation Co.
i. Weather Stations
j. Radar Calibration Det.
k. Aircraft Control & Warning Units* - A "unit" will consist of any one of the following groupings:
    (1) An AB team
    (2) An RD team plus supporting CE, CH, FB, FG, RE, RF and MC teams
    (3) An RC team supported by an MC team
    (4) Fifty percent of the assigned personnel of each of the following teams: AE, AC, CB, CE, CG, CI, CJ, FB, FD, FH, FJ, and MB.

A-295

(5) Fifty percent of the assigned personnel of each of the following teams: AD, AC, CE, CG, CJ, FB, FH, FJ, and MB.

* See T/O&E 1-600

4. The prohibition of "split assemblies" will not be interpreted to prevent the performance of "appropriate duties" for pay purposes by personnel not physically present at an authorized unit training assembly. For example, if a squadron conducted a unit training assembly at which 80% of the assigned personnel were physically present for duty, personnel included in the remaining 20% may, by administrative action, be assigned appropriate duties for which pay may be claimed. The National Guard Bureau has been requested to so amend paragraph 21 of 45? — NGR-20 or to authorize accomplishment of "appropriate duty" by airmen as well as officers.

5. Any attempts to circumvent the intent of the prohibition of "split assemblies" by specifically exempting individuals or groups of individuals from a unit training assembly, in order to perform "appropriate duties", will be discouraged.

BY COMMAND OF THE CHIEF OF STAFF:

J P McConnell

J. P. McCONNELL
Brigadier General, USAF
Deputy Spec. Asst. for Reserve Forces

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HQ CONTINENTAL AIR COMMAND MITCHEL AFB NY UNCLASSIFIED

CG AIR MATERIEL COMMAND WRIGHT-PATTERSON
AFB DAYTON OHIO ROUTINE ROUTINE

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CG TWELFTH AF BROOKS AFB TEXAS
CG FOURTH AF HAMILTON AFB CALIF
SPECIAL ASSISTANT TO THE C/S FOR RES FORCES
HEADQUARTERS USAF

AFConACRG 5689 PD

ONE PRELIMINARY CONFERENCE BTWN CONAC CMA TWELFTH AF AND COMMANDING OFFICER CMA KIRTLAND AFB REVEALS THAT KIRTLAND AFB WILL BE SATISFACTORY AS FIELD TRNG SITE FOR THE FOLLOWING ANG ORGANIZATION PD

ABLE ONE FIVE EIGHT AC&W GP CMA TEXAS ANG AND SUBORDINATE UNITS SMCLN ENTATIVE FIELD TRNG PERIOD ONE FOUR AUG TO TWO EIGHT AUG ONE NINE FOUR NINE SMCLN APPROX STRENGTH FOUR NINE OFFICERS AND ONE NINE ZERO ENLISTED MEN PD

BAKER ONE SIX TWO AC&W GP CMA CALIF ANG AND SUBORDINATE UNITS SMCLN TENTATIVE FIELD TRNG PERIOD SEVEN AUG TO TWO ONE AUG ONE NINE FOUR NINE SMCLN APPROX STRENGTH FIVE SIX OFFICERS TWO EIGHT FOUR ENLISTED MEN PD

TWO FIELD TRNG DATES ARE CURRENTLY BEING COORDINATED TO ELIMINATE OVERLAP PD

THREE THE FOLLOWING EXTRACT OF MSG FM HQ USAF ESTABLISHING SOP FOR IMPLEMENTING ANG FIELD TRNG SITES IS QUOTED CLN QUOTE CG CONAC HAS BEEN DIRECTED TO FORMULATE AND

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FM CONTINENTAL AIR COMMAND MITCHEL AFB NY UNCLASSIFIED

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CG TWELFTH AF BROOKS AFB TEXAS
CG FOURTH AF HAMILTON AFB CALIF
SPECIAL ASSISTANT TO THE C/S FOR
RES FORCES HEADQUARTERS USAF

AFConACRG________PD

IMPLEMENT THE PROGRAM FOR FIELD TRNG OF ANG FOR REMAINDER OF FY ONE NINE FOUR NINE AND FY ONE NINE FIVE ZERO UTILIZING ACTIVE AND INACTIVE USAF INSTALLATIONS WHERE NECESSARY PD REPRESENTATIVES OF CONAC WILL CONTACT YOUR COMMAND TO NEGOTIATE NECESSARY JOINT USE AGREEMENTS IN ACCORDANCE WITH THE FOLLOWING SOP CLN ONE CONAC AND AF MMAND WILL CONSUMMATE JOINT USE AGREEMENTS PD TWO REPRESENTATIVES CONAC CMA USP&DO OF STATE IN WHICH AIR BASE LOCATED AND REPRESENTATIVES OF AIR BASE CO WILL SURVEY FACILITIES TO DETERMINE ESTIMATED COSTS INCIDENTAL TO OPENING CMA CLOSING AND OPERATION PD THREE USP&DO OF STATE IN WHICH AIR BASE LOCATED WILL CONTRACT TO HAVE WORK ACCOMPLISHED UNDER SUPERVISION OF CO BASE CONCERNED AFTER APPROVAL OF ESTIMATES BY NGB AND ALLOCATION OF FUNDS PD NO FUNDS OR PERSONNEL WILL BE UTILIZED BY AF BASE CO EXCEPT THAT PERSONNEL WILL BE PROVIDED TO SUPERVISE WORK ACCOMPLISHED BY USP&DO PD FOUR REIMBURSEMENT FOR PROPORTIONATE COST OF WATER CMA LIGHT CMA ETC WILL BE SECURED

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CONTINENTAL AIR COMMAND MITCHEL AFB NY UNCLASSIFIED

CG AIR MATERIEL COMMAND WRIGHT-PATTERSON
AFB DAYTON OHIO ROUTINE ROUTINE

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CG TWELFTH AF BROOKS AFB TEXAS
CG NINTH AF HAMILTON AFB CALIF
SPECIAL ASSISTANT TO THE C/S FOR
RES FORCES HEADQUARTERS USAF

AFConACRG 5689 PD

IN ACCORDANCE WITH EXISTING REGULATIONS AND SPECIAL INSTRUCTIONS WHICH WILL BE DISSEMINATED BY HQ USAF PD DAY TO DAY MAINTENANCE AND REPAIR WILL BE ACCOMPLISHED BY THE USP&DO BY CONTRACT AND UNDER GENERAL SUPERVISION OF AF BASE CO CONCERNED PD IT IS DESIRED TO EMPHASIZE THAT YOUR COOPERATION IS ESSENTIAL TO THE SUCCESSFUL ACCOMPLISHMENT OF THIS FIELD TRNG WHICH IS OF VITAL IMPORTANCE TO THE OVER-ALL AIR FORCE PROGRAM PD END QUOTE

FOUR REQUEST YOUR HQ NOTIFY HQ TWELFTH AF AND HQ FOURTH AF OF YOUR APPROVAL OR DISAPPROVAL OF THE USE OF KIRTLAND AFB AS OUTLINED IN PARAGRAPH ONE ABOVE PD FURTHER REQUEST THIS HQ ALSO BE ADVISED PD END

CG CONAC

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RG Ext 2201 3/RBL/221 17 Mar 49 /t/ JAMES H. HACKETT
1st Lt, USAF
Asst Adj Gen 3 3

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

HQ 333.1

17 March 1949

SUBJECT: Annual Air Inspection, Washington Air National Guard

TO : Commanding General, Fourth Air Force, Hamilton Air Force Base, Hamilton Field, California

* * * * *

3. It is the policy of this headquarters to rigidly adhere to dates concurred in by States Adjutants General in the inspection of Air National Guard units. Inspection commitments and recent changes in schedules render it impracticable for this headquarters to inspect these units on the dates scheduled. It is requested, therefore, that your headquarters accomplish these inspections on the dates scheduled.

* * * * *

BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

s/ JAMES H. HACKETT
1st Lt., USAF
Asst Adj Gen

1 Incl
1 - Cy ltr dtd 9 Mar 49

AFCAI

SUBJECT: Inspection of Air National Guard Units, Wayne County, Romulus, Michigan (127th Fighter Group)

TO: Commanding General
Continental Air Command
Mitchel Air Force Base, N. Y.

1. Correspondence previously forwarded your Headquarters 1 November 1948, pertinent to this subject, is returned together with one additional newspaper clipping and two memorandums, one dated 25 October 1948 and one dated 16 February 1949, the latter signed by Brigadier General J. P. McConnell, USAF, Deputy Special Assistant for Reserve Forces, alleging further misuse of aircraft by subject Air National Guard organization.

a. Your reply to basic correspondence (letter to Deputy Inspector General, USAF), also inclosed, suggested that the National Guard Bureau make the investigation indicated above.

b. Your attention is invited to the date of the last annual air inspection of this organization, 16-19 April 1948. This unit is now due for an annual air inspection for 1949. From the inclosures, a thorough inspection by your Headquarters is indicated at an early date. The allegations will be inquired into, reported upon, and pertinent recommendations submitted.

2. It is desired this Headquarters be advised of the date scheduled to accomplish the inspection indicated herein, as well as the action taken in this matter to correct the situation.

BY COMMAND OF THE CHIEF OF STAFF:

[illegible] GILKESON
Brigadier General, United States Air Force
The Air Inspector

7 Incls -
1. Clipping, Detroit Times
2. Clipping, Detroit Times
3. Clipping, The Evening Star, DC
4. Copy, Memo, 1Nov48
5. Copy, ltr, 12Nov48
6. Copy, Memo, 16Feb49
7. Copy, Memo, 25Oct48

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HEADQUARTERS NEW YORK NATIONAL GUARD
270 BROADWAY
NEW YORK 7, N. Y.

REFER TO:

17 March 1949

Colonel R. B. Travis
Hqs. Continental Air Command
Mitchel Air Force Base
New York

Dear Colonel Travis:

Thank you for your letter of 15 March enclosing copy of ADC Regulation 50-5.

For your information, enclosed is copy of the bill which was finally passed yesterday by the New York Legislature. This means that if and when the Air Force and the Army change their policy, we will have to change ours. This has been our position all along.

Sincerely yours,

Charles G. Stevenson
CHARLES G. STEVENSON
Colonel, JAGC, NYNG

CGS/iti
Enc.

P.S. Please give my [illegible]
[illegible]

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HEADQUARTERS TENTH AIR FORCE
BENJAMIN HARRISON AIR FORCE BASE, FT BENJ HAR
Indiana

18 March 1949

AF10MO 333.1 MMH/fj

SUBJECT: General Armament Activity of Air National Guard Units in Tenth Air Force Area

TO : Commanding General, Continental Air Command, Mitchel Air Force Base, New York

* * * * *

c. AIRCRAFT GUNS CAL..50 (FIXED) (Installed in Aircraft)

(1) Aircraft guns are generally found installed in aircraft unless cleaning or repair work is being performed. The combat potentiality of Air National Guard Units as an M-Day force in the event of an emergency, which is outlined in Letter, Department of the Army, File CSNGB, 12 May 1948, Subject: "Removal and Storage of Armament National Guard Aircraft", will be defeated by virture of the lack of readiness and condition of guns installed. In certain instances, guns have not been boresighted and harmonized or "Fired In" although they have been on hand for approximately two (2) years; breach and operating slide mechanisms and barrels are found unduly rusted and unserviceable through lack of necessary attention to such equipment; use of thirty (30) grade motor oil and alemite grease as a lubricant which will aggravate and in most cases prevent proper functioning at certain operational altitudes; qualified assigned permanent caretakers employed as armorers are not effectively engaged in their duties but rather in other miscellaneous jobs such as filling fire extinguishers, sweeping hangars, policing areas, supply clerk, and engineering assistant and carpentry.

(2) Although aircraft guns are installed in planes in tactical readiness, no combat ammunition is authorized to be maintained in reserve. The training ammunition on hand is in many cases insufficient to allow more than a few sorties

while other units, through improper planning for anticipated training requirements, have an excess which would be sufficient for several missions. However, this ammunition would not be considered the preferred loading for combat due to pertinent linkages peculiar to training only.

* * * *

e. AMMUNITION, PYROTECHNICS AND BOMBS (Includes storage facilities)

(1) With regard to munitions and facilities therefor which substantially represent a hazard to life and property, the comments enumerated below are considered most important:

* * * *

(c) Only one instance has been encountered to indicate that precautionary measures are in effect to insure matches, lighters and other flame or spark-producing devices are not brought into the area. In this connection, a fire was observed in an ammunication area within 15 feet of a stack of about 170,000 rounds of cal. .50 ammunition. This fire had been made by Air Nayional Guard personnel for the purpose of warmth. The personnel were around it and others were leaning against the stack smoking.

* * * *

s/ Paul L. Williams
t/ PAUL L. WILLIAMS
Major General, USAF
Commanding

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c Spring 49)

HqConAC, Mitchel Air Force Base, N.Y. Unclassified

CG Twelfth AF, Brooks AFB, Texas Routine

AFConACOT 24478 . Reference your message CG 1302, impossible to justify retention of San Marcos Air Force Base for sole use of Reserve Forces unless all other facility possibilities have been exhausted. Request your Headquarters examine the feasibility of utilizing Brooks Air Force Base for Reserve Forces active duty training. Information available in this headquarters indicates that this base will accomodate 1,868 additional groops. END

CG ConAC
OFFICIAL BUSINESS

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s/ Richard W. Geuss
t/ RICHARD W. GEUSS
Captain, USAF
Asst Adj Gen

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HEADQUARTERS
CONTINENTAL AIR COMMAND
INTEROFFICE ROUTING SLIP

REGISTER NO				
SUSPENDED TO				
EXTENDED TO				
CLASS	ADM	MISC	HIST	PERS

SUBJECT: Summer Encampment of the 158th AC&W Group of the 63rd Fighter Wing, ANG

NO	DATE	FROM	TO	Number and date each entry - show date of dispatch. Show staff division or office in FROM-TO columns. Sign each entry legibly - show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
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1. This headquarters has approved and forwarded to Headquarters USAF the plan of the Tenth Air Force to airlift the 82nd Fighter Wing, Colorado Air National Guard, to field training locations in Wisconsin and Michigan. This headquarters recommended that this command be authorized to place Air Reserve crews in the Tenth Air Force area on active duty for two 2-day periods. This will involve eighty-seven (87) crews, consisting of two (2) officers and one (1) airman. The total cost has been tentatively estimated at $15,896.00. (An average figure which was based on the pay of a captain with six (6) year's service plus flying, quarters and subsistence allowances; airman cost was figured on the pay of a S/Sgt plus flying, quarters and subsistence allowances. Total active duty, officers and airmen, four (4) days).

2. It was determined from the Director of Budget that at the time that the Tenth Air Force's airlift request was approved this command had $300,000.00 Air Reserve active duty funds available.

3. Using the criteria contained in paragraph 1 above, it is estimated that the cost in active duty funds to airlift the 158th AC&W Group to Kirtland Air Force Base, as requested in the attached letter, will be $6,027.00.

4. It is believed that the value of this type of training justifies the expenditure of active duty funds inasmuch as these Air Reserve units may be called upon to perform similar airlift missions in the event of a National emergency. It is therefore proposed that the attached correspondence be forwarded to Headquarters USAF for final approval.

5. Your concurrence and/or comments are requested.

/s/ R. B. LIBBEY
Captain, USAF
Ext. 5142

/s/ DOLF E. MUEHLEISEN
Colonel, USAF
Director, Opns & Trng

- -

Con FORM RQ-AG 1
10 ember 1948
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Do not detach from correspondence

This is in reply to
correspondence bearing
AG Register No. H-327
which was suspended
to (date) ____________

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C O P Y
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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
Washington 25, D.C.

21 March 1949

SUBJECT: Split Assembly

TO : Commanding General, Continental Air Command, Mitchel Air Force Base, New York

1. Reference is made to letter from this Headquarters, subject as above, dated 15 March 1949. The description of "units" pertaining to Aircraft Control and Warning organizations as contained in paragraph 3k of this letter are applicable only to the proposed reorganization of Air National Guard Aircraft Control and Warning units. Until such reorganization is completed, an interim definition of "units" must be applied. Consequently, the above referred to letter is amended as follows:

a. Par. 3k(3) amended to read as follows: (#) An RC team supported by CC, CE, FE, RF, FH, FG and MC teams.

b. Par. 3k(4) amended to read as follows: (4) Fifty percent of the assigned personnel of each of the following teams: AE team supported by AC, CB, CE, CG, CH, CC, CD, FC, RB, RF, FF, RD, MC, CF, CI, CJ, FB, FM, FJ, and MB.

c. Par, 3k(5) amended to read as follows: (5) Fifty percent of the assigned personnel of each of the following teams: AD team supported by AC, CE, CG, CJ, FB, FH, FJ, and MB.

2. It is requested that the following organizations be added to the list included in the above mentioned letter as "units" insofar as this directive is applicable:

Bands
Signal Light Construction Companies

BY COMMAND OF THE CHIEF OF STAFF:

s/ C. W. Schott
t/ C. W. SCHOTT
Colonel, USAF
Dep Spec Asst for Res Frcs

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(353)

CONTINENTAL AIR COMMAND
INTEROFFICE ROUTING SLIP

7 21 Mar DO DRF

1. It is considered appropriate to add the following to paragraph 3 of 1st indorsement:

"As an ultimate objective, it is the desire of this command to provide for the participation of air units of the National Guard and units of the Air Force Reserve in exercises and maneuvers together with regular units whenever possible. It is hoped that this can be initiated in FY 1950 and will become more or less standard practice by FY 1951."

2. Suggest correction of the command line of 1st indorsement.

s/t/ G. S. BROWN, Col., USAF
Asst Deputy for Operations
Ext 1239

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OFFICE OF THE COMMANDING GENERAL
HEADQUARTERS FOURTH AIR FORCE
HAMILTON AIR FORCE BASE
Hamilton Field, California

21 March 1949

CA-325W/30

Lieutenant General George E. Stratemeyer
Commanding General
Continental Air Command
Mitchel Air Force Base, New York

Dear General Stratemeyer:

In reply to your letter of 28 February 1949, this headquarters is in full accord with the proposed changes in National Guard Regulations 40, 46 and 48, defining the Wing Air Instructor as the Senior Regular USAF Officer on Air Instructor duty within the Air National Guard Wing Area, and clarifying the channels of communication for Air Instructors. The Wing Air Instructors in the Fourth Air Force area are senior to all Air Instructors in their respective Wings.

At present, in accordance with National Guard Regulation 40, dated 17 September 1948, the Wing Air Instructors in the Fourth Air Force area do not maintain immediate command of the Senior Air Instructors in their Wing units of other States. This headquarters maintains immediate command of the State Senior Air Instructors, and they are rated by me or my Vice Commander. When National Guard Regulation 40 and ConAC Regulation 49-5 are revised as indicated in your letter, I will immediately notify my Wing Air Instructors to take the necessary action to prepare the efficiency reports of all Senior Air Instructors in their Wing area, regardless of State boundaries. At that time I will also direct my Air Instructors to employ channels of communication that parallel the Air National Guard tactical command chain.

Sincerely,

/s/John E. Upston
/t/JOHN E. UPSTON
Major General, USAF
Commanding

0905

Basic: Ltr, Air Command and Staff School, Maxwell Fld, Ala., 12 Mar 49
Subj: United States Air Force Relationship to the ANG

AF10CA 325 1st Ind 22 March 1949

HEADQUARTERS, TENTH AIR FORCE, Fort Benjamin Harrison, Indiana

TO: Major P. C. Sprawls, Student, Air Command and Staff School, Maxwell Air Force Base, Maxwell Field, Alabama

1. In compliance with Par 3 and 4, basic letter, the following is submitted:

a. Training.

(1) This headquarters prepared a detailed training schedule for use by Air National Guard units within this area. This schedule was designated as 10AF Manual 50-35-3, and was very well received by all units. This Manual is in the process of being revised now, and will be redesignated 10AF Manual 50-5. This manual provided for the mission, training objectives, and purpose and scope, and includes a system of monthly reports to be made to this headquarters by the squadrons through the Air Instructors master charts in the headquarters so that anyone might, by studying the charts, reach a conclusion as to the state of training of a particular unit or all units. Also the units are required to maintain the schedule of proposed training and Progress Record cards of training accomplished that are checked by members of this headquarters when on staff visits. Any corrective measure recommended to an Air National Guard unit is as a rule accepted and accomplished. This headquarters has a policy whereby officers assigned to the National Guard Directorate will make staff visits to all units once a month. This headquarters is in the process of preparing training programs similar to the 10AF Manual 50-5 for the specialized units such as AC&W units, Communications squadrons, Signal Light Construction Companies, and Aviation Engineer Companies. Prior to the summer field exercises for the Air National Guard during the Calendar Year 1948, this headquarters prepared schedules for all units to use during their two weeks active duty from the Wing Headquarters down to and including the smallest T/O&E unit.

AF10CA 325 1st Ind
United States Air Force Relationship to the ANG

b. Conducted Inspection.

(1) As of 27 Dec 48, every T/O&E unit authorized for 10AF area has been inspected for Federal Recognition. At the present time every unit has been Federally Recognized. Officers of this headquarters conducted the required inspection for Federal Recognition for every unit but the last four to be organized. In conducting these inspections, consideration was given to the adequacy of the proposed Air Base facilities in accordance with directive from higher headquarters. In most cases adequacy existing at the time of inspection was insufficient but proposed improvements by either the state or National Guard Bureau were sufficient to allow the unit to be recommended for Federal Recognition. In some cases however, the required legal action to implement those proposed improvements has restricted the actual construction of additional facilities and as a result some units are operating under a tremendous handicap due to lack of proper facilities. During the annual Armory Inspection (Air Base) and the one field training inspection the maintenance of the Air Base facilities are formally checked and any required corrective measures are recommended. These required changes are accomplished to the ability of the unit concerned. The reason that some units do not have proper facilities is a meeting of the minds between city and/or county and state officials cannot be resolved. The National Guard Bureau cannot allocate funds for the necessary new construction and/or improvement until the unit has a definite lease for at least 25 years.

(2) At present Federal Recognition Board for Individuals is composed of one Regular USAF Officer, and two Air National Guard Officers, one being rated and the other being a medical member. In some cases the candidate appearing before the Federal Recognition Board has been found lacking in certain qualifications, but subsequently the candidate has been Recognized. It would be to the advantage of USAF if the Regular establishments had more control over the procurement of Officers in the Air National Guard program.

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AF1OCA 325 1st Ind
United States Air Force Relationship to the ANG

c. Conducted Tests for Exercises.

To date this headquarters has attempted one Command Post exercise with the major Air National Guard unit Commanders, but it had to be dropped due to the lack of necessary funds. The proposed tests for the summer encampment Calendar Year 1949 will be an operational test.

d. Logistics.

By Directives from higher headquarters, this headquarters cannot assume responsibility for procurement or providing outdoor training facilities, equipment, storage, or warehousing, maintenance, and all phases of supply. This headquarters can and has rendered assistance by giving advice on procedure during staff visits. Follow up has been made on requisitions with Headquarters AMC for critical items of equipment. Since Air National Guard units are under the administrative and supply jurisdiction of individual states in the NGB, it is believed that efforts to expedite requisitions by this headquarters are of much importance and such assistance should be rendered by the individual state USPADO and/or NGB. Insofar as ammunition is concerned, this headquarters renders the same assistance to Air National Guard as it does to a Regular establishment. In the past the various Air Materiel areas have held annual conferences to pass on to the using ANG organizations any and all assistance possible; in addition to this the Air Materiel Areas have roving teams that visit the units at their home stations for any assistance possible.

e. Mobilization Planning.

(1) The annual Armory Inspection indicates the degree to which a unit has mobilization plans.

(2) In the last quarter of Calendar Year 48 some units were tested as to feasibility of the mobilization plans. The findings were better than most people expected. While these tests were being conducted a firm mobilization plan was initiated, approved, and sent to the units for future use.

f. Command and Coordination Effort.

It is believed that coordination between this Air Force and the States within the area has been exceptional and at present relations between this headquarters and State officials is excellent. A separate thesis could be written on the subject "Has the Air Force Overstepped or Has it Failed to Exercise Fully its Limits of Command?"

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1st Ind

AF10CA 325
United States Air Force Relationship to the ANG

2. Through the media of directives from the National Guard Bureau to all states, and a similar directive, 10AF area, this headquarters can control the operations and training of all Air National Guard units. A copy of this Channels for Control is attached and you will note that the effective date is 11 Feb 49. This directive was actually initiated at an Adjutant General conference with key personnel of the Numbered Air Force, National Guard Bureau, USAF Hq, that was held Feb 1948 at Brooks AFB, Texas. Insofar as this Air Force is concerned the actual implementation was not effective until 11 February 1949. This directive does allow the Numbered Air Force a certain amount of control through operations and training.

FOR THE COMMANDING GENERAL:

s/H. O. Allison
t/H. O. ALLISON
Colonel, USAF
Adjutant General

Incl
Ltr, Hq 10AF, 11 Feb 49,
"Channels for Control"

93

C O P Y
400

ACP:285

Logistical Assistance Support Policy for the Air National Guard
MS 400 (2 Mar 49) 1st Ind 24 Mar 49

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Commanding General, Twelfth Air Force, Brooks Air Force Base, Texas

1. Procedures pertaining to the supply of Air Force equipment and supplies to the Air National Guard are outlined in Section XXVII, Part I, AF Manual 67-1. This procedure has been modified by letter, Headquarters Air Materiel Command, MCMS, 5 January 1949, subject: "Air Force Supply Channels for Air National Guard Units located on United States Air Force Installation", a copy of which is attached hereto as Inclosure #1. Procedures pertaining to the supply of Technical Service equipment and supplies are outlined in TM 35-275. This manual has been implemented by Logistics Bulletin No. 1 , National Guard Bureau, Department of Army, 15 January 1949, a copy of which is attached hereto as Inclosure #2.

2. Practically all equipment available for issue to the Air National Guard without reimbursement has been issued and all future deliveries will be on a reimbursable basis.

3. All funds available to the Air Materiel Command for the procurement of equipment and supplies for the Air National Guard are carefully monitored by the Air Force Section, National Guard Bureau, and the Air Materiel Command procures only those items specifically requested by the Air National Guard Bureau. A copy of letter, Department of the Army, National Guard Bureau, CSNGB-AFLS, 17 January 1949, subject: "Status of T/O&E and T/A Equipment for Air National Guard," is attached hereto as Inclsoure #3.

4. In view of the supply situation outlined above, the Air National Guard instructors under your jurisdiction should be required to furnish the following assistance to Air National Guard organizations.

a. Insure maximum utilization of supplies and equipment received to date by pointing out unsatisfactory supply and maintenance practices and recommending corrective action. Failure on the part of Air National Guard organizations to take corrective action should be reported to your headquarters by the Air National Guard instructors and referred to the States Adjutants General for necessary action.

b. Insure that follow-up action has been taken on all shortages of equipment and supplies that are seriously hindering efficient operations and that required supplies and equipment are either delivered or a satisfactory explanation furnished by the supplying agency for failure to deliver.

Logistical Assistance Support Policy for the Air National Guard
MS 400 (2 Mar 49) 1st Ind (cont'd)

5. This subject is now being studied within this headquarters and the policy of this command will be published and distributed at an early date.

BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

st/ JAMES H. HCKETT
1st Lt., USAF
Asst Adj Gen

3 Incls -
As stated above

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
Washington 25, D. C.

AFMSP-3
400(NG)

25 March 1949

SUBJECT: Loan of Equipment to the Air National Guard for Field Training Requirements

TO : Commanding General
Continental Air Command
Mitchel Air Force Base
Hempstead, L.I., N.Y.

1. Equipment requirements for field training of Air National Guard units that do not have their authorized T/O&E and T/A equipment will be provided to the extent practicable on a temporary loan basis from equipment which is locally available and not required for immediate use at Air Force bases. Where practicable, the Commanding General, Air Materiel Command, is authorized to issue from available depot stocks on a temporary loan basis any of the above referred to equipment requirements exclusive of critical or short supply items.

* * * * *

BY COMMAND OF THE CHIEF OF STAFF:

s/t/ JACK G. PITCHER
Colonel, USAF
Chief, Supply Division, D/MS&S
Office, Deputy Chief of Staff,
Materiel

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TO JEGC/ COMGEN CONAC MITCHEL AFB NY
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FOR COMPTROLLER'S DEPT FROM AFABF-B-1 13059
IT IS DESIRED THAT THE FOL INFO BY PROJECT BE SUBMITTED TO THIS HQS RELATIVE TO NG FY 49 FUNDS CMA AS SOON AS PRACTICABLE BUT NOT LATER THAN 1 APR 49 CLN

A. YOUR ABILITY TO OBL THESE FUNDS
B. AMT OF FUNDS NOT REQUIRED CMA THAT MAY BE W/D PD
C. AMT OF ADD FUNDS CMA THAT MAY BE REQUIRED TOGETHER WITH DETAILED JUSTIFICATIONS TO SUPPORT THE REQUESTED INCREASE

CFN AFABF-B-1 13059 49 1 49
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HEADQUARTERS NINTH AIR FORCE
LANGLEY AIR FORCE BASE, VIRGINIA

OT

9AF 353

30 Mar 1949

SUBJECT: Training of National Guard Pilots in Regular Air Force Jet Aircraft

TO: Commanding General
Continental Air Command
Mitchel Air Force Base
New York

1. Air Force Regulation 55-9, dated 15 April 1947, precludes the training of National Guard pilots in jet aircraft assigned to Regular Air Force units, except in specific instances such as emergencies and maneuvers.

2. This Headquarters desires to keep proficient a small number of National Guard pilots who are qualified jet pilots, by utilizing aircraft of Regular Air Force units.

3. It is therefore recommended that Air Force Regulation 55-9 be amended or that an interpretation of paragraph 2a(2) of above regulation be rendered in order to permit this training.

FOR THE COMMANDING GENERAL:

/t/ ERLATH W. ZUEHL
Lt Col, USAF
Adjutant General

COPY

Training of National Guard Pilots in Regular Air Force Jet Aircraft
OT 353 1st Ind 8 Apr 1949

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Commanding General, Ninth Air Force, Langley Air Force Base, Virginia.

1. Not favorably considered.

2. It is believed that the aircraft-in-commission rate in jet units is so low at this time that all available flying time should be utilized in improving the proficiency of regular Air Force members of our combat units.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

/t/ JACOB E. SMART,
Colonel, USAF
Deputy for Operations

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C O P Y
333.1

97

AFCAI(3E)

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
Washington

30 March 1949

SUBJECT: Delinquent Inspection Reports, Air National Guard Field Training

TO : Commanding General, Continental Air Command, Mitchel Air Force Base, N.Y.

1. This Headquarters is concerned about the length of time that elapses between the date of an inspection and receipt of the report in Washington. Attached hereto is a list of Air National Guard activities inspected during their field training period, calendar year 1948. The date indicated is the date of the inspection. It will be noted that, in some cases, nine months have elapsed since the date of the inspection. Action copies with indorsements for activities listed have not been received in this Headquarters.

2. It is desired that necessary action be taken by your Headquarters to follow up each report listed as being delinquent, and provide this Headquarters with the indorsements of corrective action taken, in order that these files may be properly closed.

BY COMMAND OF THE CHIEF OF STAFF:

s/ A. H. Gilkeson
t/ A. H. GILKESON
Brigadier General, United States Air Force
The Air Inspector

1 Incl -
List of ANG
Activities

C O P Y
322

98

OP

HEADQUARTERS NINTH AIR FORCE
Langley Air Force Base, Virginia

9AF 322

30 March 1949

SUBJECT: Mission of Light Bombardment Units
(Air National Guard)

TO : Commanding General, Continental Air Command, Mitchel Air Force Base, New York

1. A requirement exists within this command for a mission as pertains to Light Bombardment Units (Air National Guard).

2. Request a mission be provided for these units as provided by the applicable T/O&E.

3. In the event a mission for these units does not exist, a suggested mission as outlined below is submitted for consideration:

a. Mission for Bombardment Units, Light.

(1) Function. The function of the bombardment units, light is to maintain a state of readiness for, and execute assigned short range bombardment missions.

(2) Assignment. Normal assignment is to the bombardment group, light on the basis of three (3) squadrons in peace and four (4) in war.

(3) Capabilities.

(a) This unit is capable of executing short range bombing missions and is equipped to operate in conjunction with ground, naval, or composite forces.

(b) The unit is organically capable of performing organizational maintenance on its aircraft ground power equipment, and first echelon maintenance on assigned towing vehicles.

(c) The peacetime units will utilize combat crew members to perform these functions as additional duty.

FOR THE COMMANDING GENERAL:

s/ ERLATH W. ZUEHL
Lt. Col., USAF
Adjutant General

C O P Y
322

98

Mission of Light Bombardment Units (Air National Guard)

RG 322 (30 Mar 49) 1st Ind 29 Apr 1949

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Commanding General, Ninth Air Force, Langley Air Force Base, Va.

1. This headquarters is currently preparing revised training standards and directives for Air Force units and for units of the Reserve Forces. A mission for each type of unit will be included in these directives.

2. The information contained in the basic letter has been noted and will be taken into consideration when the mission of Light Bombardment units is prepared.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

s/ JAMES H. HACKETT
1st Lt., USAF
Asst Adj Gen

C O P Y
400

Supply Priority for National Guard Summer Camps ACP:285
MS 400 (22 Mar 49) 1st Ind
31 Mar 49

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Commanding General, Tenth Air Force, Fort Benjamin Harrison, Indiana

1. The Air Materiel Command has informed this command that a request from the Chief, National Guard Bureau for the issue of a fifteen (15) day stock level of aircraft spares to Air National Guard organizations during summer encampment periods was being considered by that headquarters.

2. Critical supply items will not be included in the proposed fifteen (15) day level of aircraft spares, if approved, due to the fact that Headquarters Air Materiel Command must maintain a strict supply control over the issue of items in short supply.

3. Information on equipment requirements for field training of Air National Guard units that do not have their authorized T/O&E and T/A equipment is outlined in letter, Department of the Air Force, file AFMSP-3 400 (NG), subject: "Loan of Equipment to the Air National Guard for Field Training Requirements", 25 March 1949, a copy of which is attached hereto.

4. Further information on this subject will be furnished when received from the Air Materiel Command.

BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

1 Incl -
Cy ltr Hq USAF,
25 Mar 49, subj
as stated above

s/t/ JAMES H. HACKETT
1st Lt., USAF
Asst Adj Gen

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

CBB/155

31 March 1949

HA 333.1

SUBJECT: Inspection Schedules

TO : The Inspector General, USAF, Headquarters, United States Air Force, Washington 25, D.C.

* * * * *

3. USP&DO Inspection schedules for the Ninth and Fourteenth Air Forces are not included. These schedules will be forwarded immediately upon their arrival at this headquarters.

FOR THE COMMANDING GENERAL:

s/ JAMES H. HACKETT
1st Lt., USAF
Asst Adj Gen

7 Incls:
1 - Insp Sched, First AF
2 - " " Fourth AF
3 - " " Ninth AF
4 - " " Tenth AF
5 - " " Twelfth AF
6 - " " Fourteenth AF
7 - USP&DO Sched for, 1,4
10 & 12 AF's (trip)

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101

ROUTING	COORDINATION	STAFF ACTIVITY
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Prepared By WAB
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Until 30 June 49
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ConAC Form Hq-AG 5
28 March 1949

HQ CONTINENTAL AIR COMD MITCHEL AFB NY N/C

COMPTROLLER
HEADQUARTERS USAF
ATTN DIR OF BUDGET
WASHINGTON 25 DC

PRIORITY

AFABF-B-1 13059

AFConACFB 4026 PD REURMSG AFABF-B-1 13059 CMA 23 MAR 49 CMA THE FOL INFO IS SUBMITTED BY PROJ RELATIVE TO FUND REQUIREMENTS UNDER APPROP NG FOR THIS COMD FOR THE SIX MONTHS PERIOD 1 JAN 49 THRU 30 JUN 49 CLN

PROJ 432	CURRENT BUDGET AUTH	33,576	DOLLARS
	EST 6 MONS REQUIREMENTS	3,800	DOLLARS
	AVAILABLE FOR WITHDRAWAL	29,776	DOLLARS
PROJ 441	CURRENT BUDGET AUTH	10,200	DOLLARS
	EST 6 MONS REQUIREMENTS	4,300	DOLLARS
	AVAILABLE FOR WITHDRAWAL	5,900	DOLLARS
PROJ 442	CURRENT BUDGET AUTH	60,035	DOLLARS
	EST 6 MONS REQUIREMENTS	47,035	DOLLARS
	AVAILABLE FOR WITHDRAWAL	13,000	DOLLARS
PROJ 530	CURRENT BUDGET AUTH	231,204	DOLLARS
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	ADDITIONAL REQUIREMENTS	13,476	DOLLARS

1 Apr 49

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Adjutant General's Central File Copy

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ConAC Form Hq-46 [illegible]
28 March 1949

Adjutant General's Central File Copy

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AFCAI(3E)

1 APR 1949

SUBJECT: Inspection Reports of Air National Guard Units

TO: Commanding General, Continental Air Command, Mitchel Air Force Base, New York

1. Pending the revision of AFR 123-1, the following will apply in the preparation and routing of narrative type reports submitted incident to an annual air inspection of all Air National Guard units:

a. Compliance with all existing provisions of AFR 123-1, except as outlined herein.

b. Reports will be routed through the unit inspected, thence through State administrative channels to the State Adjutant General, thence to the numbered air force or command conducting the inspection, and to Headquarters, Continental Air Command, if desired. They will not be forwarded to Headquarters USAF, unless the organization is rated Unsatisfactory, in which case they will be forwarded.

c. In all cases an information copy will be forwarded direct to the Chief, National Guard Bureau.

d. Case Reports will be submitted on major irregularities, or major deficiencies, as well as on all matters not correctible by the State or numbered air force. Routing will be as outlined in AFR 123-1, and in all cases will be through the State Adjutant General.

BY COMMAND OF THE CHIEF OF STAFF:

A. H. GILKESON
Brigadier General, United States Air Force
The Air Inspector

333.1 N.G. Inspections

4161

C O P Y
333.1

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

5 Apr 1949

MS 333.1

SUBJECT: General Armament Activity of Air National Guard Units in Tenth Air Force Area

TO : Commanding General, Tenth Air Force, Fort Benjamin Harrison, Indiana

1. Your letter dated 18 March 1949, subject, "General Armament Activity of Air National Guard Units in Tenth Air Force Area", has been indorsed to Headquarters, USAF, as indicative of the conditions to be found in Air National Guard units of other Continental Air Command air force areas. For your information, copy of 1st Indorsement, this headquarters, is attached as Inclosure No. 1.

2. Inclosure No. 2 contains copies of correspondence relating to the stockage of ammunition at Air National Guard installations. If proposed regulation is approved by Headquarters, USAF, improvement can be expected in the storage of Air National Guard ammunition as the amounts will be limited.

3. Reference is made to your recommendation "i", paragraph 2. This headquarters has been informed verbally by Headquarters, Air Materiel Command, that M&S Directive 67-46 on ammunition supply will be revised. Procedures to be outlined in new directive will abolish the credit system, and establish a through command channel requisitioning system. This headquarters does not concur in this change, and will recommend retention of the credit system. Allocation of credits by bulk allottment, as you recommended, can be made if the credit system is retained and when expenditure records are compiled to insure accuracy in anticipating future requirements.

4. As stated in paragraph 1d, 1st Indorsement to your letter, this headquarters concurs in National Guard Bureau letter, subject, "Removal and Storage of Armament, National Guard Aircraft", dated 12 May 1948 (copy attached as Inclosure No. 3). The mission of the Air National Guard makes it mandatory that tactical aircraft be kept in combat readiness. More armorers may be needed in caretaker detachments. However, a small number of armorers is sufficient if additional help can be given them during periods of gunnery training.

Hq ConAC, MS 333.1, "General Armament Activity of Air National Guard Units in Tenth Air Force Area" (Cont'd)

5. It is recommended that until policies and standard operating procedures are finalized, advice be given by your staff and air instructors to Air National Guard units to improve their operational efficiency within existing policies and procedures.

BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

CBT/266

s/ JAMES H. HACKETT
1st Lt., USAF
Asst Adj Gen

3 Incls
1. Cy 1st Ind, Hq ConAC, MS 333.1 28 Mar 49
2. Ltr Hq USAF, 16 Nov 48, w/3 Inds and 1 Incl
3. Ltr D/A, 12 May 48

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C O P Y
353

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HAS/i

353 1st Ind

Subj: Implementation of ANG Tng Program, M/Sgt E.F.Gicier, Sgt Instr., 111th Bomb Gp (ANG), 7 Apr 49.

OFFICE OF THE WING SENIOR AIR INSTRUCTOR, Dept of Mil Affairs of Pa., IGMR., RD #2, Annville, Pa. 18 May 1949.

TO: Commanding General, Ninth Air Force, Langley Air Force Base, Va.

1. Suggestion as made by Sergeant Air National Guard Instructor is worthy of consideration and adoption would immeasurably increase Airmen Reservist training.

2. The interested airman reservist has little, if any, "take home material" for spare time study. Present training offered at unit drills without supplemental prepared material for interval periods is spasmodic, makes individual attention difficult, and lacks progressive continutiy, As the availability of World War II trained personnel for the program decreases, these deficiencies will more and more seriously effect readiness of the Reserves. This coupled with advanced changes in air technology presents even a more serious picture.

3. Would therefore recommend steps be taken to promote development of an Air Reserve Extension Course system comparable to USAFI lines of instruction.

s/ Henry A. Sebastian
t/ HENRY A. SEBASTIAN
Colonel, USAF
Senior Air Instructor, 53d Ftr Wg
(ANG)

0926

108

B/ltr fr M Sgt Edward F Cisler, 111th Bomb Gp (ANG), Phila Pa, 7 Apr 49, subj: Implementation of Air National Guard Training Program

4th Ind D-4/AGD/mff/HR

503

2 JUL 1949

Headquarters, Air University, Maxwell Air Force Base, Maxwell Field, Alabama

TO: Commanding General, Continental Air Command, Mitchel Air Force Base, New York

1. Recommendations contained in basic communication and subsequent indorsements are fundamentally sound. A program such as this has been under consideration by this headquarters for the past 9 months. However, lack of a complete airmen's career guide has prevented a solidified plan. This headquarters will continue to study this problem until such time as a satisfactory program for enlisted Reserve and enlisted Air National Guard is established.

2. A program similar to this but aimed primarily at officer personnel is currently under preparation and the first courses should be available by 1 July 1950. At this time all projected courses within Phase I, Part B, train toward officer MOS's. However, any enlisted man of any component of USAF is eligible to participate in any course in the USAF Extension Course Program as outlined in paragraphs 6, 27b, 38b, and 47b of Air Force Extension Course Catalog and paragraph 5a of AF Regulation 50-12, dated 26 October 1948.

3. It is believed that although all courses of the USAF Extension Course Program are designed for officer candidate or officer consumption many of the courses included therein would be very beneficial for enlisted personnel although they may not be qualified for or have the aspirations of becoming a commissioned officer. It is recommended that as an interim measure all Air Force Reserve and Air National Guard units under your jurisdiction be advised that enlisted men are eligible to participate in the extension course program, under the provisions outlined in paragraph 2 above.

FOR THE COMMANDING GENERAL:

W. WINCHESTER
O, USAF
Asst Adj Gen

21073

X-293

C O P Y
400

SENIOR AIR ADVISOR
California Air National Guard
1215 Sixteenth Street
Sacramento 14, California

400 13 April 1949

SUBJECT: Transportation of Obsolete and Valueless Equipment to Air National Guard Units

TO : Commanding General, Fourth Air Force, Hamilton Air Force Base, Hamilton, California

1. This office has become aware of certain shipments of property to Aircraft Control and Warning units of the California Air National Guard that are valueless for training and have cost the National Guard Bureau and other sources uneconomical amounts to transport to the units.

2. Specifically the equipment referred to is the Antenna Trailer for an SCR-270 set (Serial No. 57) shipped from Scotia Naval Depot, Scotia, New York to the 146th Aircraft Control and Warning Squadron, Camp Kholer, California. This shipment (19,310 lbs) required the use of one (1) complete gondola box car at a cost of $2,113.65. The equipment has broken loose from its anchorage enroute and was damaged considerably, and had shifted position in the car to the extent that the unit was unable to remove it from the car thus requiring demurage.

3. This office has been assured by the unit Technical Instructor and Technical members of the unit that the equipment is without training value of any kind. Many valuable man hours have already been lost in the loading, transport, and unloading involved in the movement of this equipment across the continent, and many more man hours will be lost in the final processing to the salvage yard and clearance of property records. The Air National Guard units can ill afford the loss of such time as applies to them and effects the time afforded them to train and become proficient for their M-Day Mission.

4. It is probable that the complete SCR-270 contains certain components that are of value for training at least in the basic principles of electronics and that could be utilized readily and without undue cost in man hours to the Air National Guard Aircraft Control and Warning units. Such components would undoubtedly be welcomed by these units.

5. It is recommended that future shipments of obsolete or unserviceable equipment be screened for direct training value and that only such components be transported to the units of the Air National Guard of California.

s/t/ BUDD J. PEASLEE,
Colonel, USAF
Senior Air Advisor

Info Copy:
State Adjutant General

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FOOTNOTE 7

OFFICE OF SENIOR INSTRUCTOR
Washington Air National Guard
Camp Murray, Ft Lewis, Washington

MFS/jmw

325.4

13 Apr 49

SUBJECT: Status of The Adjutant General, State of Washington

TO: Commanding General
Fourth Air Force
Hamilton Air Force Base
Hamilton, Calif
ATTN: Directorate of ANG

The attached clipping is forwarded for your information. Same was published on 12 Apr 49.

/sgd/ MORLEY F. SLAGHT
Colonel, USAF
Senior Air Instructor

FOOTNOTE 7

LLEWELLYN WON'T QUIT

Brig. Gen. Ensley M. Llewellyn said here Tuesday that he has rejected a demand by Gov. Arthur B. Langlie that Llewellyn resign as state adjutant general.

Llewellyn said the request was politically motivated.

"There is no place for politics in the state guard," the adjutant general said. "I am therefore acting on the advice of the attorney general who has held that the governor cannot request my resignation. The law which protects me in this case was initiated by Governor Langlie during his previous term in office and signed by him."

The general said he was "particularly proud of the record of the Washington National Guard during his administration. We have received a superior rating at our first encampment and every unit has passed federal inspection."

Current strength, he said, is at its highest point in history with 5,176 men enrolled.

He would not reveal what Langlie had given as a reason for asking his resignation.

"That's for him to disclose," Llewellyn said. "Naturally, I cannot assume that the thing is entirely politically motivated."

FOOTNOTE 7

STATE OF WASHINGTON
Military Department
Office of The Adjutant General
Camp Murray, Fort Lewis, Wash.

AWM/f

4 May 1949

SUBJECT: Duties of Adjutant General, State of Washington

TO: The Commanding General
Fourth Air Force
Hamilton Field, California

1. Because of circumstances which have developed necessitating the absence from his post of duty, of Brigadier General Ensley M. Llewellyn, Adjutant General, State of Washington, the Governor of Washington has directed the undersigned, as Assistant Adjutant General, to carry on the duties of the Adjutant General during his absence.

2. All administrative papers and orders normally signed by the Adjutant General will be authenticated, during the Adjutant General's absence, as follows:

BY DIRECTION OF THE GOVERNOR:

A. W. McMORRIS
Colonel, CA, WNG
Assistant Adjutant General

BY DIRECTION OF THE GOVERNOR:

/s&t/ A. W. McMORRIS
Colonel, CA, WNG
Assistant Adjutant General

FOOTNOTE 7

OFFICE OF SENIOR INSTRUCTOR
Washington Air National Guard
Camp Murray, Ft Lewis, Washington

325.4 5 May 49

SUBJECT: Status of The Adjutant General, State of Washington

TO: Commanding General
Fourth Air Force
Hamilton Air Force Base
Hamilton, Calif
ATTN: Directorate of ANG

1. Forwarded for your information, a clipping from May 3rd newspaper.

2. Any long drawn out battle between the Governor and Adjutant General cannot help but have an adverse effect upon the National Guard of this State.

/sgt/ MORLEY F. SLAGHT
Colonel, USAF
Senior Air Instructor

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FOOTNOTE 7

LANGLIE OUSTS LLEWELLYN FROM STATE GUARD POST

CAMP MURRAY, May 2. - (AP) - A short, sharp meeting of four tense men this afternoon at least temporarily divested this state of its adjutant general.

No one of the four men, however, believed that Brig. Gen. Ensley M. Llewellyn, 43, would give up his office permanently without a long and bitter battle.

The action here this afternoon was in conformance with Governor Langlie's announced purpose of removing Llewellyn from office for "certain irregularities." The governor didn't specify what the irregularities were, except to say they did not concern money.

Llewellyn wasn't in when the executive board of inquiry consisting of three retired National Guard officers - Maj. Gen. Harry C. Winsor, Tacoma, chairman, Col. Archer S. Kresky, Centralia, and Col. Howard Wright, Tacoma - called to notify him of the governor's wishes.

The board cooled its heels for an hour before the adjutant general arrived. A state patrolman was first to enter. He handed the general a letter which he announced was from the governor.

THREE PAGES --

It was nearly three pages long and apparently recited the governor's grievances against the man who was appointed by former Governor Wallgren in February, 1947.

Smiles were thin and greetings perfunctory. General Winsor surmised that Llewellyn knew "what we are here for."

"Yes," the adjutant general confirmed.

He was then instructed by Winsor that he was to give up his office immediately; remain away from Camp Murray unless called for by the board; make no public statements to anyone concerning the inquiry, and first request permission to approach Murray.

Llewellyn replied that he "expected a fair inquiry by the board regardless of the personal back-grounds of the three members."

The adjutant general picked up a brief case and said, "the place is yours, gentlemen," and walked out without another word.

COURT MARTIAL --

Later, veteran officers at the guard headquarters said the matter probably would be settled by a court martial.

Members of a court martial board must be, if the defense insists, of rank equal to or higher than the defendant. Only three such officers are available in this state.

This may necessitate turning to other states for the court membership.

The same officers said there is substantial doubt that the board of inquiry has the right to order Llewellyn to make no public statements.

FOOTNOTE 7

STATE OF WASHINGTON
Military Department
Office of The Adjutant General
Camp Murray, Fort Lewis, Wash.

AHM/f

10 May 1949

SUBJECT: Absence of Adjutant General

TO: The Commanding General
Fourth Air Force
Hamilton Field, California

Reference letter dated 4 May 1949, from the Assistant Adjutant General, informing you of the absence of The Adjutant General from his post of duty, you are advised that I have returned to duty this date, 10 May 1949.

/sgd/ E. M. LLEWELLYN
Brigadier General, WNG
The Adjutant General

FOOTNOTE 7

OFFICE OF SENIOR INSTRUCTOR
Washington Air National Guard
Camp Murray, Ft Lewis, Washington

MFS/jmw

325.4

7 Jul 49

SUBJECT: Status of The Adjutant General, State of Washington

TO: Commanding General
Fourth Air Force
Hamilton Air Force Base
Hamilton, Calif
ATTN: Directorate of ANG

1. The attached clipping forwarded for your information.

2. Colonel Ellsworth C. French, Commanding Officer, 160th Aircraft Control & Warning Group, of Spokane, Wash, has been appointed Acting Adjutant General, effective immediately.

1 Incl
Newspaper clipping

/s&t/ MORLEY F. SLAGHT
Colonel, USAF
Senior Air Instructor

FOOTNOTE 7

LLEWELLYN FIRED, BUT DEFIES LANGLIE ORDER

July 7, 1949

Following closely upon a national guard board recommendation Gov. Arthur B. Langlie discharged Brig. Gen. Ensley M. Llewellyn, state adjutant general, shortly before noon Wednesday.

Through his attorney, John Burns, Seattle, Llewellyn immediately defied the governor's ouster order, declaring:

> "I will not vacate my position of adjutant general. I have not and will not resign. As far as I am concerned, all the governor's proceedings are illegal and will be tested in court."

The governor's office followed the firing announcement with a statement that a successor to Llewellyn would be chosen immediately. H. P. "Dick" Everest, Langlie's administrative assistant said:

> "We have put the proposition up to a man and we are waiting for him to act."

Everest would not reveal the name of the man under consideration for Llewellyn's post. Everest said the dismissal order affecting Llewellyn was being drawn up.

The board recommended that Langlie appoint an "acting" adjutant general to serve until the governor has a chance to study a permanent appointment.

The three-man board of inquiry upheld 11 of Langlie's 12 charges that Llewellyn was unfit to fill his position.

Basically the board found that Llewellyn had been "resourceful, enthusiastic, but lacked judgment and maturity," that he had misused state property, failed to meet his budget and never had been legally appointed to his position.

The board also said if it hadn't been for receipts from renting state armories, the national guard would have gone badly into the red. It recommended this practice be discontinued.

Llewellyn overstepped his budget, the board said, causing the legislature to appropriate an additional $29,900 to take care of a deficit.

The board found that Llewellyn did not use the national guard quarters provided for him, but instead collected rental allowances for quarters equal to those of a regular army general.

Also, the board said Llewellyn allowed his secretary and other employes to travel to and from Tacoma and Camp Murray in a national guard car.

The board said the adjutant general organized new guard units in the state which the budget could not cover.

The three-month dispute between the governor and his adjutant general began when Langlie asked Llewellyn to resign and the national guard chief issued a public statement of refusal.

Then, on May 2, the governor suspended Llewellyn from his duties and appointed a three-man board to investigate his office.

Llewellyn asked the state supreme court to grant a writ of prohibition that would halt the investigation May 9. Later, the high court declined to make the writ permanent on May 20 and the investigation continued.

The board submitted its findings and recommendations to the governor in a 300-page report, plus numerous exhibits.

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OFFICE OF SENIOR INSTRUCTOR
Washington Air National Guard
Camp Murray, Ft Lewis, Washington

107

325.4

25 July 49

SUBJECT: Status of Adjutant General, State Of Washington

TO: Commanding General
Fourth Air Force
Hamilton Air Force Base
Hamilton, Calif
ATTN: Directorate of ANG

Attached newspaper clipping, from Tacoma News Tribune, forwarded for your information.

FOR AND IN THE ABSENCE OF THE SENIOR AIR INSTRUCTOR

1 Incl
Newspaper clipping
dtd 23 July 49

Joseph M. Webb
M Sgt USAf
Sergeant Instructor

CENTRALIAN NEW HEAD OF GUARD

Olympia, July23---AP---Lt. Col. Lilburn H. Stevens of Centralia was state adjutant general today.

He was appointed by Governor Langlie to replace Brig. Gen. Ensley M. Llewellyn whom the governor fired early this month.

Stevens, 46, has served 28 years in the Army, Marine Corps and National Guard, the governor said in a prepared statement.

At present he is commander of the 803rd Tank Battalion, 41st Division, Washington National Guard.

The new adjutant general saw combat duty in both World Wars, advancing as a buck private in the first struggle to a full colonel in the second war.

He participated in the Battle of the Argonne on his 15th birthday during World War I. He commanded a tank destroyer battalion with General Patton's Third Army in World War II.

Stevens is now on active duty at the Presidion of San Francisco as National Guard representative on the Sixth Army headquarters staff of Gen. Mark Clark.

(Stevens con't)

Langlie said his appointment as adjutant general will become effective as soon as he can be released from his present post in San Francisco.

The office of state adjutant general has been filled on a temporary basis since July 11 by Col. Ellsworth C. French of Spokane.

30

USAF

APR 1 8 1949

SUBJECT: Split Assemblies

TO: Commanding General
Continental Air Command
Mitchel Air Force Base
New York

1. Reference letters 15 March 1949 and 21 March 1949, subject "Split Assemblies" description of units pertaining to aircraft control and warning organizations minor revision to same will be made in accordance with decisions reached at the Orlando Conference as follows:

a. Par. 3k(3) of letter of 15 March 1949 will be changed to read as follows: 3k(3) An RC team supported by CC, CE and MC or an RC team supported by FE, RF, FH and MC, or an RC team supported by FG, RF, FH and MC.

b. Par. 3k(4) of letter of 15 March 1949 will be changed to read as follows: 3k(4) 30% of the assigned personnel of each of the following teams: (1) AE Team supported by AC, MB, FB, FC, FD, CH, CB, CG, CI, AND CE or, (2) AE Team supported by AC, MB, RB, RF, CI, CC, CD, CF, and CE or, (3) AE Team supported by AC, MB, MC, RD, FF, CD, CE, CF, CG, CI and GB.

c. Par. 3k(5) will be deleted in its entirety.

BY COMMAND OF THE CHIEF OF STAFF:

C. W. SCHOTT
Colonel, USAF
Deputy Spec. Asst. for Reserve Forces

COPY
210.65

Hq ConAC Mitchel AFB New York N/C

Priority
Deputy Chief of Staff Personnel x
Hq USAF Washington 25, DC

AFConACOT 8461 . Ref ltr ur Hq subject "Requirement for Instructors for Aircraft Control and Warning Units of the Air National Guard" dtd 17 December 1948 and 1st and 2nd Indorsement thereto. Personnel orders issued on officers attending course were for 60 days effective 15 March 1949. Due to inclement weather and other committments of 502nd Tactical Control Group, it is requested that an extension of 15 days be authorized to allow full completion of course. If extension is granted, officers will be available for reassignment on 1 June 1949 and this hq will forward list of desired assignments for officers to your hq approximately 10 May 1949. For your info, original planning was for 50 officers to attend course, however only 35 sets of orders were received and that number of officers reported for training. END

CG ConAC

Official Business

s/ James H Hackett
t/ JAMES H HACKETT
1st Lt., USAF
Asst Adj Gen

N/C
OT/DEM/180/1230 18 Apr 49 1 1

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About April 20th

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PP JEGC

FM JEP 94A/HQ USAF WASH DC 202204Z

TO COMGENCONAC MITCHEL AFB NY

AF GRNC

FROM AFCRF 18371 REQUEST FOLLOWING INFORMATION BE DISSEMINATED WITHOUT DELAY CLN FOR UNITS OF THE ANGUS NOT MORE THAN ONE UNIT TRAINING ASSEMBLY PAREN DRILL PERIOD PAREN WILL BE AUTHORIZED FOR PAY PURPOSES FOR EACH CALENDAR DAY UNLESS THE TOTAL OR AGGREGATE DURATION OF SUCH PARTICIPATION IS AT LEAST 8 HOURS PD WHEN THE TOTAL OR AGGREGATE DURATION OF UNIT TRAINING CONDUCTED IN A CALENDAR DAY IS 8 HOURS OR MORE CMA TWO UNIT TRAINING ASSEMBLIES MAY BE AUTHORIZED FOR PAY PURPOSES IN THAT CALENDAR DAY PD

18371 8 8

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PRIORITY RADIO

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OFFICE of the AIR INSPECTOR

25 April 1949

Lt Colonel Fred L Green
or
Lt Colonel James O Cobb
Office of the Inspector General
United States Air Force
Pentagon Building
Washington 25, D. C.

Dear Fred or Jim:

Attached is draft of a proposed letter to ConAC Air Forces on the subject of equipment and records to accompany tactical units to field training exercises. Past experience has shown that in a great number of cases unnecessary quantities of equipment and records were transported to the field. In some cases, this unnecessary material was made no use of whatever during the training period.

In view of the ORT's and a number of items on the ORT Report Form, it is considered desirable that some effort be made to more or less standardize on the minimum requirements, and to adjust the report so that units will not be downgraded as a result of not having equipment and records not essential to the training objective.

* * * *

Sincerely,

1 Incl

C. B. BLACK

112

Capt Puente/gsb/72715
t/20 Apr 49

APR 25 1949

SUBJECT: Procedure for Furnishing Personnel Information to National Guard Bureau

TO: Commanding General
Continental Air Command
Mitchel Air Force Base, New York

1. Your attention is invited to the recent directive from this headquarters, Air Force Regulation 45-17, dated 7 March 1949, which delegates authority to your command to appoint qualified applicants in the United States Air Force Reserve. It will be noted that the cited regulation does not include the authority to appoint qualified applicants in the Air National Guard of the United States. Of necessity appointments in the Air National Guard of the United States must be made by this headquarters after the Chief of the National Guard Bureau has extended federal recognition to the applicant.

2. With the decentralization program underway and the transfer of the personnel records of the United States Air Force Reserve officers from this headquarters to the numbered Air Forces, the National Guard Bureau is unable to obtain necessary information for properly processing applications for the Air National Guard from air Reservists. This information must be furnished to the Guard Bureau by the pertinent numbered Air Force.

3. In order for the National Guard Bureau to procure this information from the numbered Air Forces with the least practicable delay a standard operating procedure has been established (inclosure 1). It will be noted that this standard operating procedure brings into use NGB Form 47, April, 1949 which will supply the necessary information to the Guard Bureau. Sample copies of this form and instructions for the completion thereof are inclosed (inclosures 2 and 3).

4. NGB Form 47 will be furnished the numbered Air Forces by the National Guard Bureau as indicated in paragraph 2, Headquarters United States Air Force Standard Operating Procedure, inclosure 1.

BY COMMAND OF THE CHIEF OF STAFF:

CHARLES G. KIRK
Colonel, USAF
Office, Director of Military Personnel

3 Incls
1. Hq USAF SOP
2. NGB Form 47, April 49
3. Instructions for completion of NGB Form 47

AFPMP-8D
Lt Col Roy

AFPMP-8
Col Hall

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353 Nat Guard Trng

26 April 1948

SUBJECT: Air National Guard Training Programs

TO: Commanding General, Continental Air Force Base, Mitchel Air Force Base, New York

1. There is attached hereto a copy of proposed "Air National Guard Training Programs" prepared by a conference of Air National Guard officers convened under the direction of the National Guard Bureau. These training programs are based upon detailed training in SSN groupings and are so phased as to conform with the training capabilities of the Air National Guard.

2. It is requested that these proposed training programs be reviewed by your command with a view to determining whether or not they can be combined in whole or in part with the training programs now being prepared by your headquarters. These training programs represent the best efforts of outstanding Air National Guard personnel and are the results of many hours of work. It is felt that they can be of material assistance to your command in completion of your current projects for preparation of reserve forces training programs.

3. Your comments and recommendations with respect to utilization of these proposed training directives is requested. Air Training Command has been furnished with copies and requested to submit their comments with respect to adequacy.

BY COMMAND OF THE CHIEF OF STAFF:

C. V. SCHOTT
Colonel, USAF
Deputy, Special Assistant for
Reserve Forces

Incl.
As stated in
Par 1 above

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DEPARTMENT of the AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
Washington 25, D.C.

2 May 1949

SUBJECT: Equipment and Records in Connection with Field Training Exercises, Air National Guard Units.

TO : Commanding General, Continental Air Command, Mitchel Air Force Base, New York
ATTN: Colonel Black

1. Returned herewith your proposed ConAC Letter pertinent to this subject.

2. This Headquarters concurs in your proposal. It is considered a realistic approach to the problem, and in the interest of economy, a very great saving of both funds and equipment should be realized.

3. A copy of the proposed letter has been furnished the National Guard Bureau, Air Force Division, for their information and such action as they deem necessary to advise the Adjutants General of the Several States, Territories and the District of Columbia.

BY COMMAND OF THE CHIEF OF STAFF:

1 Incl
Ltr dtd 25 Apr 49
w/1 incl

s/ A. H. Gilkeson
t/ A. H. GILKESON
Brigadier General, United States Air Force
The Air Inspector

EXTRACT COPY
325

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

3 May 1949

RG 325

SUBJECT: Proposed Mobilization Procedures for Units of the Air National Guard and Related Regulations and Plans

TO : Commanding General, First Air Force, Fort Slocum, New York
(Identical letter to all ConAC Air Forces)

1. This command is responsible for acting as the field agency of the Air Force for the mobilization, preparation for movement, and disposition of all units of the Air National Guard (Air Force Regulation 23-1, 11 January 1949). To be effective, the mobilization of units of the Air National Guard must be prompt and efficient. Current mobilization procedures contained in Army Regulation 130-10, 17 February 1948, are in many instances too unwieldy and time consuming to accomplish this objective. It is essential that mobilization procedures be simplified and streamlined to the greatest possible extent; that assigned manpower be efficiently utilized to insure prompt mobilization; and that plans and governing regulations be written to assist in the attainment of this objective.

2. Considerable study at this headquarters has indicated that a realistic approach to this problem would be the preparation of an ideal unit mobilization plan which, with minor modifications to fit the local conditions of the several Air National Guard units, could be utilized as a standard form by all Air National Guard units. The attached draft of a proposed model unit mobilization plan has been prepared in this headquarters as the initial step in this project. When this model has been completed by incorporating the recommendations submitted by lower echelons, it will be used as the basis for recommendations for an Air Force Regulation covering mobilization procedures for units of the Air National Guard or for amending Army Regulation 130-10 accordingly. Pursuant to such an improved directive, a model unit mobilization plan will be prepared for the information and guidance of all units of the Air National Guard.

3. It will be noted that certain features of the proposed model plan attached are in conflict, or not strictly in accordance, with current mobilization procedures directed by Army Regulation 130-10. It is anticipated that many of the provisions of the proposed Air Force version of Army Regulation 130-10 will be contrary to current procedures if we are to efficiently and promptly mobilize the Air National Guard. Any comments and recommendations should reflect this concept. However, it is emphasized that current induction procedures as outlined in Army Regulation 130-10, until amended, will govern induction procedures for Air National Guard units.

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Proposed Mobilization Procedures for Units for the Air National Guard and Related Regulations and Plans

4. In order that the proposed Air Force Regulation may represent an effective workable solution to the Air National Guard mobilization problem, it is requested that your headquarters take the following action:

a. Transmit the attached proposed model mobilization plan to at least one Air National Guard Wing, Group and Squadron headquarters within your area so that the unit commanders and staffs and the assigned Air Instructors may have an opportunity to examine the plan and recommend any additions, deletions or revisions that experience at their levels may dictate. It is recommended that the Air National Guard organizations be carefully selected for this project in order that the broadest coverage of conditions and thinking may be exemplified.

*   *   *   *   *

c. Submit specific recommendations pertaining to any desirable changes in Army Regulation 130-10 or matters to be covered in the Air Force version of such a regulation.

*   *   *   *   *

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

1 Incl
Proposed Model Mobl
Plan for Units of ANG
(12 cys)

st/ JAMES H. HACKETT
1st Lt., USAF
Asst Adj Gen

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Hq Continental Air Command, Mitchel AFB NY N/C

DCS, Personnel, Hq USAF, Washington 25, D.C. Routine
x

AFConACPP-E 10426. Request all future orders pertaining to the asgmt of ANG Instrs contain instructions to report to the appropriate numbered AF Hq this comd, for a period of five (5) days for the purpose of indoctrination, prior to reporting to ANG Unit duty station to which assigned. END

CG ConAC
Official Business

s/ James H Hackett
t/ JAMES H HACKETT
1st Lt., USAF
Asst Adj Gen

N/C
PP-E/Maj J A Denison/52 5134 6 May 49 1 1

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HEADQUARTERS
AIR MATERIEL COMMAND
WRIGHT PATTERSON AIR FORCE BASE
DAYTON, OHIO

MCMS

10 May 1949

SUBJECT: Air National Guard Field Training Requirement, Summer 49

TO : --

1. Air National Guard Wings will conduct field training as indicated on the inclosed schedule. In order to provide the maximum support to the Air National Guard units while on field training, letter this headquarters, subject, "Processing National Guard Requisitions and Establishment of Stock Levels to Support National Guard Activities", dated 3 August 1948, is amended to include a procedure for processing National Guard requisitions to meet field training requirements.

2. T/A and T/O&E equipment required for field training purposes, will be provided in accordance with letter this headquarters, subject, "Loan of Equipment to Air National Guard Units for Field Training Purposes", dated 26 April 1949.

3. Spare parts and common supplies not available in National Guard Air Base stock, to establish a 15 day requirement for field training, will be requisitioned by the National Guard activity. All requisitions will be marked "Required for Field Training" and indicate the inclusive dates of the training period.

a. Air Materiel Areas and Zonal Depots will screen all requisitions received from Air National Guard bases to meet field training requirements to determine if the quantities are excess to the 15 day requirement. Items which exceed a 16 day requirement will be reduced accordingly and the consignee advised. Requisitions for field training requirements accepted for processing by Air Materiel Areas and Zonal Depots will be shipped from the National Guard Account. If the National Guard balance is "0" at an AMA the item will be extracted to the specialized activity for supply action.

b. Zonal Depots and specialized activities will process Air National Guard field training requirement requisitions for shipment from the National Guard account if a balance exists. If the National

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Subject: Air National Guard Field Training Requirement, Summer 49 (Cont'd)

Guard balance is "0" the item will be shipped from the Air Force account on a reimbursable basis provided a six months level is retained in the Air Force account to meet the active USAF requirements. Items not shipped will be coded "IND" and supplied to the Air National Guard within the first three supply priorities only.

4. The Chief, National Guard Bureau has advised this headquarters that instructions are being issued to all Air National Guard Wing Commanders recommending that the following supply procedures be installed at each summer encampment.

a. All Air National Guard units at the encampment will pool all resources and screen for local availability prior to the submission of any AOCP request during field training.

b. National Guard Wing Headquarters A-4 will contact Air Materiel Areas and establish a supply channel and procedure which will expedite the delivery of supply priority three requests, during encampment.

c. Air pick up of Air Force supplies by National Guard activities will not be accomplished without prior approval of the appropriate Air Materiel Area.

BY COMMAND OF GENERAL McNARNEY:

/t/ JAMES F. EARLY
Brigadier General, USAF
Chief, Supply Division

1 Incl:
Field Training
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SUBJECT: Equipment and Records in Connection with Field Training Exercises, Air National Guard Units.

TO : Commanding General, First Air Force, Fort Slocum, New York and to CG's, all ConAC Air Forces.

1. This headquarters is concerned with the possibility that Operational Readiness Tests may influence Air National Guard commanders to take into the field a great amount of equipment not normally required for a fifteen (15) day training period. Items that would not be needed beyond obviously necessary equipment for the conduct of the operational parts of the Operational Readiness Test should not be required to accompany units to field training exercises. Even though the Operational Readiness Test Report Form contains items dealing with the past status of equipment and information obtainable only from records, it is not deemed essential to have otherwise unrequired records in the field.

2. Operational Readiness Test personnel will not lower the grade of a unit for not having equipment and/or records not reasonably necessary to the conduct of the unit's mission, its training objective and the obvious operational phases of the Operational Readiness Test. When the unit, or combination of units operating at the same location, lacks items not reasonably considered as being necessary under all the conditions, the Operational Readiness Test personnel will not lower the pertinent scores. Such portions of the report form should be completely scratched, if dependent upon equipment and/or records not available in the field. Therefore, the unit will not rate lower on this account.

3. A partial list of items that might be dictated by good judgment as not being necessary in the field under certain conditions may include the following:

a. Special purpose vehicles, when these may be furnished locally by the installation at which the training is conducted, or when it is apparent that they will not contribute to the tactical training of the unit.

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Equipment and Records in Connection with Fld Trng Exercises, ANG Units.

b. Tentage, beyond the actual field needs and training objectives.

c. Portable machine shops. Normally not required to be taken by all units performing training at the same installation.

d. General purpose vehicles.

e. Complete training records (Item 24, Operational Readiness Test Form).

f. Correspondence files.

g. Miscellaneous personnel records.

h. Requisitions and correspondence connected therewith.

4. To accomplish definite results in this regard it is suggested, though not required, that agreements be reached as to the minimum requirements of equipment and records for tactical units for the conduct of summer training exercises. This agreement may be reached by liaison and coordination with senior unit commanders and pertinent State Adjutants General. This will not be interpreted as effecting any National Guard instructions on this subject.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

C O P Y
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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

12 May 1949

FB 121.2

SUBJECT: Adjustment of Funds - Appropriation National Guard, FY 1949

TO : Commanding General, First Air Force, Fort Slocum, New York
(Also sent to CG's Fourth, Ninth, Tenth, Twelfth & Fourteenth AF's)

1. Inclosed is AAF Form 300, Budget Authorization, revising certain projects under appropriation National Guard for fiscal year 1949.

2. These revisions have been made based upon a recent revision made by Headquarters, United States Air Force, in the Continental Air Command funding program. Consideration was given in the inclosed revision to past obligation trends as reported on WD AGO Forms 14-120 and 4th Qtr FY 1949 requirements as stated on your 4th Qtr AF Forms 316.

3. Fourth Qtr suballotments reflecting these revisions are being forwarded to your headquarters by separate action. Suballotments under NG P432 will only be sufficient to cover your obligations incurred as of 31 March 1949. Supplemental suballotments will be issued your headquarters monthly to cover those requirements ordered by this headquarters for the period.

4. All funds available to this command under all other projects have been fully programmed. Additional revision in this program is not contemplated and will not be effected unless detailed justifications indicate that an additional requirement exists or that changes in program are of an emergency nature. It is requested that all funds be reviewed and that this headquarters be advised no later than 23 May 1949 of any additional requirements that may exist. Any supplemental request for funds must be completely justified inasmuch as Hq USAF will not make any further allotment to this command unless justified in detail.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

1 Incl
AAF Form No. 300

s/t/ W. R. PURPUS
Major, USAF
Asst Adj Gen

Footnote 12

STATE OF CALIFORNIA
The Adjutant General
Sacramento

NGAIR-1

16 May 1949

SUBJECT: Field Training Site for 161st Aircraft Control and Warning Group

TO: Commanding General
Fourth Air Force
Hamilton AFB, California

1. Reference is made to paragraph 4, your 2nd indorsement, dated 13 May 1949, to 61st Fighter Wing letter, subject: "Summer Training Facilities for AC&W Squadrons," dated 21 April 1949, wherein it was stated that 161st AC&W Group Headquarters will be in camp at McChord Air Force Base and will train with the 505th AC&W Group Headquarters.

2. Further reference is made to paragraph 2, your 1st indorsement, dated 27 April 1949, to letter this headquarters, subject: "Field Training for California Air National Guard Units," dated 14 April 1949, wherein it was stated that the 161st AC&W Group and the 144th AC&W Squadron will train at Paine Field, Washington.

3. It is requested that this headquarters be advised which of the aforementioned sites is correct.

FOR THE ADJUTANT GENERAL:

H. O. THOMAS
Colonel, GSC, CAL NG
Administrative Officer

121

325/7-RG 1st Ind
Subject: Fld Tng Site for 161st AC&W Gp

Headquarters Fourth Air Force, Hamilton AFB, Hamilton, California

TO: Adjutant General, State of California, 1215-16th Street, P. O. Box 1139, Sacramento, California

1. Summer encampment location of the 161st AC&W Group Headquarters as cited in paragraph 1, basic communication, is correct. The 505th AC&W Group Headquarters is prepared to train the 161st AC&W Group Headquarters.

2. Reference paragraph 2, the 144th Aircraft Control Squadron will be encamped at Paine Field and receive training with the 634th Aircraft Control Squadron at Silver Lake, Washington.

FOR THE COMMANDING GENERAL:

V. A. MASON
Major, Inf (USAF)
Asst Adj Gen

122 B

NGB CIRCULAR No. 9

DEPARTMENT OF THE AIR FORCE
WASHINGTON 25, D. C., *17 May 1949.*

UNIT TRAINING ASSEMBLIES AND APPROPRIATE DUTIES FOR THE AIR NATIONAL GUARD

1. General.—Pending the revision of NGR 45 and NGR 58, the provisions of this circular will take precedence over all previously published instructions with which they may vary or conflict, including NGB Circular No. 3, 1948, NGB letters, and TWX's.

2. Definitions.—Definitions of terms used herein are as follows:

a. Inactive duty.—Duty performed by personnel of the Air National Guard pursuant to their military functions and responsibilities, excepting duty performed in an active duty status pursuant to competent orders.

b. Inactive duty training pay.—Duty performed for which Federal pay is authorized, other than field training, attendance at service schools, or ordered active duty. This inactive duty training pay includes training participation in unit schools of instruction; group, wing, and higher staff exercises or maneuvers; unit training assemblies; and performance of appropriate duties in lieu of attendance at a unit training assembly.

c. Unit training assembly.—A duly authorized and scheduled period of instruction or training conducted by an Air National Guard unit. It is synonymous with the term "Air base drill" which will no longer be used.

d. Appropriate duty.—Those periods of duty performed by Air National Guard personnel in lieu of attendance at a unit training assembly as authorized in par 6 below.

e. Assigned strength and adjusted strength.—Assigned strength will mean the total of all personnel, officer and airmen, on the rolls of the unit. Adjusted strength will mean the available strength (officers and airmen) of the unit after the number of personnel who are absent under competent authority, as provided in par 5 below, have been deducted from the actual assigned strength. As an example, the 999th Fighter Squadron has an authorized strength of 145 officers and airmen and have actually on the rolls, as assigned strength, 125 total personnel. Of the total of 125, there are 25 individual members who are absent under competent orders as prescribed in par. 5. Thus the adjusted strength of this fighter squadron is 100 personnel.

3. Split assemblies.—Split assemblies by units of the Air National Guard are not authorized.

4. Methods of qualifying for inactive duty training pay.—*a.* Airmen of the Air National Guard will be eligible for inactive duty training pay when:

(1) They are physically present at a duly authorized unit training assembly of the unit to which assigned, or when

(2) They perform appropriate duties pursuant to competent authority within six (6) days immediately following the date of an authorized scheduled unit training assembly of the unit to which assigned and the duration of such appropriate duty must be equal to or in excess of the period of time devoted by the remainder of the personnel of the unit attending the regularly authorized scheduled unit training assembly.

b. Officers of the Air National Guard will be eligible for inactive duty training pay when:

(1) They are physically present at a duly authorized unit training assembly of the unit to which assigned at which at least 60% of the adjusted strength of the unit was physically present, or when—

(2) They perform appropriate duties pursuant to competent authority within six (6) days immediately following the date of an authorized scheduled unit training assembly of the unit to which assigned at which at least 60% of the adjusted strength of the unit was physically present, and the duration of such appropriate duty must be equal to or in excess of the period of time devoted by the remainder of the personnel of the unit attending the regularly authorized scheduled unit training assembly.

5. **Personnel excluded from attendance computations.**—To compute the requirement of 60% of the adjusted strength of a unit being physically present at a unit training assembly, the following will be deducted from the assigned strength:

a. Those absent pursuant to competent orders in connection with official duties pertaining to the Air National Guard for which they are entitled to Federal pay. This category will include:

(1) Individuals absent while attending service schools.
(2) Those on active duty for other purposes.
(3) Those attending a unit training assembly of another Air National Guard unit pursuant to competent orders.

b. During the collegiate year or during periods of summer encampments, those absent due to enrollment and participation in ROTC or Air ROTC activities, provided that not more than 10% of the assigned strength of the unit may be so excluded.

c. Individuals who, on the date of the scheduled unit training assembly or within the six days immediately following the date of the authorized scheduled unit training assembly, participate, pursuant to competent orders, in approved group, wing, or higher staff exercises or maneuvers.

6. **Authorized appropriate duties.**—Appropriate duty for pay purposes will be authorized only for those individuals who are unable to attend the scheduled unit training assembly of the unit to which assigned for reasons deemed by the commanding officer to be sufficient and so certified by the unit Air instructor, excepting as provided in (2) and (3) below.

a. The following will be considered as appropriate duties.

(1) Duty in connection with the planning, maintenance, training, administration, and supply of the Air National Guard, when such duty is authorized by competent authority and satisfactory accomplishment thereof is certified by the officer under whose jurisdiction such duty was performed, provided that such duty is deemed by the authorizing officer to be a requirement in the interest of the service and be so certified by the appropriate Air instructor.

(2) The inspection of subordinate units by personnel of Wing and/or Group Headquarters is appropriate duty.

(3) Participation in approved group, wing or higher staff exercises or maneuvers pursuant to competent orders.

(4) Performance of flight training for the purpose of maintaining minimum flight proficiency requirements for rated personnel. (Rated personnel who are required to perform additional flights over and above the time

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OFFICIAL:
R. G. ERVIN
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consumed by authorized unit training assemblies and/or appropriate duties in lieu thereof, for the purpose of maintaining minimum flying proficiency requirements, may perform such flights as periods of equivalent training in a non-pay status. Minimum flight proficiency requirements are those prescribed in AFR 60-2.)

(5) Appropriate duties are not authorized during the normal duty hours for individuals that are in a pay status as unit air technicians.

7. T/O&E organization and grouping of teams to constitute a "unit".—To implement the provisions of this circular any one of the following T/O headquarters and/or units or combinations of Aircraft Control and Warning Teams will be considered a "unit" for the purpose of conducting unit training assemblies:

a. Headquarters and Headquarters Squadron, Air National Guard Wing.

b. Headquarters, Fighter or Light Bombardment Group.

c. Headquarters Detachment, Air Service Group.

d. Headquarters and Service Company, Engineer Aviation Battalion.

e. Fighter, Light Bombardment or Communication Squadron (less Medical Detachment).

f. Lettered Detachments, Air Service Group.

g. Utility Flight.

h. Engineer Aviation Company.

i. Weather Station.

j. Radar Calibration Detachment.

k. Signal Light Construction Company.

l. Band.

m. Medical Detachment of Fighter, Light Bombardment or Communication Squadron.

n. Aircraft Control and Warning Units, T/O&E 1-600, will consist of any one of the following groupings:

(1) AB Team
(2) RC Team supported by CC, CE, and MC
 RC Team supported by FE, RF, FH, and MC
 RC Team supported by FG, RF, FH, and MC
(3) Thirty percent (30%) of the assigned personnel (enrolled) of each of the following teams:
 (*a*) AE Team supported by AC, MB, FB, FC, FD, CH, CB, CG, CI, and CE.
 (*b*) AE Team supported by AC, MB, RB, RF, CI, CC, CD, CF, and CE.
 (*c*) AE Team supported by AC, MB, MC, RD, FF, CD, CE, CF, CG, CI, and GB.

[CSNGB 353 (Air) General—(17 May 49)]

BY ORDER OF THE SECRETARY OF THE AIR FORCE:

KENNETH F. CRAMER
Major General
Chief, National Guard Bureau

OFFICIAL:
R. G. ERVIN
Colonel, NGB
Executive
National Guard Bureau

U. S. GOVERNMENT PRINTING OFFICE: 1949

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***NGB Cir 14**

NGB CIRCULAR No. 14 | DEPARTMENT OF THE AIR FORCE,
WASHINGTON 25, D. C., *23 September 1949.*

UNIT TRAINING ASSEMBLIES AND APPROPRIATE DUTIES FOR THE AIR NATIONAL GUARD

NGB Circular No. 9, 1949, is amended as follows:

7. T/O&E organization and grouping of teams to constitute a "unit."—

n. Effective 1 October 1949, Aircraft Control and Warning units (T/O&E 1-600) will consist of the assigned personnel of any one of the following team compositions or any combination of these team compositions within a federally recognized Aircraft Control and Warning Squadron:

(1) AB (A/C&W Group Headquarters)
(2) 4AC, 1AE, 1CB, 2CE, 1CG, 1CI, 1CJ, 2FB, 1FD, 4FH, 1FJ, 1MB, (Type A, A/C squadron)
(3) Seventy percent (70%) of the assigned personnel of 4AC, 1AD, 1CB, 2CG, 1CJ, 1FB, 1FH, 1FJ, 1RB (Type B, A/C&W squadron)
(4) 1AC, 1AD, 1CE, 1CH, 1FB, 2FC, 1RD, 1RE, 4RF, 1MC (A/C&W Squadron headquarters plus GCI station of Type C, A/C&W squadron)
(5) 1CE, 1CH, 1FB, 2FG, 1RD, 1RE, 4RF, 1MC (GCI station of Type C, A/C&W squadron)
(6) 1AC, 1AD, 1CE, 1CH, 1FB, 2FG, 1RD, 1RE, 4RF (A/C&W squadron headquarters plus GCI station of Type D, A/C&W squadron)
(7) 1AC, 1AD, 1RD, 1RF, 1MC (A/C&W squadron headquarters plus Early Warning station)
(8) 1RD, 1RF, 1MC (Early Warning station)
(9) 1AC, 1AD, 1CF, 1RC, 1MC (A/C&W Squadron headquarters plus Lightweight Early Warning station)
(10) 1CF, 1RC, 1MC (Lightweight Early Warning station)

8. (*As added by NGB Cir 11, 1949*) **Two unit training assemblies in one calendar day.**—Units of the Air National Guard are authorized to conduct two unit training assemblies within the period of one calendar day for pay purposes, provided that the aggregate duration of such unit training assemblies is eight hours or more. Not more than two unit training assemblies will be conducted within any one calendar day for pay purposes. This authorization does not increase the total number of unit training assemblies prescribed for the unit on an annual fiscal year basis, rather it encourages the unit to conduct two unit training assemblies of a combined duration of eight hours in one day in lieu of conducting a separate unit training assembly during each of two successive weeks.

9. (*Added*) **Computation of authorized and required unit training assemblies.**—*a. When team composition is organized on same date as parent squadron is federally recognized.*—When any team composition or combination of team compositions listed in par 7*n* is organized on the same date as the parent squadron is federally recognized and conducts unit training assemblies at the same or different location as that of the squadron of which it is a part, the required number of authorized unit training assemblies will be the same as that of the parent squadron.

***This circular supersedes NGB Circular No. 11, 1949.**

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b. When team composition is organized on a date later than the parent squadron is federally recognized.—When any team composition or combination of team compositions listed in par 7*n* is organized at a date later than that of the parent squadron and conducts unit training assemblies at the same or different location as that of the squadron of which it is a part, the required number of authorized unit training assemblies will be conducted on the basis of one (1) per week from date of organization of that team composition for the balance of the fiscal year, the week within which that organization date falls being considered as the first week. In no event will the total number of unit training assemblies exceed forty-eight (48) per fiscal year.

[CSNGB-PL 353 (Air) Gen (23 Sep 49)]

BY ORDER OF THE SECRETARY OF THE AIR FORCE:

KENNETH F. CRAMER
Major General
Chief, National Guard Bureau

OFFICIAL:
R. G. ERVIN
Colonel, NGB
Executive
National Guard Bureau

U. S. GOVERNMENT PRINTING OFFICE: 1949

NGB CIRCULAR
No. 15

DEPARTMENTS OF THE ARMY AND
THE AIR FORCE
WASHINGTON 25, D. C., *1 November 1949*

USE OF THE DAILY SICK REPORT (WD AGO FORM 5) BY THE NATIONAL GUARD

1. **General.**—Effective immediately upon receipt of this circular, each unit of the National Guard (Army and Air) will initiate the use of and maintain the Daily Sick Report (WD AGO Form 5).

2. **Reason for maintenance of report.**—The administration of Public Law 108, 81st Congress, necessitates the use of the Daily Sick Report. Since important decisions in the adjudication of claim for benefits may hinge on the unit records, this report must be maintained as an accurate and valid record of the members of the National Guard who suffer an injury or contract a disease, or are hospitalized as the result of an injury or disease incurred or contracted in line of duty while engaged in a period of authorized inactive duty training with or without pay.

3. **Procedure.**—This unit record will be maintained as prescribed in AR 345–415, as amended, with the following exceptions:

a. Entries will be made in the Daily Sick Report only when the individual concerned suffers an injury or contracts a disease or is hospitalized as the result of an injury or disease while in a military status, i. e., while participating in an authorized period of inactive duty training with or without pay.

b. Entries in the line of duty columns will not be completed until the line of duty investigation has been made and the completed WD NGB Form 60 has been submitted to the unit commander.

4. **Entries in Daily Sick Report and Morning Report.**—Care will be exercised to insure that the entries in the Daily Sick Report and the entries made in the Morning Report (WD AGO Form 1), pertaining to the same individual, agree in all details particularly the date shown as the date "when taken sick." (*WD AGO Form 1 will replace NGB Form 107 on or about 1 February 1950 in Army units.*)

[CSNGB-PL 300.5 (Proposed) NGB (8 Sep 49)]

BY ORDER OF THE SECRETARIES OF THE ARMY AND THE AIR FORCE:

KENNETH F. CRAMER
Major General
Chief, National Guard Bureau

OFFICIAL:
R. G. ERVIN
Colonel, NGB
Executive
National Guard Bureau

AGO 1007B—Nov. 851718°—49

U. S. GOVERNMENT PRINTING OFFICE: 1949

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NGB CIRCULAR
No. 18

DEPARTMENT OF THE ARMY
WASHINGTON 25, D. C., *15 November 1949*

PROCESSING OF CERTAIN CLAIMS FOR DAMAGES INVOLVING THE ARMY NATIONAL GUARD

1. Purpose and statutory authority.—*a. Purpose.*—The following regulations relative to the settlement of claims for damages to or the loss of private property incident to the operation of Army National Guard camps of instruction are published for the information and guidance of all concerned. Under these regulations no amount exceeding $500.00 may be allowed and paid to any one claimant resulting from any one incident.

b. Statutory authority.—The National Military Establishment Appropriations Act, Public Law 434, 81st Congress, relating to appropriations for the Army National Guard, contains the following provisions:

> "* * * Provided further, that this appropriation shall be available for the settlement of claims (not exceeding $500 in any one case) for damages to or loss of private property incident to the operation of camps of instruction, either during the stay of Army National Guard units in such camps or while en route thereto or therefrom."

2. Claims authorized.—The appropriation is intended for the payment of claims for damages to or loss of private property of the following classes incident to the operation of camps of instruction, either during the stay of the Army National Guard units in such camps or while en route thereto or therefrom.

a. Claims for the damages to or loss of private property proximately caused by the negligent act or omission of an officer, enlisted person, or employee of the Army National Guard while acting within the scope of his office or employment.

b. Claims for the damages to or loss of private property not proximately caused by a negligent act or omission but incident to the training, practice, operation, or maintenance of the Army National Guard, its units, or its members or employees, engaged in authorized activities.

c. Claims arising from a provision of a contract executed pursuant to an appropriation act, which contract provides in advance to pay for the damages to or the loss of private property resulting from the negligence of or the activities of the Army National Guard, its units, or its members or employees thereof, shall be deemed incident to the training, practice, operation, and maintenance of the Army National Guard.

d. Primarily, the regulations herein are intended for the settlement of claims of civilians or non-military persons. However, claims of military personnel or employees of the Army National Guard, the Air National Guard, or of the Federal Government may be considered, settled, and paid under these regulations provided

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the damages to or the loss of private property from which the claim arose was incident to the training, practice, operation, or maintenance of the Army National Guard and was not proximately caused, or contributed to, by any negligent act or omission of other military personnel or employees of the Army National Guard, the Air National Guard, or of the Federal Government.

e. Negligence or wrongful act of the claimant, or of his agent, or employee acting within the scope of his employment, in whole or in part the proximate cause, bars a claim. Although the doctrine of comparative negligence is not applied, the law of the jurisdiction in which the accident or incident occurred will normally be followed in determining whether contributory negligence is present.

3. Action to be taken by claimant.—*a. Form in which claim should be submitted.*—The claimant will be required to submit a sworn statement over his signature and address setting forth all the facts and circumstances in connection with the damage claimed, including the nature and extent, the date incurred, the agency by which caused, if known, and the amount of the claim. Standard Form 95 (Claim for Damage or Injury) may be used whenever practicable. Pending the development of a new NGB form for submission of claims of this type the Standard Form 95, when used, will be altered prior to being furnished to the claimant by deleting all references to "injury" and "personal injury" wherever those terms appear upon the form.

b. Who may present a claim.—The word "claim" as used in this circular refers to those demands for payment of money submitted in writing by individuals, partnerships, associations, or corporations. Claims for the damage to or loss of private property may be presented by the owner of the property or his duly authorized agent or legal representative. The word "owner," as so used, includes bailees, lessees, mortgagors, and conditional vendees, but does not include mortgagees, conditional vendors, and others having title for purposes of security only or subrogees. The claim, if filed by an agent or a legal representative, should be filed in the name of the owner, signed by such agent or legal representative, show the title or capacity of the person signing and be accompanied by evidence of the appointment of such person as agent, executor, administrator, guardian, or other fiduciary. The claim, if filed by a corporation, should show the title or capacity of the officer signing and be accompanied by evidence of his authority to act. In case of the death of the proper claimant, if it appears that no legal representative has been or will be appointed, the claim may be presented by any person who, by reason of the family relationship has, in fact, incurred the expense for which the claim is made. (In this connection, your attention is called to paragraphs 1 and 4, AR 25-20, 1948.)

c. Time limit within which a claim must be presented and to whom.—Claims against the Army National Guard, cognizable under the regulations set forth herein, must be presented in writing to the adjutant general, or his duly authorized representative, of the State, Territory, or District of Columbia having jurisdiction over the personnel or equipment involved in the accident or incident out of which the claim arose, or to the office of the Chief, National Guard Bureau, The Pentagon, Washington 25, D. C. Such claims must be submitted within 2 years of the date of the occurrence of the accident or incident.

d. Evidence to be submitted in support of claims.—Claims for damages to or loss of private property must be specific and substantiated by evidence of the damage or loss. A mere statement to the effect that such property was damaged or lost and that a certain amount is a fair reimbursement is not sufficient evidence to support a claim.

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Standard Form 93 (Report
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THIS PAGE IS UNCLASSIFIED

vate property from which the claim arose was
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caused, or contributed to, by any negligent act
onnel or employees of the Army National Guard.
Federal Government.
of the claimant, or of his agent, or employee
nployment, in whole or in part the proximate
the doctrine of comparative negligence is not
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nant.—*a. Form in which claim should be sub-*
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the owner, signed by such agent or legal repre-
ty of the person signing and be accompanied by
uch person as agent, executor, administrator,
e claim, if filed by a corporation, should show
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r will be appointed, the claim may be presented
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25-20, 1948.)
aim must be presented and to whom.—Claims
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ng to the adjutant general, or his duly author-
Territory, or District of Columbia having juris-
pment involved in the accident or incident out
he office of the Chief, National Guard Bureau,
C. Such claims must be submitted within 2
e of the accident or incident.
support of claims.—Claims for damages to or
specific and substantiated by evidence of the
t to the effect that such property was damaged
s a fair reimbursement is not sufficient evidence

(1) The claimant will be required to submit in support of claims for damage to fences, buildings, motor vehicles, and similar property which has been repaired or replaced, an itemized bill for repairs or replacements certified to as correct by the repairman or other property party or, if paid, an itemized receipt evidencing payment; if not repaired or replaced a signed itemized estimate or estimates of the cost thereof.

(2) In support of claims for damage to crops, trees, land, or similar property, the claimant will be required to submit an itemized signed estimate or estimates of the cost of repairs or restoration, supported by evidence of the number of acres of land or of crops or trees alleged to have been damaged, the normal yield per acre and the market value of the property per unit of measure common to the property damaged, or the estimated length of time the land will be unfit for grazing and the normal rental value per acre of similar land in the vicinity.

e. Claims for use or occupancy of land.—Claims for damage to land or crops will not include a charge for the use or occupancy of the land by the National Guard, which is a question of payment to be made under the contract of lease of occupancy.

f. Claims based on contracts.—If the claim is based on contract, a copy of the contract or specific reference to the provisions thereof will be furnished by the occupancy.

g. Signatures.—All papers signed by the claimant in connection with a particular case will bear identical signatures.

4. Procedure upon receipt of claim.—Upon receipt of a claim by the State adjutant general, an administrative examination will be made to determine whether claimant has supplied the necessary information and will then be referred to a claims officer for appropriate action. The claims officer will make a complete and thorough investigation of the claim submitting a report in triplicate on Standard Form 93 (Report of Investigating Officer) as prescribed in paragraph 5 below.

5. Action to be taken by claims officer.—*a. Function of claims officer.*—The function of the claims officer is to investigate thoroughly and impartially the incident or incidents which caused the loss or damage for which reimbursement is being claimed, securing all pertinent evidence of the facts concerning each incident. In all claims of the classes enumerated in paragraph 2, he will—

(1) Consider the report, if any, of the board of officers which investigated the accident, or happenings, together with the evidence attached thereto.

(2) Secure and consider, if practicable, as an aid in the investigation, evidence secured in connection with the report of survey where government property has been damaged as the result of the same happenings and a report of survey has been initiated.

(3) Conduct an independent investigation of the case.

(4) Secure all available evidence on behalf of both the Government and the claimant, when practicable, under oath and by oral testimony rather than by deposition or ex parte statement.

(5) If practicable, permit claimant, or any person authorized to represent him to cross-examine the Government witnesses, or to see the testimony and evidence in the case and to present evidence in rebuttal thereof if necessary and claimant so requests.

(6) Make every effort to clear up disputed points with a view to definitely establishing all the pertinent facts involved.

(7) Prepare and submit, in cases admitting of such treatment, diagrams which will contain pertinent measurements regarding the location of vehicles involved and of building or obstructions and various features of the surrounding territory having a bearing on the case.

(8) In cases involving damage to crops or land, if practicable, obtain testimony or, if this is not practicable, sworn statements including itemized estimates of the damage from two or more qualified disinterested witnesses, if possible, and preferably of local, State, or Federal agricultural agents when available.

b. Testimony to be reduced to writing.

(1) All testimony heard by the claims officer will be reduced to writing and a transcript thereof certified as correct by him and signed copies of all sworn statements or other evidence obtained by him will be incorporated in the report of proceedings.

(2) One signed copy of the report of the investigating officer, with a copy of all statements signed by the witness or other evidence accompanying it, will be incorporated in the original report and certified true copies thereof will be incorporated in all other copies thereof. Certified true copies of Standard Form 91 (Operator's Report of Motor Vehicle Accident) will be completed on Standard Form 91A when available, otherwise true copies will be completed on Standard Form 91.

(3) When several claims are presented as the result of one happening and all investigated by the same claims officer, the original report of the proceedings and all copies thereof in one case will contain signed copies of all evidence considered by him. He may incorporate in all reports of proceedings in the other cases certified copies of such evidence contained in the first report as may be applicable thereto. The certificate of authentication of copies of evidence in such cases will contain a statement to the effect that the original signed copies of the evidence used are incorporated in the report in the parent case, giving the name of the claimant in the case containing said originals.

(4) Mimeograph signatures, unless authenticated by handwritten signatures, will not be used on any papers forwarded with a report of proceedings.

c. Action recommended to be stated on Standard Form 93 (Report of Investigating Officer).—Based upon the evidence in the case, the claims officer will state "action recommended" on Standard Form 93 and his "comments on action recommended."

d. Procedure to be followed to ascertain the amount of claim.—In arriving at the monetary value involved in the loss or damage, the following principles will govern:

(1) The cost (or estimated cost) of restoring the property to the condition in which it existed before the loss or damage occurred will serve as a basis.

(2) In no case will an allowance be made for repairs exceeding a reasonable value of the property immediately before the accident. In case of an automobile accident, the data called for in "action recommended," as shown on Standard Form 93, will be considered in determining a reasonable value of the damaged vehicle.

(3) The claims officer will ascertain and state as a fact whether or not the claimant carried insurance covering the type of loss or damage in question, the name and address of the

collected thereunder, if any.

(4) Deductions will be made—

(*a*) For any improvements made in

(*b*) For the amount of any salvage

(*c*) For the amount of any insurance

(5) The permanency of any parts wh
damaged property will be conside
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(6) The United States is liable only f
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Gen. Op. No. 30, Nov. 8, 1937). T
damage. However, claimants are
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similar consequential damages.

e. Acceptance of award and advice to cla
the claimant as to the action taken on his
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are subject to approval or disapproval b
475 (Acceptance Agreement by Claimant)
full satisfaction of his claim and, if the c
Form 475 obtain his reasons for not accep

f. Preparation of report of investigation
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(1) *Item 11. "Action Recommended."*
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(2) *Item 15. "Comments on Action R*
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port of the investigating officer, with a copy
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ce in such cases will contain a statement to
signed copies of the evidence used are incor-
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dard Form 93 and his "comments on action

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tain and state as a fact whether or not the
covering the type of loss or damage in ques-

tion, the name and address of the insurance company, and the amount collected thereunder, if any.

(4) Deductions will be made—
  (*a*) For any improvements made in restoration of the property.
  (*b*) For the amount of any salvage value realized.
  (*c*) For the amount of any insurance actually collected from an insurer.

(5) The permanency of any parts which must be replaced in restoring the damaged property will be considered. Thus, an automobile tire is not expected to last through the life of a vehicle, and, when a tire three-fourths worn out is so damaged as to require replacement with a new tire, three-fourths of the value of the new tire should be deducted. Similarly, the degree of wear to which the parts of a vehicle normally requiring frequent replacement have been subjected will be considered, and deductions made therefor where replacement with new parts is necessary. On the other hand when it is necessary to replace parts (such as fenders or radiators) which normally would last through the life of a vehicle no deductions will be made on account of the degree of wear to which the original parts have been subjected.

(6) The United States is liable only for direct damages to property. Deprivation of use of private property (including motor vehicles) is allowable as an item of damage in those cases where the party deprived of use has sustained legally probable damages on that account (39 Atty. Gen. Op. No. 30, Nov. 8, 1937). Towage charges are allowable items of damage. However, claimants are not entitled to recover costs incurred in preparation of proof of their claim, interest on the claim, or other similar consequential damages.

e. Acceptance of award and advice to claimant.—Claims officer will not advise the claimant as to the action taken on his claim unless and until approved, in which event the claimant will be advised that such recommendations for award are subject to approval or disapproval by higher authority. DA AGO Form 475 (Acceptance Agreement by Claimant) will be executed by the claimant in full satisfaction of his claim and, if the claimant refuses to execute DA AGO Form 475 obtain his reasons for not accepting the amount approved.

f. Preparation of report of investigation.—Each item on the Standard Form 93 will be completed if at all pertinent to the case under consideration, and if additional space is required one or more additional sheets will be added thereto.

(1) *Item 11. "Action Recommended."*—Under this item will be inserted a concise statement of the type of training (field, armory, etc.) being engaged in at the time the damage was occasioned, if the claim originated incident to training. Otherwise, a given claim will be reported as "one the settlement of which is not provided for by National Guard Regulations" if the claimant does not bring his demand within the conditions and limitations of the act cited in paragraph 1 of these instructions. In this connection, it is to be remembered that members of the National Guard not in Federal service are not considered as being subject to military law within the purview of the 105th Article of War.

(2) *Item 15. "Comments on Action Recommended."*—A statement as to the military connections of claimant and as to the amount and nature of the

insurance, if any, including the name of the compay insuring the property damaged should be made.

(3) If property of the Federal Government or a State Government has been damaged or lost in the same accident or incident giving rise to a claim filed pursuant to these regulations, a statement of the action taken by the surveying officer should be set forth in section 9, Standard Form 93 (Report of Investigating Officer). The name and station of the officer to whose property accounts the damaged or lost property pertained should be shown.

(4) If Government property has not been damaged, a statement to that effect should be made.

(5) *Item 15. "Comments on Action Recommended."*—Attention is directed to the fact that—

- (*a*) A finding that the loss or damage was due, in part, to the negligence of the claimant or his agents and an officer or employee of the National Guard, respectively, will not support a recommendation for allowance in any amount due to the fact that any negligence by a claimant defeats a right to recovery.
- (*b*) A negative finding under "Action Recommended" will not support a recommendation for allowance in any amount.

(6) As exhibits:

- (*a*) Copies of the claim signed and sworn to by claimant on Standard Form 95 (Claim for Damage or Injury).
- (*b*) Driver's report of accident, if any.
- (*c*) Signed copies of itemized repair bills, receipted, if paid, or estimates if repairs not made.
- (*d*) Copy of investigating officer's report, if any.
- (*e*) Original or signed copies of all statements or other evidence obtained by the claims officer.
- (*f*) Properly certified transcript of all testimony.
- (*g*) Certified true copies of extracts of pertinent traffic regulations.
- (*h*) Diagram showing, with necessary measurements, such of the information incorporated under "Findings," as may be given in diagrammatic forms.
- (*i*) Any other evidence considered.
- (*j*) The claimant's statement, if obtained, as to his acceptance or nonacceptance of the award.

6. Transmittal of report and action thereon.—The original and two copies of the report of the claims officer on Standard Form 93 with original and three copies of documents pertaining thereto will be transmitted to the adjutant general of the State concerned for his action thereon. When the report and accompanying papers are complete, and are approved by the adjutant general of the State, the original and one copy of the claims report and the supporting papers will be forwarded to the Chief, National Guard Bureau, for appropriate action.

7. Air National Guard claims.—Claims arising subsequent to 1 July 1949 and not to exceed $500 in any one claim for damages to or loss of private property incident to the operation of Air National Guard camps of instruction either during the stay of Air National Guard units at such camps or while en route

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AFR 112-3, 1949.
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June 25, 1948, 62 Stat.
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11. Suspension of N
S, NGR-60, 1 April
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Action Recommended."—Attention is directed

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thereto or therefrom may be forwarded to the National Guard Bureau for onward transmission to the Secretary of the Air Force.

8. Claims against the Army National Guard.—Except as required in the discharge of his proper official duties, no person in the military service of or employed by the Army National Guard will furnish any information which can be used as a basis for a claim against the Army National Guard or aid or assist in the prosecution or support of a claim against the Army National Guard. Claimants or their authorized representatives shall not be permitted to examine any part of the evidence of record, except that submitted by such claimants, without prior approval of the office of the Chief, National Guard Bureau. (In this connection see par. 13, AR 25–20, 1948.)

9. Claims against the United States.—*a.* Except as required in the discharge of his proper official duties, no person in the military service of or employed by the Army National Guard will furnish any information which can be used as the basis for a claim against the United States or aid or assist in the prosecution or support of a claim against the United States.

b. Claims for damage to or loss or destruction of property, real or personal, or for personal injury or death caused by military personnel or civilian employees of the Department of the Army or of the Army while acting within the scope of their employment, or otherwise incident to noncombat activities of the Department of the Army or of the Army, including claims for damage to or loss or destruction, by criminal acts, of registered or insured mail while in the possession of United States military authorities, claims for damage to or loss or destruction of personal property bailed to the Government and claims for damages to real property incident to the use and occupancy thereof, whether under a lease to the Government of the United States, express or implied, or otherwise, except those cognizable under the "Federal Trot Claims Act" as codified and amended (28 United States Code), are cognizable under the Act of July 3, 1943 (57 Stat. 372; 31 U. S. C. 223b), as amended, as supplemented by AR 25–25, 1946, and AFR 112-3, 1949.

c. Claims for the damage to or the loss of property or for personal injury or death, arising on or after 1 January 1945 within the United States or its territorial possessions, caused by the negligent or wrongful act or ommission of military personnel or civilian employees of the Government while acting within the scope of their office or employment are cognizable under the "Federal Tort Claims Act" as codified and amended (28 U. S. C.), as supplemented by AR 25–70, 1947, and AFR 112–4, 1949.

10. Federal Tort Claims Act.—"The National Guard, when not in the Federal service, is not a Federal agency within the meaning of the 'Federal Tort Claims Act' (60 Stat. 842, 28 U. S. C. 941, as revised and codified in the Act of June 25, 1948, 62 Stat. 982, 28 U. S. C. 2671) and claims arising out of activities of the National Guard are, therefore, not cognizable under that Act (7 Bul. JAG 88)."

11. Suspension of National Guard Regulations.—Paragraphs 1, 2, 3, 4, 6, and 8, NGR–60, 1 April 1927, insofar as inconsistent with the procedure set forth herein are suspended.

12. Forms.—The various forms referred to herein and necessary for processing of claims are:

a. Standard Form 91 (Operator's Report of Motor Vehicle Accident), December 1947.

b. Standard Form 91A (Transcript of Operator's Report of Motor Vehicle Accident), December 1948.

c. Standard Form 93 (Report of Investigating Officer), December 1947.

d. Standard Form 95 (Claim for Damage or Injury), December 1947.

e. DA AGO Form 475 (Acceptance Agreement by Claimant), 1 June 1945.
[CSNGB–PL 153 Gen (29 Jul 49)]

BY ORDER OF THE SECRETARY OF THE ARMY:

KENNETH F. CRAMER
Major General
Chief, National Guard Bureau

OFFICIAL:
R. G. ERVIN
Colonel, NGB
Executive
National Guard Bureau

U. S. GOVERNMENT PRINTING OFFICE: 1949

123

Air National Guard Training Programs
OI 353 (26 Apr 49) 1st Ind 17 MAY 1949 GWS/37

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Special Assistant for Reserve Forces, Headquarters, United States Air Force, Washington 25, D. C.

1. The "Air National Guard Training Programs" reflects credit on the Air National Guard officers who prepared it and will serve as a valuable source of information to this headquarters in the preparation of training directives for the United States Air Force Reserve Forces.

2. It is felt, however, that the proposed "Air National Guard Training Programs" would be difficult to accomplish and would not give adequate training to Air National Guard units.

3. The following are specific criticisms of this headquarters regarding the inclosure:

a. The first six months of training for newly enlisted personnel without prior service is devoted exclusively to basic military training. While such training is important, it should be phased over a three year enlistment so that the recruit may commence his basic technical training concurrently with training in general military subjects.

b. Under the proposed program it would be difficult to obtain the number of qualified instructors required to teach the various MOS groups in their several stages of qualification. Full utilization of available training time has been scheduled for all airmen of the unit. This would preclude the use of assigned airmen who are qualified as instructors, unless the training of such personnel in the advanced stages were neglected.

c. Lesson plans for training are not outlined. Preparation of such plans is assigned to the Air Training Command. It is considered that the time which that Command would require to prepare lesson plans would delay by many months the implementation of a realistic training program for the Air National Guard.

d. The program is based upon MOS's which are presently under process of revision. Therefore, any detailed lessons prepared to train personnel for duty in these MOS's would shortly require revision.

e. The training of officer personnel is not outlined. This is considered a serious omission, since the requirement for continued military education of officers of the Reserve Forces is as critical as training requirements for airmen.

4. This headquarters will shortly present to you a comprehensive training program for certain units of the United States Air Force Reserve.

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Form Hq-AG 5
1949

Adjutant General's Central File Copy

L-49-248

ROUTING	COORD	STAFF ACTIVITY
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Air National Guard Training Program

This program is designed for unit training rather than individual training as outlined in the "Air National Guard Training Programs." It is recommended that this program be made applicable to the Air National Guard, with such minor revisions as may be necessary, to insure that the training programs for the United States Air Force Reserve Forces be as uniform as possible, commensurate with assigned missions.

FOR THE COMMANDING GENERAL:

W. R. PURPUS
Major, USAF
Asst Adj. Gen.

1 Incl
n/c

Per note #2 on IRS

Incls Returned with comeback to Int.

GWR

H-293

AC Form Hq-AG 5
March 1949

4

Adjutant General's Central File Copy

L-49-248

0971

HEADQUARTERS 133d FIGHTER GROUP
St Paul, Minnesota

20 May 1949

SUBJECT: System for Checking and Improving the National Guard Training Program

THRU : Senior Air Instructor
71st Wing
1 Grant Avenue
St Louis 23, Missouri

TO : Commanding General
Tenth Air Force
Ft Benjamin Harrison, Indiana
Attn: Col Gallagher

1. It is believed that the following system of control of the National Guard Training program would be of great value in improving training in all National Guard units.

a. Each section is required to prepare a lesson plan or schedule of instruction prior to the particular drill period.

b. During the training period on drill night, the training is checked by the Air Instructor (or Sergeant Instructor) and a check sheet covering the training (see Incl 1) is completed.

c. These check sheets are turned in each drill night and are monitored by the Senior Air Instructor, then filed in the Instructor's office by section.

d. By checking the file on the section the standard of training is easily determined.

e. Any desired corrective action (see Incl 2) is sent through the Commanding Officer to the section leader.

2. The fact that a record of training and manner of performance of the section is being kept and closely monitoried, it is believed, will add greatly to the training program, also any discrepencies can be corrected immediately.

3. The examples attached are actual copies.

s/t/ JAMES B. MOREHEAD
Lt Col., USAF
Senior Air Instructor

2 Incls
1. Wkly Trng Record
2. Ltr, Sr Air Instr, subj: Section Trng

EXTRACT
COPY
(326)

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RR JEG
FM JEP 34A/HQ USAF, WASH, D.C. 031507Z
TO JEG/COMGEN CONAC, MITCHEL AFB, HEMPSTEAD, N.Y.
ZEX AF GRNC

FROM AFAFN 26072

EXECUTIVE ORDER 10059 OF 27 MAY 1949 AMENDING EXECUTIVE ORDER NO 9195 OF 7 JULY 1942 CMA AS AMENDED CMA IS QUOTED FOR YOUR INFORMATION AND IMMEDIATE DISSEMINATION TO ALL CONCERNED WITHIN YOUR COMMAND PD

QUOTE 1. THE WORDS QUOTE RESERVE COMPONENTS OF THE ARMED SERVICES UNQUOTE ARE SUBSTITUTED FOR THE WORDS QUOTE NATIONAL GUARD UNQUOTE OCCURRING IN THE TITLE AND PREAMBLE OF THE SAID ORDER PD

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Dec 1948-
Dec 1949
V. 7, Pt II

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UNCLASSIFIED

HISTORY
OF THE
CONTINENTAL AIR COMMAND

1 December 1948 - 31 December 1949

SELECTED UNCLASSIFIED NATIONAL GUARD DOCUMENTS #126-#282

Volume II

Compiled by: Mr. William R. Hochman
Directorate of Historical
Services

This volume contains documents

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HEADQUARTERS TENTH AIR FORCE
FORT BENJAMIN HARRISON, INDIANA

OFFICE OF THE COMMANDING GENERAL

1 JUN 1949

SUBJECT: Air National Guard

TO: Commanding General
Continental Air Command
Mitchel Air Force Base, New York

1. Inclosed is a newspaper article from the CHICAGO TRIBUNE of Tuesday, 31 May 1949 with which I believe you should be acquainted. Copies of the messages referred to in the article are attached.

2. From the tenure of the message from Continental Air Command, it would seem that the first sentence would indicate that this action had been coordinated with the National Guard Bureau.

3 Incl
1. Newspaper clipping
2. TWX 25 Apr 49
3. TWX 26 Apr 49

PAUL L. WILLIAMS
Major General, USAF
Commanding

657

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HEADQUARTERS
502D TACTICAL CONTROL GROUP
GREENVILLE AIR FORCE BASE
GREENVILLE SOUTH CAROLINA

6 June 1949

2A-33 MG-T

SUBJECT: Final Report on Project "Helpmate".

TO : Commanding Officer
502D Tactical Control Group
Greenville Air Force Base
Greenville, South Carolina

1. Project "Helpmate" or "The Aircraft Control and Warning Indoctrination Course for Air National Guard Instructors" originated with letter Department of Air Force, Subject: Requirements for Instructors for Aircraft Control and Warning Units of the Air National Guard, dated 17 December 1948. The 502D Tactical Control Group was assigned the task through indorsements and other correspondence pertaining thereto. Thirty five officers were assigned to attend the course which opened 17 March 1949 and closed on 18 May 1949. Representatives of Continental Air Command, 14th Air Force, 316th Troop Carrier Wing and the Air National Guard participated in both opening and closing exercises.

2. The instruction was conducted in accordance with the course outline attached hereto as Incl. 1. The Air-Ground Operations sub-course, Incl. 2, was given as an interest item and although not a necessary part of the main course, it proved to be very satisfactory. To augment instructors drawn from the 502D Tactical Control Group the Air University was requested to furnish instructors from the Aircraft Controllers School at Tyndall Air Force Base, Fla. for particular lectures. Certain instructional material was also obtained from the Controllers School.

3. The operational phase of the course lagged somewhat at the beginning due to the lack of interceptor aircraft. It became apparent that, with the limited number of aircraft available, the course could not be completed on schedule and a time extension was requested. However, the 27th Fighter Group became available to Project Helpmate and the course was completed on schedule.

4. Examinations were given upon completion of each sub-course and a final examination was given upon completion of all instruction. In addition to written examinations for grading, the instructors made individual reports of student performance during the operations phase of the course. Attached as Incl. 3 are the examination, evaluation and other blank forms used in the course.

Incls
in BARREL File

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Subj: Final Report on Project "Helpmate", dtd 6 June 1949.

5. Students were furnished technical manuals and other technical publications for reading material. In addition they were furnished a copy of the "SOP for the 502D Tactical Control Group" (Incl. 4) and a "Manual of a Combined Filter-Operations Center" (Incl. 5) for personal use.

6. The major problems encountered in Project "Helpmate" were as follows:

a. Time: Sufficient time was not available for the complete preparation of the course of instruction. Only enough time was available for preparation of the course outline.

b. Instructors: The major portion of the lectures were technical and were presented by personnel who had a primary and several additional duties to perform, therefore lecture preparation and rehearsal suffered.

c. Equipment: Radar equipment was not available at Greenville Air Force Base and it was necessary to order the 606th Aircraft Control and Warning Squadron to Greenville Air Force Base from Shaw Air Force Base. The radar and vehicular equipment was not in a servicable condition due to lack of replacement parts. However, after considerable negotiation, high priorities were obtained for the repair of this equipment.

d. Aircraft: The operational phase was scheduled to begin on 7 April 1949 but did not begin until 19 April 1949. A squadron of F-47's of the 332nd Fighter Group was assigned to Project "Helpmate" to be operational on 1 April 1949 but was also committed for Spring Combine from 6 to 11 April, after which it would be on alert for participation in exercises at Fort Knox, Ky. This situation was eliminated when the 27th Fighter Group (F-82's) became available.

e. Future Assignment Information: The officers assigned to "Helpmate" were slated for duty with the Air National Guard and given considerable information regarding their duties and responsibilities with the Air National Guard. They were also informed that their assignment orders would be published on or about 1 April 1949. The importance of the assignment and the newness of the adventure created a certain amount of enthusiasm but, on the other hand, it created much anxiety. The assignment orders did not arrive on or about 1 April 1949, after which disappointment and unrest had a definite effect upon the attitude of the student. Orders assigning "Helpmate" officers to the Air National Guard have not been received to this date.

7. Considering the problems encountered in Project "Helpmate" it is recommended that:

a. Similar programs or programs of similar magnitude be studied and prepared in detail prior to setting a starting date for the course.

Subj: Final Report on Project "Helpmate", dtd 6 June 1949.

b. Consideration be given to the availibility of instructors and other personnel necessary for the conduct of a school and to other commitments given an organization before and after course is scheduled to begin.

c. Consideration be given to the availibility and serviceability of all necessary equipment for the successful conduct of a course of instruction.

d. Personnel be assigned to school courses with no knowledge of their ultimate assignment unless assignment orders are published prior to the starting date of the course.

Shelton W. Monroe
SHELTON W. MONROE
Captain, USAF
Project Officer

5 Incls:
1 AC&W Course
2 Air-Gr Ops Sub-course
3 Exam & other blank forms
4 SOP for 502D T C Gp
5 Manual for Combined Filter-Operations Center

FOURTEENTH AIR FORCE FILE

GK 353 1st Ind 6 June 1949

HEADQUARTERS 502D TACTICAL CONTROL GROUP, Greenville Air Force Base, Greenville, South Carolina, 6 June 1949.

TO: Commanding General, Fourteenth Air Force, Orlando Air Force Base, Orlando, Florida.

Forwarded for necessary action.

Arthur L. Logan
ARTHUR L. LOGAN
Lt Col USAF
Commanding

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

AFMSP
(400-NG)

9 JUNE 1949

SUBJECT: Responsibility for Providing Technical Assistance to National Guard Activities

THRU : Commanding General
Continental Air Command
Mitchel Air Force Base
Hempstead, New York

TO : Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio

1. The following report received by this Headquarters from the Chief, National Guard Bureau, is quoted for your information:

"1. The following remark estracted from the Quarterly Logistics Periodic Report, submitted by the State of Arkansas covering the period January thru March 1949, is quoted for your information: 'Conflicting instructions in accounting for Air Corps property are given by both OCAMA and 12th Air Force. It is requested that this office be advised as to which activity should be the deciding factor in making recommendations.'"

2. Paragraph 287, AF Manual 67-1, and AF M&S Directive 65-20, delineate the responsibilities of the various Air Materiel Areas for providing technical assistance and making periodic visits to all National Guard activities within Air Materiel Area geographical areas.

3. In view of the fact that no detailed information is available regarding the report quoted in paragraph 1, above, it is desired that whatever action is considered appropriate be taken to clarify the alleged conflict in instructions.

BY COMMAND OF THE CHIEF OF STAFF:

/s/t/ E. A. MOBLEY
Colonel USAF
Deputy Chief, Supply Div., D/MS&S
Office, Deputy Chief of Staff,
Materiel

cc: Chief, National Gd Bureau

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Incl #1

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Inter-Office Routing Slip

SUBJECT: Newspaper Clippings, ANG

1 10 Jun AInsp ANG 1. The following comments are offered with reference to the attached letter addressed to USAF:

* * * * *

s/ C. B. Black
t/ C. B. BLACK
Col , USAF
AInsp/ANG
Ext 4135

C O P Y
325

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

14 Jun 1949

ANG 325

SUBJECT: Air National Guard

TO : Special Assistant to the Chief of Staff for Reserve Forces, Headquarters USAF, Washington 25, D.C.

1. There is inclosed a newspaper clipping which appeared in the Chicago Tribune, 31 May 1949. This clipping was forwarded to me by the Commanding General, Headquarters, Tenth Air Force.

2. The source of General Walsh's statements as quoted by the newspaper is apparently a telegram (inclosure 4) which was sent by the Tenth Air Force to the Senior Air Instructors informing them that the authority for the Air National Guard to receive two (2) days pay for one (1) days drill under certain provisions has been granted. This notification through Continental Air Command channels was required so that the Air Instructors could properly approve training schedules and authenticate NGB Forms 100 (Personnel Attendance Records).

3. Attention is invited to the Terminology in Inclosure 4:

"THE FOLLOWING NG MSG HAS BEEN RECEIVED . . ."

The orginal message as transmitted from this headquarters is as follows:

"THE FOLLOWING MSG HAS BEEN RECEIVED . . ."

Apparently, at one of the several repeater stations between this headquarters and Headquarters, Tenth Air Force, the ltter "i" in the word following was omitted with the result that on receipt at Tenth Air Force, the message read:

"THE FOLLOW NG MSG HAS BEEN RECEIVED . . ."

Even though this resulted in a misinterpretation, the Adjutant General of Minnesota would not have misunderstood the message if he had noted the addressee.

Air National Guard

4. This newspaper article may be the result of a lack of coordination in timing.

s/t/ C. R. LANDON
Colonel, USAF
Acting Vice Commander

4 Incls:
- 1-Newspaper Clipping
- 2-Msg Hq USAF, AFCRF 18371, 20 Apr 49
- 3-Msg ConAC, AFConACRG 8983, 25 Apr 49
- 4-Msg 10th AF, AF10RG 1024, 26 Apr 49

C O P Y
325

CHICAGO TRIBUNE
31 May 1949

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NEW ATTEMPT TO ANNEX AIR GUARD CHARGED

by John H. Thompson

Maj Gen Ellard A. Walsh, president of the National Guard Association, recently accused the air force of attempting by evasion to accomplish federalization of the Air National Guard, after losing out in its efforts to acheve this end in Congress.

The charge was contained in Walsh's letter to Maj Gen Leo M. Boyle, Illinois Adjutant General, and the Adjutants General of the other states and territories.

The issue provoking the NGA's latest attack on air force brass concerned an order, forwarded from the Continental Air Command thru the 9th and 10th Air Forces direct to the Adjutants General of the states concerned, about certain pay and training arrangements.

BY-PASS GUARD BUREAU

In doing so, the commanding generals of the two air forces, aid Gen. Walsh, by-passed the National Guard Bureau, which by law was established as the proper authority thru which all orders from the Pentagon on guard matters reach the proper state authorities.

"This is just one more incident in the lengthy list which tends to make the National Guard believe that the air force is determined to accomplish federalization of the Air National Guard in so far as it can, even tho to date no such law has been enacted by Congress which would provide for federalization of the National Guard, in whole or in part", the Walsh letter stated.

Urges States Not To Act

"It should be realized by the air force, and others for that matter, that the states and the national guard are determined to protect our National Guard Bureau, and the Congress was in complete accord with that point of view when it provided in the National Security Act of 1947 that the National Guard Bureau was to function for the Air Force as well as for the Department of the Army.

"The states and the adjutants general thereof should refuse to act upon any communications, directives, or other documents until such communications, directives, or documents are transmitted to the states thru the National Guard Bureau."

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The Army's Components

12 JUNE 49 C-49

Status and Complexion of Guard and Reserve New Secretary's Big Problem

By HANSON W. BALDWIN

The appointment of Gordon Gray, who was an Army private in 1942, as Secretary of the Army—a military version of the American "rags-to-riches" saga—opens a new chapter in the long and often bitter history of the Army's "civilian components."

Mr. Gray is one of the ablest men in the Military Establishment and his appointment comes as a welcome surprise. Secretary of Defense Louis Johnson is known to have entertained at first somewhat lukewarm feelings toward Mr. Gray, not on personal or efficiency grounds, but because Mr. Gray had provoked the strong opposition, if not the enmity, of the National Guard by the so-called "Gray Board Report," which advocated federalization of the Guard. The failure to persuade Curtis E. Calder, and perhaps others, to take the post of Secretary of the Army, coupled with strong support for Mr. Gray within the Military Establishment by those who had worked with him and had been impressed with his ability, frankness and judgment, apparently helped to change Mr. Johnson's mind.

Gray's NG

It remains to be seen what reaction the National Guard will have to this appointment and how the future complexion of the civilian components—the National Guard and the Reserve—will be influenced by Mr. Gray's tenure. At present, the whole problem of the civilian components is in the restudy stage, and the work of the Gray board and the Byrnes committee probably will be completely rehashed.

The new vehicle for study of the civilian-components problem will be the Civilian Components Policy Board, announced by Mr. Johnson on May 20. This board, to be a continuing one, was to be composed, according to the announcement, of a civilian chairman, a military executive officer and eighteen members, only six of them from the regular services, the others from the civilian components. The purpose of the board was described in very broad terms as to "develop over-all policies and to coordinate and maintain surveillance over the plans, policies and programs of the civilian components," including organization, activation, training and equipping.

The composition and purposes of this new board, it has been learned, already are a subject of some discussion. When the board was announced publicly, neither the directive setting it up nor the membership had been approved by the Secretaries or Chiefs of Staff of the Army, Navy and Air Force; in fact, the Army—most concerned with the new board—had little advance knowledge of the meeting called to discuss it. The feeling of the regular services is that the directive of the board as announced is much too broad and that the board would get power, under this directive, not only to establish general policies, but to interfere with details of training which properly are a part of the chain of command of each service.

The regulars also feel they are in the unenviable position of being charged by law with the military proficiency of the civilian components but are outnumbered two to one on a board which can determine standards of proficiency.

For all these reasons the composition and broad purposes of the civilian components board may be subject to change, and it is certain that one of the big problems of Mr. Gray, the new Secretary of the Army, will be the same one he faced as Assistant Secretary—the civilian components.

* * *

In a news story of May 24 headed "War Plane Orders Face Examination by Congressmen," it was stated that the Federal Bureau of Investigation was conducting an investigation in the Navy Department "to determine the identity of persons" alleged to have conveyed information about the projected inquiry to members of Congress. This statement was made on the basis of two usually reliable sources and later was supported by a high official of the National Military Establishment. J. Edgar Hoover, director of the FBI, has written, however, to state that the "FBI is not involved in any such inquiry."

"Naval officers have not been questioned," Mr. Hoover wrote, "and certainly there has been no tapping of wires of naval officers."

The writer regrets the error.

0989

C O P Y
325

Basic Ltr subj: Air National Guard from Continental Air Command dtd
14 Jun 49

1st Ind

Department of the Air Force, Hq. U.S. Air Force, Washigton 25, D.C.

TO: Commanding General, Continental Air Command, Mitchel Air Force Base,
New York

The actual source of General Walsh's statement was a message directed by Headquarters, Ninth Air Force to the Adjutants General of all States within their area of jurisdiction. This message quoted, for information only, the message received by that headquarters from Headquarters, Continental Air Command, Strictly speaking, the Ninth Air Force may have been out of order on technical grounds in relaying the message to the Adjutants General. However, since it was for information only no real voilation of regulations or statutes was involved. It is suggested that no further action be taken in this matter.

BY COMMAND OF THE CHIEF OF STAFF:

4 Incl
n/c

s/ C. W. SChott
t/ C. W. SCHOTT
Colonel, USAF
Deputy Spec Asst for Reserve Forces

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SUBJ: Reorganization of ANG AC&W Units

4th Ind 15 Jun 49

Department of the Air Force, Hq USAF, Washington 25, D. C.

TO: Chief, National Guard Bureau, Dept of the Army, SS, Wash 25, DC

1. Reference is made to par 1 of preceding indorsement.

a. (1) This headquarters realizes the inadequacy of radar equipment furnished to ANG units up to this date. However, current types of radar equipment are in critical short supply and it is not anticipated that any improvement will be apparent for the next three to five years. As a consequency, ANG units must continue to carry out training with equipment presently allocated, or to be allocated, under the agreement reached at the conference held at this headquarters on 28 Oct 48. In addition to the equipment presently allocated, 12 AN/TPS-2 radar equipment have been allocated and will be made available to the ANG.

(2) It is believed that ANG aircraft control and warnings units have more than an adequate amount of HF point-to-point communications equipment. The summary furnished by the Nat Guard Bureau indicates 292 SCR-188 radar equipments on hand as compared to a total requirement of 190. While a definite requirement for VHF air/ground communications equipment exists, it should be noted that such equipment is in critical short supply and it is considered probable that an insufficient quantity exists to meet Air Defense Command's requirements for the interim aircraft control and warning program. In view of the pending conversion of UHF radio equipment, it will be impossible to procure additional VHF equipment.

(3) In spite of the equipment deficiencies indicated in the foregoing, it is the opinion of this headquarters that valuable training can be accomplished by ANG aircraft control and warning units with the equipment now on hand or to be made available. In view of the impossibility of obtaining adequate first line equipment within the near future, the national interest will best be served by proceeding with the reorganization at the earliest possible date, utilizing equipment available.

b. Thirty-five USAF officers have recently completed a course of instruction at Greenville AFB preliminary to assignment as instructors to ANG AC&W units. The details of their assignment are now being worked out between your Personnel office and this headquarters. It is believed that this action will alleviate the present unsatisfactory situation with respect to instructor personnel.

c. Action toward the provision of adequate training directives for ANG units is now being consumated. ConAC has been directed to provide training aids and supervisor personnel to the maximum extent of their capabilities. In this connection, it should be noted that ANG AC&W personnel will be given the opportunity, during their field training periods to utilize the more up-to-date equipment of Reg AF installations, and to obtain instruction from Reg AF personnel experienced in the operation of these equipments.

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d. Adequate radar frequencies have been allocated to ConAC for allotment to aircraft control and warning units of the ANG.

e. ConAC and its numbered AFs will render every possible assistance in the selection of radar training sites for ANG units. However, in the case of the AC Squadrons, tactical considerations must be given high priority in the selection of sites.

f. This headquarters is fully cognizant of the fact that the training of the ANG AC&W units will be carried out under less than ideal conditons. There are known shortages of equipment, specialized personnel are often difficult to procure, instructor requirements may not always be met and some difficulty may be encountered in reconciling tactical requirements to availability of personnel. These factors will be given full consideration in checking the progress of organization and training of these units. While it may at times be necessary to rate these units "unsatisfactory", it will be realized that the unsatisfactory status may be the result of circumstances beyond the control of the individual units, the States or the Nat Guard Bureau. It will, however, be expected that, within their capabilities, every effort will be expended to overcome the deficiencies and to accomplish the utmost in progress towards preparation for performance of their Federal mission.

2. It is realized that Fiscal Yr 50 ANG budget estimates now make no provision for this reorganization. It is requested that the Nat Guard Bureau determine the extent to which the reorganization can be accomplished within current FY 50 budget estimates and that a further study be made to determine the supplemental funds that would be required to complete reorganization during FY 50. Upon completion these studies should be forwarded to this Hq for review and decision.

3. In view of the foregoing, it is directed that the National Guard Bureau proceed, without delay, to implement the AF plan for reorganization of ANG AC&W units to the maximum extent possible.

FOR THE CHIEF OF STAFF:

/s/ J P McCONNELL
Brig Gen USAF
Dep Spec Asst for
Res Force

5 Incls n/c

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C O P Y
312

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
Washington 25, D. C.

15 June 1949

Lt. General Ennis Whitehead
Commanding General
Continental Air Command
Mitchel Air Force Base
Hempstead, New York

Dear Ennis:

Attached is a copy of a letter I have sent to Jack. I did not have time to copy one of the letters that he has, but I think he in turn will copy it and send it to you.

I am sending Jack a copy of the letter that I wrote to the representative from Richmond.

Thanks for your help.

Sincerely yours,

/s/Peto
/t/E. R. QUESADA
Lt. General, U. S. Air Force
Special Assistant to the Chief of Staff
for Reserve Forces

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HEADQUARTERS
FOURTEENTH AIR FORCE
ORLANDO, FLORIDA

23 JUN 1949

OT

SUBJECT: NGB Air Memorandum 60-9, 25 Apr 49

TO: Commanding General
Continental Air Command
Mitchel Air Force Base
New York

1. This headquarters has reviewed NGB Air Memorandum 60-9, 25 April 1949. The provisions of this regulation establish procedures and administrative practices which are in conflict with USAF directives and NGB Air Memorandum 35-2.

2. Paragraph 3 of NGB Air Memorandum 60-9 implies that a unit commander may convene a Flying Evaluation Board for individuals who fail to meet the minimum monthly requirements over and above AF Regulation 60-2 requirements at the end of any thirty (30) day period. This is in conflict with paragraph 7c, AF Regulation 35-16. It is the opinion of this headquarters that action accomplished under the provisions of paragraph 6, AF Regulation 60-2, and/or paragraph 7c, AF Regulation 35-16, should be adhered to in order to insure uniform administrative practices in all echelons of command.

3. Paragraph 6 implies that the commanding general of the Numbered Air Force may excuse those individuals in category I. It further states the list will be utilized for further reference if the individual fails to meet future requirements, and that a list of individuals so excused, with complete justification for the action, will be forwarded through channels to the Chief, National Guard Bureau, Washington 25, D. C. This is contrary to the provisions of paragraph 5c, AF Regulation 60-2, in that the authority to excuse individuals in category I is invested in the commanding generals of Major Air Commands only.

4. Reference is made to paragraph 8. It is recommended that the Central Flying Evaluation Board be utilized for reviewing purposes, and in cases in which the recommendations of the local board are not concurred in by the commanding general of the Numbered Air Force. In the event the respondent is a senior officer, it is recommended that a board comprised of senior officers from other units of the Air National Guard be convened

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SUBJECT: NGB Air Memorandum 60-9, 25 Apr 49

as a local Flying Evaluation Board. It is further stated in this paragraph that the State Adjutant General will order the individual to appear before the Central Flying Evaluation Board; however, paragraph 5, NGB Air Memorandum 35-2, 20 December 1948, states that when action by the Central Flying Evaluation Board is requested, the State Adjutant General will request from the National Guard Bureau invitational orders to cover the expenses of the respondent and of his witnesses.

5. In view of the conflicting instructions in this and the other directives cited, request consideration be given to rescinding NGB Air Memorandum 60-9 and reissuing it, establishing only minimum flight requirements, over and above AF Regulation 60-2 requirements, which pilots of the Air National Guard will have to attain.

FOR THE COMMANDING GENERAL:

H. P. BONNEWITZ
Colonel, USAF
Adjutant General

C O P Y
333.1

M&S 333.1 (21 Apr 49) 7th Ind 23 Jun 1949

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Commanding General, Tenth Air Force, Fort Benjamin Harrison, Indiana

Reports of visits by the Air Materiel Areas to installations of the Air National Guard should not be processed through the command channels of Continental Air Command. Reports concerned are to be processed through the Chief, National Guard Bureau, by the State Adjutant General.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

s/ L. J. WINDSOR
Captain, USAF
Asst Adj Gen

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York
Inter-Office Routing Slip

SUBJECT: Implementation of ANG Tng Program

* * * *

3 23Jun Pers Sv O&T

1. It is the opinion of this Directorate that the proposals contained in the basic communication are sound and worthy of further action.

2. Members of this office have recommended to Hq USAF on several occasions recently that some measure be taken to make USAFI service available to Reserve and National Guard Personnel; however, the ruling that personnel must be on active duty for 120 consecutive days in order to be eligible has been sustained by the Civilian-Military USAFI Policy Committee. We have also been informed by Hq USAF that there is definitely no change in this policy anticipated.

3. It is the opinion of this Directorate that the best plan of action would be for Reserve and National Guard to draw up detailed request and justification for use of USAFI services to be presented to Hq USAF.

s/ Thomas S. McCeney
t/ THOMAS S. McCENEY
Educ Voc Counselor
Ext 6208

s/ B. Gradwell
Maj., USAF
for LAYDEN

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210.65 137

Assignment of Air National Guard Instructors
Mil Pers-E 210.65 (3 Jun 49) 1st Ind 24 Jun 49

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Commanding General, First Air Force, Slocum Air Force Base, Fort Slocum, New York

1. This headquarters does not concur in the proposition set forth in the basic letter as a policy. Any revision in the Appendix IX, USAF Plan for Air Nationl Guard, January 1947, which reduces authorized instructor positions will invoke loss of personnel authorizations to this command. The present command-wide need for qualified Air National Guard instructors justifies some cushion by which the operation efficiency of this mission may be maintained.

* * * * *

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

s/ J. H. Bloss
t/ J. H. BLOSS
Lt Col., AGD (USAF)
Asst Adj Gen

NATIONAL MILITARY ESTABLISHMENT · UNITED STATES OF AMERICA

DEPARTMENT OF THE ARMY
SPECIAL STAFF UNITED STATES ARMY
NATIONAL GUARD BUREAU
WASHINGTON 25, D. C.

IN REPLY REFER TO

CSNGB-AROTT 28 June 1949

SUBJECT: Drills Performed With Other Organizations (Army and Air Force)

TO: The Adjutants General, All States, Puerto Rico, Hawaii, District of Columbia, and Officer in Charge of National Guard Affairs in Alaska

1. For pay purposes, it is necessary that the following National Guard Regulations be clarified for the information and guidance of all concerned.

a. Paragraph 16, NGR-45, 30 November 1946: It is determined that when an enlisted man of the National Guard is authorized to attend drill with an organization other than his own, he will be entitled to receive Federal pay for such drills, not to exceed in any one quarterly pay period the number of drills scheduled by his parent organization.

b. Paragraph 7.1, NGR-15, 25 June 1948: amended by Change 1, 3 January 1949: Was written specifically to provide for attachment of light aviation units, medical and anti-aircraft artillery detachments. Consideration of requests for attachment of individuals other than those mentioned above, under the provisions of sub par b, will be given only under the following condition:

(1) An individual of one unit may be attached to another unit, in order to fulfill a temporary training requirement not presently provided for within the unit to which the attachment is made.

(a) During the period of attachment, such individuals will be entitled to receive Federal pay for the number of regularly scheduled drills performed by the unit to which the attachment is made.

(b) The total number of regularly scheduled drills performed with both the parent unit and the unit to which attached will be counted for pay purposes, notwithstanding the fact that more than forty-eight (48) drills may be performed during any one fiscal year.

c. When, by reason of transfer from one National Guard unit to another, an individual exceeds the maximum number of unit assemblies authorized in any one year for pay purposes, due to variance in the scheduled assemblies of the units concerned, appropriate remarks by the new unit commander will be entered on the first payroll following the date of transfer, in order that the individual may receive pay for those assemblies.

16094

2. Request this information be disseminated for the information and guidance of all unit commanders and individuals concerned.

Kenneth F Cramer
KENNETH F. CRAMER
Major General
Chief, National Guard Bureau

Copies furnished:

Ch of Finance	35
Ch, AFF	5
CG, All Armies, ZI	5
CG, USARPAC	5
CG, USARCARIB	5
All Sr Army Instrs	5
CofS USAF	15
CONAC	5
CG ADC	5
Each No. AF	5
Senior Air Instr	5
CG, USAFCARIB	5
CG, USAFPAC	5

AIR NATIONAL GUARD PERSONNEL STRENGTH REPORT for the period ending 30 Jun 49

66TH FIGHTER WING

Off Auth	Off Recog	Off Exam awaiting Recog	JD & Awaiting Recog	EM Auth	EM Asgd
1118	673	107	12	6284	3825

86TH FIGHTER WING

Off Auth	Off Recog	Off Exam Awaiting Recog	JD & Awaiting Recog	EM Auth	EM Asgd
481	326	36	1	2953	1722

71ST FIGHTER WING

Off Auth	Off Recog	Off Exam Awaiting Recog	JD & Awaiting Recog	EM Auth	EM Asgd
837	545	55	20	4595	3527

STAGES

	66th	71st	86th
1	0	0	0
2	4	0	0
3	12	6	1
4	4	2	1
5	5	3	1
6	3	0	1
7	10	1	2
8	26	36	22

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Report of Annual Inspection of Air National Guard Ammunition and Ammunition Storage Facilties at Hector Airport, Fargo, North Dakota

M&S 333.1 (22 Apr 49) 7th Ind 1 Jul 49

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Director of Armament, Headquarters United States Air Force,
Washington 25, D.C.

* * * * *

2. Regarding the recommendation that a better method of requisitioning ammunition be employed, it is advised that the credit system will be discontinued 1 July 1949, per message, this headquarters, AFCONACM&S 15836, 28 June 1949 to Continental Air Command air forces. The new policy governing ammunition supply is expected to eliminate the problems presented by the inspected unit.

3. Reference is also made to paragraph 3, 3d Indorsement. It is recommended that instructions furnished the Air National Guard in connection with the type storage required, specify that all items will be stored in compliance with requirements of TM 9-1900, 18 June 1945.

FOR THE COMMANDING GENERAL:

s/ L. J. WINDSOR
Captain, USAF
Asst Adj Gen

1002

COPY
325

HEADQUARTERS
CONTINENTAL AIR COMMAND
Inter-office Routing Slip

SUBJECT: ANG Summer Encampment

1	1Jul	Instl	DRF O&T	1. All arrangements for ANG summer training encampments have previously been handled by the ANG section. 2. This directorate concurs in an agreement between SAC and the Massachusetts ANG provided the terms set forth therein are considered adequate to support the summer training. 3. This office considers any such agreement as consummated locally and approved by a ConAC Air Force to be sufficient without this headquarter's approval (joint use agreements are normally approved by the ConAC Air Forces in accordance with ConAC Letter 87-3). In view of First Air Force's request, however, no objection is interposed to forwarding this to CG, SAC although Grenier should have done so through SAC channels, if so required.

s/ LIJ
t/ L.I.JACOBS/112
Ext 7213

s/ R. Paster, Maj, OE
for
t/ W. T. ABBOTT
Colonel, USAF
Director of Installations
Ext 5112

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5 July 1949

PRIORITY

C 49

FROM: CG 9th AF

TO: INSPECTOR GENERAL USAF WASH DC
CG CONAC
AIR DEFENSE COMMAND

9AF H 0033. Part 1. 3 Operational readiness tests are scheduled for ANG units of this AF during period of 18-23 July 49. 112 Bomb SQ, (L), ANG, and 131 FTR GP, ANG, will be tested concurrently from Dover AFB, Del. 123 FTR GP, ANG, will be tested from Newcastle County Airport, Wilmington, Del. Part 2. 2 operational readiness tests are scheduled for ANG units of this AF during period 22-27 August 49. 148 FTR SQ (SF), ANG, will be tested from Dover AFB, Del, and 113 FTR GP, ANG will be tested from Newcastle County Airport, Wilmington, Del. Request this HQ be advised as to number of observers who will attend, so that accommodations may ve arranged.

DTG: 011130Z
AGTOR: 020115
MSG CEN NO: 6
AG NO: 5043
AG SUSPENSE: 8 July

ACTION: A INSP
INFO: ALL DEPUTIES

Hist

Ltr
15-5A

FS

AMENDMENT

14AF LETTER)
NO. 15-5A)

HEADQUARTERS, FOURTEENTH AIR FORCE
ORLANDO, FLORIDA 5 JULY 1949

FORMS AND REPORTS

Monthly Status Report for Air National Guard Units (Reports Control Symbol 14AF-SC(RF)-U1)

14AF Letter 15-5, 6 June 1949, is amended as follows:

1. The Monthly Status Report for Air National Guard Units, 14AF Form 15-5-L, will be prepared by each air instructor, as of 2400 hours the last day of each month and forwarded so as to reach this headquarters not later than the sixth day following the "as of" date, with an information copy direct to the Senior Air Instructor, 54th Fighter Wing. The report will cover the activities of each unit for the preceding month and will be submitted, in triplicate, to the Commanding General, Fourteenth Air Force, attention, Director of Statistical Services. Separate reports are required for each organization. Submission of this report is required immediately upon notification of Federal recognition of the unit. No report is required prior to this time. Each squadron air instructor will prepare an additional two copies; one to be submitted to the group air instructor for his information, and the other to the wing air instructor for his information.

* * * * *

BY COMMAND OF BRIGADIER GENERAL STEARLEY:

RALPH A. SNAVELY
Brigadier General, United States Air Force
Vice Commander

OFFICIAL:

H. P. BONNEWITZ
Colonel, United States Air Force
Adjutant General

DISTRIBUTION: Ea Air Instr, plus
Info to A
Ea State AG, Fourteenth AF Area (2)

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144

HEADQUARTERS
CONTINENTAL AIR COMMAND
Inter-Office Routing Slip

HP 333.5

SUBJECT: Security Inspections of
Air National Guard Installations

6 6Jul PM IG 1. Inclosed are five (5) reports of security inspections of Air National Guard installations which were performed by Air Instructors of each of the respective Air National Guard units.

2. All of the reports reveal that the physical security of equipment is inadequate as compared to the active Air Force bases.

* * * * *

s/ Lt Col E B Howe
Ext 3204

S/ A. E. TANNER
Lt Col., USAF
Provost Marshal

1006

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UNCLASSIFIED

6 July 1949

PRIORITY

FROM: CG 4th AF

TO : CG CONAC

4AFPPO 1111. Cite AFCONAC MIL PERS-E 16227, dated 1 Jul 49 and 1st indorsement, your HQ, dated 23 Jun 49, to letter, HQ, USAF, file AFPMP-1-R, subject: "Air instructor, 192nd Fighter Squadron, Nevada ANG," dated 15 July 1949. Since Major Dugan V Woodring is not considered acceptable to the Adjutant General, State of Idaho, for assignment as air instructor, 190th Fighter Sq, Idaho ANG, recommend Lt Col Woodrow W Ramsey, AO 39131, USAF, be assigned as air instructor, 190th Fighter Squadron, Idaho ANG, and Major Woodring be assigned as air instructor, 192nd Fighter Sq, Nevada ANG. No action has been taken by this HQ to ascertain the acceptability of the State Adjutant Generals concerned regarding recommended assignments indicated above.

DTG: 051630Z

AGTGR: 051606

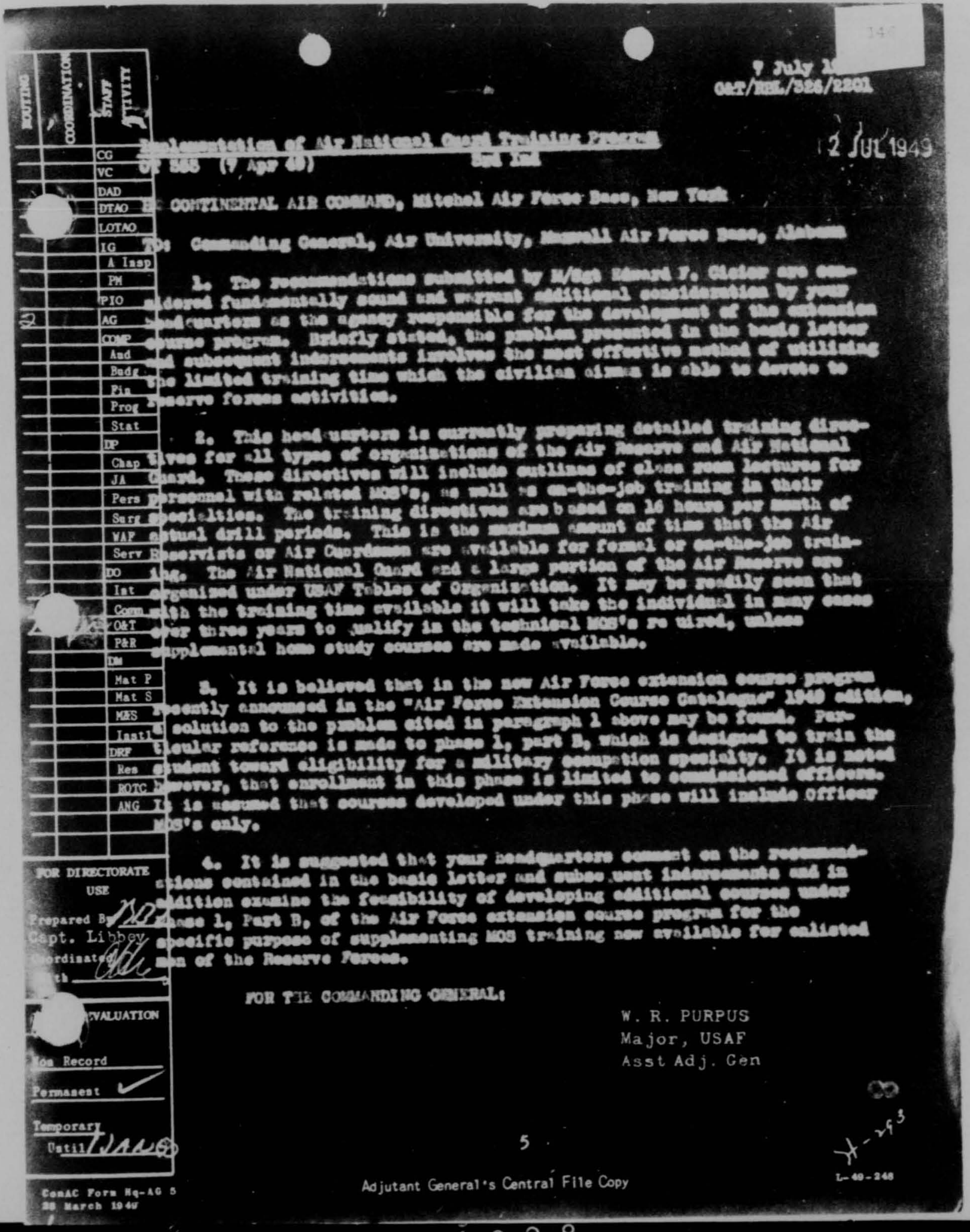
MSG CEN NO: 46

AG NO: 5282

AG SUSPENSE: 6 July

ACTION: MIL PERS

INFO : ALL DEPUTIES



14

7 July 1
O&T/RBL/326/2201

12 JUL 1949

ROUTING	COORDINATION	STAFF ACTIVITY
		CG
		VC
		DAD
		DTAO
		LOTAO
		IG
		A Insp
		PM
		PIO
(2)		AG
		COMP
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		Fin
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		Surg
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		Serv
		DO
		Int
		Comm
		O&T
		P&R
		DM
		Mat P
		Mat S
		M&S
		Instl
		DRF
		Res
		ROTC
		ANG

Implementation of Air National Guard Training Program
OT 585 (7 Apr 49) 2nd Ind

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Commanding General, Air University, Maxwell Air Force Base, Alabama

1. The recommendations submitted by M/Sgt Edward F. Cisler are considered fundamentally sound and warrant additional consideration by your headquarters as the agency responsible for the development of the extension course program. Briefly stated, the problem presented in the basic letter and subsequent indorsements involves the most effective method of utilizing the limited training time which the civilian airman is able to devote to Reserve forces activities.

2. This headquarters is currently preparing detailed training directives for all types of organizations of the Air Reserve and Air National Guard. These directives will include outlines of class room lectures for personnel with related MOS's, as well as on-the-job training in their specialties. The training directives are based on 16 hours per month of actual drill periods. This is the maximum amount of time that the Air Reservists or Air Guardsmen are available for formal or on-the-job training. The Air National Guard and a large portion of the Air Reserve are organized under USAF Tables of Organization. It may be readily seen that with the training time available it will take the individual in many cases over three years to qualify in the technical MOS's required, unless supplemental home study courses are made available.

3. It is believed that in the new Air Force extension course program recently announced in the "Air Force Extension Course Catalogue" 1949 edition, a solution to the problem cited in paragraph 1 above may be found. Particular reference is made to phase 1, part B, which is designed to train the student toward eligibility for a military occupation specialty. It is noted however, that enrollment in this phase is limited to commissioned officers. It is assumed that courses developed under this phase will include Officer MOS's only.

4. It is suggested that your headquarters comment on the recommendations contained in the basic letter and subsequent indorsements and in addition examine the feasibility of developing additional courses under phase 1, Part B, of the Air Force extension course program for the specific purpose of supplementing MOS training now available for enlisted men of the Reserve Forces.

FOR THE COMMANDING GENERAL:

W. R. PURPUS
Major, USAF
Asst Adj. Gen

FOR DIRECTORATE USE
Prepared By MOT
Capt. Libbey
Coordinated With

EVALUATION
Non Record
Permanent ✓
Temporary
Until

ConAC Form Hq-AG 5
28 March 1949

5

Adjutant General's Central File Copy

A-293

L-49-248

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C-49
147

UNCLASSIFIED 8 July 1949

PRIORITY

FROM: CG AMC WRIGHT PAT AFB OHIO

TO: HQS USAF ATTN DIR OF ARMAMENT WASH DC

INFO: CG CONAC ATTN ARMAMENT DIV MITCHEL

RMCMSXM5-7-1 reference your teletype AFMAR 9018 dated 17 June 1949. Initiation of new supply procedure for ammunition necessitates a change in responsibility assignments for the supply of Air National Guard as per WD Circular 174, 1947 as extended by AFMAR 58297, 25 May 1949 to Continental Air Command. Conference held this date with Continental Air Command indicates the following agreements are mutually acceptable.

A. Air Materiel Command is responsible for the supply of ammunition to the National Guard

B. Continental Air Command is responsible for the storage and inspection of ammunition issued to the National Guard. Request concurrence in above plans and official implementation be furnished this headquarters and Continental Air Command. Signed Supply Division

DTG: 072106Z
AGTOR: 081333
MSG CEN NO:
AG NO: 5799
AG SUSPENSE: 13 Jul

ACTION: DM
INFO: All Deputies

C O P Y
400

148

HEADQUARTERS
CONTINENTAL AIR COMMAND
Inter-Office Routing Slip

SUBJECT: Quarterly Status Report of Organizational Equipment
National Guard Air Units

1 14Jul O&T DM

Inasmuch as the ANG Directorate has been eliminated, it is requested that your office assume the responsibility for reviewing and filing the "Quarterly Status Report of Organizational Equipment, National Guard Air Units." This Directorate has assumed the responsibility for all problems involving ANG training. It is assumed that your office is responsible for processing all ANG logistic problems.

s/ R B L
t/ R. B. LIBBEY
Captain, USAF
Ext 2201

s/ KLR
for DOLF E. MUEHLEISEN
Colonel, USAF
Dir of Oper & Trng

149/Hist

C

HEADQUARTERS
108TH FIGHTER GROUP, NJNG
NEWARK AIRPORT
NEWARK, N.J.

CAC;RSZ/pa

14 July 1949

ADMINISTRATIVE ORDER
NUMBER 1

Field Training 23 July - 6 August 1949, McGuire Air Force Base Fort Dix, N.J.

The following information and instructions are published for the guidance and compliance of all concerned:

1. LOCATION: New Jersey Air National Guard units will operate tactically from McGuire Air Force Base during the field training period Fiscal Year 1950. Necessary housing, mess facilities and administrative space required to support the above units will be located in the T-29 area of Fort Dix.

2. SCHEDULE OF CALLS: The schedule of calls will be published in Administrative Order No. 2, of this series.

3. OFFICER OF THE DAY: Officers of the Day will be assigned by this Headquarters. Additional details will be published in Administrative Order No. 3, of this series.

4. AIRDROME OFFICER: Airdrome Officers will be assigned from rated personnel. Additional details will be published in Administrative Order No. 3, of this series.

5. MESSING:

a. Officers and airmen will mess in Fort Dix Consolidated Mess No. 30, located in the T-29 area.

b. Unit commanders will be responsible for coordinating necessary arrangements with the Commanding Officer, 208th Air Service Group, for messing those airmen involved in shift work and not available during regular scheduled periods.

c. All mess supplies will be drawn from the Quartermaster Sales Officer, Fort Dix, New Jersey.

6. POST EXCHANGE SERVICE: Post Exchange facilities will be operated by the Fort Dix Post Exchange in building T-SV-5, T-29 area. Scheduled periods of operation will be published in the daily bulletin.

7. TELEPHONE SERVICE:

a. One Class "A" telephone will be located in the 108th Fighter Group Headquarters. Outgoing calls may be authorized by the Group Commander, Deputy Group Commander, Commanding Officer, 208th Air Service Group and Adjutant, 108th Fighter Group.

b. One Class "C" (base calls only) telephone will be located in each of the following buildings:

(1)	Hq 108th Ftr Gp	Bldg # 73
(2)	Hq 208th Air Service Group Det B 208th Air Sv Gp	Bldg # 76
(3)	Hq 119th Ftr Sq Hq 141st Ftr Sq	Bldg # 75
(4)	Provost Marshal	Bldg # 8
(5)	Dispensary Chaplain	Bldg # 77
(6)	Base Operations	Flight Line
(7)	Officers BOQs	Bldgs # 60, 61, 62, 64, 66 & 67

c. Field telephone service will be provided by Communications Officer, 208th Air Service Group.

d. Coin-box telephones will be located in the Officers' Club, Airmens' Club and Building # 62.

8. BARRACKS AND BUILDING ASSIGNMENT:

a. Barracks and buildings are assigned as follows: (Changes will be made only with approval of the Commanding Officer 208th Air Service Group.)

Headquarters 108th Fighter Group

Building No.	Activity
73	Hq 108th Ftr Gp & Sr AF Instructor (Message Center)
77	Base Dispensary & Chaplain
3	Airmen Barracks
13	Air Inspector & PIO
60	Officers Quarters
8	Photo

Headquarters 208th Air Service Group

Building No.	Activity
76	Hq 208th ASG & All Detachments (Communications Center)
8	Provost Marshal
13	Utilities Construction (Fire Marshal) Quartermaster Supply
62	Officers Quarters (Hq Det and Det B 208th ASG)
66	Officers Quarters (Det A 208th ASG)
3	Airmens Barracks (Det A 208th ASG)
6	Airmens Barracks (Hq Det 208th ASG)
7	" " " " "

119th and 141st Fighter Squadrons

75	119th & 141st Ftr Sq Orderly Room
1	Airmens Barracks (119th Ftr Sq)
2	" " " " "
3	Airmens Barracks (141st Ftr Sq)
61	Officers Quarters (119th Ftr Sq)
62	" " " " "
66	Officers Quarters (141st Ftr Sq)

General

30	Officers & Airmens Mess
74	Airmens Club
57	Officers Club
30	USP & DO Detachment
8	Quarters- Mess, Air Police & Photo personnel

b. Unit Commanders will be responsible for billeting airmen in the foregoing assigned barracks, and will insure that all airmen identify bunks with tags. Identification will specify name, rank, serial number and duty assignment. (Section assigned for airmen).

c. The Executive Officer, 208th Air Service Group, will provide quarters for Air Force Instructor airmen.

d. The Executive Officer, 208th Air Service Group may modify the billeting assignments upon arrival.

e. A roster of billeting assignments, by each unit, will be submitted to the 208th Air Service Group Headquarters, not later than 25 July 1949, prior to 1630 hours.

9. AIR BASE ASSIGNMENTS:

a. The following sections will be located on or adjacent to the aircraft parking area assigned to the 119th Fighter Squadron:

108th Fighter Group

(1) Group Operations
(2) Group Briefing Room
(3) Intelligence
(4) Engineering
(5) Statistical Control
(6) Communications

119th Fighter Squadron

(1) Squadron Operations
(2) Personal Equipment
(3) Engineering

Detachment B 208th Air Service Group

(1) Engineering
(2) Armament
(3) Technical Supply
(4) Transportation

b. The following sections will be located with their counterpart on McGuire Air Force Base:

(1) Parachute
(2) Link Trainer
(3) Weather Section

10. FIRE MARSHAL: The Fire Marshal, 208th Air Service Group is responsible for fire prevention and control within the three major areas occupied by the New Jersey Air National Guard.

11. LIAISON: The senior officer of each section is authorized direct liaison with their counterpart section on McGuire Air Force Base and Fort Dix upon approval of the Deputy Group Commander or the Commanding Officer, 208th Air Service Group.

12. PROVOST MARSHAL: In cooperation with the Provost Marshal, Fort Dix and McGuire Air Force Base, the Provost Marshal, 208th Air Service Group, will provide adequate guards for the following locations, and be responsible for normal military police functions pertaining to the New Jersey Air National Guard:

(1) NJNG connecting gate between Fort Dix and Air Base Flight Line. (24 hours daily).
(2) T-29 area. (hours of challenging).
(3) Base Operations on airstrip. (hours of challenging).
(4) Motor pool. (hours of challenging).

13. OFFICERS AND AIRMENS CLUB:

a. The Special Services Officer will be responsible for the proper operation of the Airmens Club.

b. Airmen have been invited to use the facilities of the various Fort Dix Service Clubs.

c. The regularly elected officers of the 108th Fighter Group Officers Club will assume responsibility for the operation of the Officers Blub.

d. All officers will be issued guest cards for the McGuire Air Force Base Officers Club through the courtesy of that Command.

14. RELIGIOUS SERVICES:

a. The Chaplain, 108th Fighter Group will coordinate religious activities with the Post Chaplain, Fort Dix, and will use Chapel No. 1.

b. The 108th Fighter Group will publish the location and time of Protestant, Catholic and Jewish services.

15. LEAVES OF ABSENCE AND PASSES:

a. Leaves of absence from 1949 field training will be granted in emergency cases only.

b. Passes:

(1) Will be authorized for airmen for off-duty hours when they are not essential to the proper functioning of their sections and units.

(2) Will be issued by Unit Commanding Officers, unless a timely restraining request is inaugurated by section heads.

(3) Personnel will have the NJNG Identification Card or the Continental Air Force Card in their possession at all times.

16. OFFICERS REGISTER:

a. The register will be located in 108th Fighter Group Headquarters.

b. All officers will sign IN and OUT when entering or leaving the Fort Dix/McGuire Air Force Base area on other than official business.

c. Officers will keep their sections advised of their probable location at all times.

17. PRIVATELY OWNED MOTOR VEHICLES:

a. Privately owned motor vehicles will be operated in strict compliance with Fort Dix and McGuire Air Force Base Regulations, copies of which will be procured, consolidated and posted on all bulletin boards by the Provost Marshal, 208th Air Service Group.

b. The official New Jersey Air National Guard license tags (front and rear) will be displayed on all privately owned motor vehicles.

c. All privately owned motor vehicles will be parked only in designated parking areas.

(1) Individuals not conforming with required parking regulations will be subject to disciplinary action.

18. WEARING OF THE UNIFORM:

a. Summer service uniforms with the garrison cap as prescribed by AF Letter 35-4, dated 1 September 1948, as amended and AF Letter 35-47, dated 22 November 1948, as amended will be worn by all personnel during field training.

b. Civilian clothing will not be worn either on or off duty during field training period.

c. Personnel leaving the T-29 area or flight line, on other than fatigue details, will wear the Class "A" uniform.

d. After retreat, airmen are authorized to wear clean fatigue clothes in the T-29 area and in the Airmans Club.

e. Personnel on flying status may wear flying clothes while going between quarters and the flying line, between the flying line and mess hall, while on the flying line, and while performing aerial flights.

19. RECREATION:

a. Everyone is invited to participate in activities scheduled by Special Services Officer of Fort Dix.

(1) The Special Services Officer, 108th Fighter Group, will post Fort Dix activity bulletins and Post Theatre schedules on all bulletin boards.

b. Athletic equipment of the New Jersey Air National Guard will be available to members of this command. Additional equipment may be borrowed from Fort Dix when necessary.

c. Swimming trips will be arranged when practicable.

20. DAILY BULLETIN: The Daily Bulletin will be published by this Headquarters. Material for publication will be presented to the Adjutant, this headquarters prior to 1500 of the day previous to publication.

21. PUBLIC INFORMATION: All public information will be handled by the Public Information Officer, 108th Fighter Group.

22. MAIL:

a. The Commanding Officer of each unit will appoint a Unit Mail Clerk and an alternate, prior to departure for field training.

b. Unit Commanders will furnish this headquarters with a DA AGO Form 952 for each airman selected.

c. Following is the sample address to be used by all personnel on their incoming mail:

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b. Civilian clothing will not be worn either on or off duty during field training period.

c. Personnel leaving the T-29 area or flight line, on other than fatigue details, will wear the Class "A" uniform.

d. After retreat, airmen are authorized to wear clean fatigue clothes in the T-29 area and in the Airmans Club.

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22. MAIL:

a. The Commanding Officer of each unit will appoint a Unit Mail Clerk and an alternate, prior to departure for field training.

b. Unit Commanders will furnish this headquarters with a DA AGO Form 952 for each airman selected.

c. Following is the sample address to be used by all personnel on their incoming mail:

Sample: Pfc William J. Sack, 21777197
Headquarters Detachment
208th Air Service Group, NJNG
Fort Dix, N.J.

23. RECORDS AND REPORTS: All units will maintain the following administrative records and reports:

a. WD AGO Form 1 (Morning Report - AR 345-400) will be prepared in triplicate and distributed as follows:

(1) Original and triplicate to appropriate Group Headquarters for consolidation.

(2) Duplicate to be retained for unit file.

(3) Group Headquarters will consolidate returns for units of the Group and forward consolidations to Statistical Control Officer, 52nd Fighter Wing.

(4) Morning Reports for 6 August will be submitted prior to midnight 5 August, reports for all other days of field training will be submitted by 0900, and the consolidated reports will be delivered to Wing Headquarters by 1200, of the day following the date of report.

b. WD AGO Form 5 (Daily Sick Report - 345-415) will accompany all personnel on sick call to the Base Dispensary. This form will be returned promptly after sick call by the Base Medical Officer to the respective unit headquarters.

c. WD AGO Form 6 (Duty Roster - AR 345-25) will be maintained by units for duty assignments such as interior guard, fatigue, etc, to insure equitable rotation of details.

d. WD AGO Form 10 (Guard Report - AR 345-40) will be maintained by the Base Provost Marshal.

e. WD AGO Form 309 (Initial & Final Roster - AR 345-900) will be submitted with each copy of the initial and final Morning Report. In addition, ten mimeographed rosters will be submitted with the initial Morning Report and will be used for Base Locator and by the Unit Mail Clerk. The roster will be double-spaced and will include the last name, first name, middle initial, serial number and rank. This roster will be in alphabetical order by rank. In addition, an extra copy will be submitted on which will be noted the barracks and BOQ assignment of all officers and airmen.

f. Medical Report (Physical Examination) certification of physical examination required by Par 4c, NGR 62, and certification of examination of all food handlers will be rendered in triplicate to this Headquarters prior to 2400, 24 July 1949.

g. Flying Time Report - A flying time report will be submitted to this Headquarters by the Statistical Officer, 108th Fighter Group, not later than 1200 daily, showing total aircraft time flown the preceding day by type, and total pilot time for the same day. An additional copy will be sent to the Statistical Officer, 52nd Fighter Wing.

h. Miscellaneous Reports - All other routine miscellaneous reports which fall due during the field training period will be forwarded as usual.

24. NON-FEDERALLY RECOGNIZED OFFICER:

a. Officers not Federally recognized will attend field training with their units. Names of such officers will be entered on Form 100 and on the Field Training Payroll with the following notation: "Fed Regn not recd. No pay claimed at this time."

b. Upon receipt of Federal recognition, and if that recognition date includes any portion of the time that officer attended field training, a supplementary payroll will be submitted.

25. STAFF MEETINGS: Unless notified to the contrary, the following staff meetings are scheduled:

a. All officers: 0800 - Monday, 25 July
0800 - Monday, 1 August

b. Unit Adjutants, Sergeant Majors, First Sergeants and representative Instructor's Office:

0930 - Daily (except 24, 30, 31 July and 6 August)

c. Locations to be designated in the Daily Bulletin.

26. MEDICAL:

a. The Flight Surgeon, 108th Fighter Group, will maintain a dispensary, 24 hours daily.

b. The Flight Surgeon will cooperate with appropriate Medical Officers of Fort Dix Station Hospital to provide maximum medical services for New Jersey Air National Guard personnel.

c. Personnel requiring hospitalization will be evacuated to Fort Dix Station Hospital.

d. All personnel will be physically examined for contagious diseases and properly immunized as required by paragraphs 4c and 5, NGR 62 prior to departure from home station.

e. The Flight Surgeon will forward to this headquarters by 1200 daily, an appropriate sanitary inspection report.

f. The Flight Surgeon will maintain a constant sanitation inspection of the mess hall serving the New Jersey Air National Guard.

27. TRANSPORTATION:

a. Transportation Officer, Fort Dix, will furnish a bus and driver to operate a bus line from the T-29 area to the flight line. Schedule of operation will be published in the Daily Bulletin.

b. Commanding Officer, 208th Air Service Group will provide the Flight Surgeon, 108th Fighter Group, with a driver to operate the ambulance during periods the Base Dispensary is inoperative.

28. VISITORS:

a. Visits of families and friends are welcome and encouraged.

b. It is desirable that such visits not be made during the daily work hours but after retreat or during the week-end 30-31 July 1949.

c. Because of lack of facilities, visitors cannot be accommodated in the consolidated mess. Restaurants are available in Wrightstown and at the Bordentown Highway junction.

29. PERSONAL CONDUCT:

a. The New Jersey Air National Guard will once again be on display before the people of this and other States, especially those residing in the vicinity of Fort Dix.

b. The Air Guard, since World War II, has progressed as the reserve force dedicated to M-Day defense. It has expanded from a nucleus of experienced veterans and is building a tradition and glory all its own.

c. Each officer and airman of this command, will be responsible for proper appearance, military bearing and personal conduct of a nature to reflect credit upon themselves, their organization and on the National Military Establishment.

30. VIP:

a. Visits will be made by the Governor, the Chief of Staff, the Commanding General, 50th Armored Division, New Jersey National Guard.

b. It is also probable that visits will be made by other important military commanders and their staff officers.

c. Notification will be provided to all concerned immediately upon receipt of such information.

BY ORDER OF COLONEL CHARLES:

Roy S Zachary
ROY S. ZACHARY
Lt Col, AF, NJNG
Deputy for Administration

DISTRIBUTION:
"A"
CC:
- CG, CAC
- CG, FAF
- C/NGB
- C/S, DOD NJ
- CG/52 FW
- EA O & AM

C Ang 150

*ConACR 105-1
1-4

ConAC REGULATION)
105-1)

HEADQUARTERS, CONTINENTAL AIR COMMAND
Mitchel Air Force Base, N.Y., 16 July 1949

WEATHER

Air Weather Service Instructors for Air National Guard

1. **Purpose.** The purpose of this Regulation is to prescribe responsibilities for administering and servicing Air Weather Service personnel on duty with Air National Guard units.

2. **General.** The Chief, Air Weather Service, furnishes one enlisted weather forecaster and one enlisted weather observer for duty with certain Air National Guard units. These individuals provide, primarily, instruction and technical supervision in meteorology for personnel of Air National Guard weather stations and secondarily, assist in the provision of weather forecast service to Air National Guard unit and transient pilots, within the limitations of available personnel and equipment.

3. **Responsibility, Air Weather Service.** Commanding officers of the weather groups, to which these enlisted men will remain assigned, are responsible for:

a. Maintenance of service records and allied papers.

b. Prompt payment of personnel.

c. Furnishing qualified replacements as required.

d. Providing technical supervision by means of informational copies of weather group directives and by frequent technical inspections.

4. **Responsibility, Continental Air Command.** Commanders of Continental Air Command air forces, through the Air National Guard instructors, are responsible for:

a. Efficient utilization of these specialists by employing them in duties consistent with their qualifications and the weather service requirements of the particular Air National Guard units.

b. Exercise of local administrative control and provision of administrative services required by paragraph 6, AF Regulation 20-58, 1 July 1945, including:

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*This Regulation supersedes ConAC Regulation 105-1, 30 April 1947.

(1) Local administrative control necessary to the application of base regulations or policies which pertain to the conduct, bearing, appearance, leaves, and passes of military personnel.

(2) Housing, medical attention, messing, supplies, equipment, and local security.

(3) Such installation and field maintenance as is within the capacity of the base.

(4) Administrative services, such as personnel services, personal affairs and physical training.

c. Forwarding informational copies of daily morning report entries for these enlisted men to respective weather group commanders.

5. **Funds.** Payment of monetary allowances in lieu of quarters and subsistence to these enlisted men, when authorized, is properly chargeable to appropriated funds as follows:

a. Fiscal Year 1949 - Appropriation 2191405 (National Guard), Project Account 530 (Expenses of Enlisted Men of the Army and Air Force on Duty with the National Guard).

b. Fiscal Year 1950 - Appropriation 5704500 (Military Personnel Requirements):

(1) Project Account 514 (Pay and Allowances of Enlisted Personnel), when enlisted personnel are on duty in a permanent change of station status.

(2) Project Account 515 (Commutation of Rations), when enlisted personnel are on duty in a detached service status.

6. **Channels.** Direct communication is authorized between the unit Air National Guard instructor and the weather group commander on routine personnel matters such as pay, morning report extracts, and similar subjects, except that correspondence pertaining to replacements or policy on the employment of Air Weather Service personnel will be forwarded through the senior air instructor for the State.

7. **Applicability.** This publication is applicable to Regular USAF and Air National Guard.
(Mil Pers 300.8)

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

CHARLES T. MYERS
Major General, USAF
Vice Commander

OFFICIAL: Neal J. O'Brien
NEAL J. O'BRIEN
Colonel, USAF
Adjutant General

DISTRIBUTION:
C,N, Plus Chief, AWS

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C-49 151

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19 JULY 1949

ROUTINE

FROM: Commanding General, Tenth AF, Benjamin-Harrison AFB, Indiana

TO: ConAC, Mitchel AFB, New York

AF1OPP 845. Reference your TWX AFconAC Mil Pers-E 17594. It was the intent to explain in TWX, this headquarters, Air Force 1OPP439, 11 July , that although this headquarters is aware where National Guard instructors are to eventually report, officers are reporting to this headquarters only with USAF orders assigning them to Tenth Air Force. Purpose of the original TWX was to receive concurrence on our existing policy of placing officers at their ultimate Air National Guard station assignment on indefinite TDY pending receipt of orders from Headquarters, USAF, on indefinite TDY pending receipt of orders from Headquarters, USAF assigning them to the National Guard unit, in order to alleviate undue hardship on the officers concerned.

DTG: 181852Z

AGTOR: 190907

MSG CEN NO: 26

AG FC: 7253

AG SUSPENSE: 22 JULY

ACTION: MIL PERS

INFO: ALL DEPUTIES

1324

C O P Y

DEPARTMENT OF THE ARMY
SPECIAL STAFF UNITED STATES ARMY
NATIONAL GUARD BUREAU
Washington 25, D. C.

CSNGB-AFOTN

19 July 1949

SUBJECT: Reassignment of Air National Guard Units within Tenth Air Force Area

TO: The Adjutants General of all States, Territories of Hawaii and Puerto Rico and the District of Columbia

1. Reference is made to CSNGB-AFOTN letter dated 31 December 1948, subject: "Areas of Responsibility of Numbered Air Forces and Air National Guard Wings."

2. In order to establish a balanced operational and organizational structure of Air National Guard units within the Tenth Air Force Area, certain reassignments and redesignations were necessitated. Accordingly, these reassignments and redesignations are shown on attached chart.

3. In view of the foregoing, parts i, k, and l, paragraph 4 of letter referred to in paragraph 1 above are amended as follows:

i. 66th Wing: Illinois (less 169th and 170th Fighter Squadrons), Michigan, Wisconsin, and the 180th Light Bombardment Squadron of Missouri.

k. 71st Wing: Iowa, Indiana, Missouri (less 180th Light Bombardment Squadron), Nebraska, and the 169th and 170th Fighter Squadrons of Illinois.

l. 86th Wing: Colorado, Kansas, Minnesota, North Dakota, South Dakota, and Wyoming.

/s/ R. G. Gavin, Col, Exec
for KENNETH F. CRAMER
Major General
Chief, National Guard Bureau

1 Incl:
Chart of reassignments
and redesignations

DISTRIBUTION: "B"

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Unit Designation	Action	From: Wing	To: Wing	Group and Location
173rd Fighter Squadron (Jet)	Reassignment	86th	71st	132nd Fighter Group, Des Moines
Utility Flight, 173rd Fighter Squadron	Reassignment	86th	71st	132nd Fighter Group, Des Moines
173rd Weather Station	Reassignment	86th	71st	132nd Fighter Group, Des Moines
Detachment C, 222nd Air Service Group (Redesignated Detachment C, 232nd Air Service Group)	Reassignment and Redesignation	86th	71st	Headquarters Detachment, 232nd Air Service Group, Des Moines
178th Fighter Squadron (SE)	Reassignment	71st	86th	133rd Fighter Group, St. Paul
Utility Flight, 178th Fighter Squadron	Reassignment	71st	86th	133rd Fighter Group, St. Paul
178th Weather Station	Reassignment	71st	86th	133rd Fighter Group, St. Paul
Detachment B, 233rd Air Service Group	Reassignment	71st	86th	Headquarters Detachment, 233rd Air Service Group, St. Paul
175th Fighter Squadron (SE)	Reassignment	71st	86th	133rd Fighter Group, St. Paul
Utility Flight, 175th Fighter Squadron	Reassignment	71st	86th	133rd Fighter Group, St. Paul
175th Weather Station	Reassignment	71st	86th	133rd Fighter Group, St. Paul
Detachment C, 232nd Air Service Group *(Redesignated Detachment C, 222nd Air Service Group)	Reassignment and Redesignation	71st	71st	Headquarters Detachment, 222nd Air Service Group, Indianapolis
Headquarters, 133rd Fighter Group	Reassignment	71st	86th	
132nd Aircraft Control and Warning Squadron (LS)	Reassignment	71st	86th	Headquarters, 159th Aircraft Control and Warning Group, Denver
Headquarters Detachment, 233rd Air Service Group	Reassignment	71st	86th	
109th Fighter Squadron (SE)	Reassignment	71st	86th	133rd Fighter Group, St. Paul
Utility Flight, 109th Fighter Squadron	Reassignment	71st	86th	133rd Fighter Group, St. Paul
109th Weather Station	Reassignment	71st	86th	133rd Fighter Group, St. Paul
Detachment A, 233rd Air Service Group	Reassignment	71st	86th	Headquarters Detachment, 233rd Air Service Group, St. Paul
179th Fighter Squadron (SE)	Reassignment	71st	86th	133rd Fighter Group, St. Paul
Utility Flight, 179th Fighter Squadron	Reassignment	71st	86th	133rd Fighter Group, St. Paul
179th Weather Station	Reassignment	71st	86th	133rd Fighter Group, St. Paul
Detachment C, 233rd Air Service Group	Reassignment	71st	86th	Headquarters Detachment, 233rd Air Service Group, St. Paul

* Detachment C, 222nd Air Service Group will be attached to Headquarters Detachment, 233rd Air Service Group, St. Paul

C . Y

Unit Designation	Action	From: Wing	To: Wing	Group and Location
*180th Light Bombardment Squadron	Reassignment	71st	66th	126th Light Bombardment Group, Chi
Utility Flight, 180th Light Bombardment Squadron	Reassignment	71st	66th	126th Light Bombardment Group, Chi
180th Weather Station	Reassignment	71st	66th	126th Light Bombardment Group, Chi
Detachment D, 226th Air Service Group	Reassignment	71st	66th	Headquarters Detachment, 226th Air Service Group, Chicago
Headquarters, 122nd Fighter Group	Reassignment	66th	71st	
122nd Aircraft Control and Warning Squadron	Reassignment	66th	71st	Headquarters, 157th Aircraft Control and Warning Group, St. Louis
Headquarters Detachment, 222nd Air Service Group	Reassignment	66th	71st	
113th Fighter Squadron (SE)	Reassignment	66th	71st	122nd Fighter Group, Indianapolis
Utility Flight, 113th Fighter Squadron	Reassignment	66th	71st	122nd Fighter Group, Indianapolis
113th Weather Station	Reassignment	66th	71st	122nd Fighter Group, Indianapolis
Detachment A, 222nd Air Service Group	Reassignment	66th	71st	Headquarters Detachment, 222nd Air Service Group, Indianapolis
163rd Fighter Squadron (SE)	Reassignment	66th	71st	122nd Fighter Group, Indianapolis
Utility Flight, 163rd Fighter Squadron	Reassignment	66th	71st	122nd Fighter Group, Indianapolis
163rd Weather Station	Reassignment	66th	71st	122nd Fighter Group, Indianapolis
Detachment B, 222nd Air Service Group	Reassignment	66th	71st	Headquarters Detachment, 222nd Air Service Group, Indianapolis
169th Fighter Squadron (SE)	Reassignment	66th	71st	131st Fighter Group, St. Louis
Utility Flight, 169th Fighter Squadron	Reassignment	66th	71st	131st Fighter Group, St. Louis
169th Weather Station	Reassignment	66th	71st	131st Fighter Group, St. Louis
Detachment B, 231st Air Service Group	Reassignment	66th	71st	Headquarters Detachment, 231st Air Service Group, St. Louis
170th Fighter Squadron (SE)	Reassignment	66th	71st	131st Fighter Group, St. Louis
Utility Flight, 170th Fighter Squadron	Reassignment	66th	71st	131st Fighter Group, St. Louis
170th Weather Station	Reassignment	66th	71st	131st Fighter Group, St. Louis
achment C, 231st Air Service Group	Reassignment	66th	71st	Headquarters Detachment, 231st Air Service Group, St. Louis

ombardment Squadron will be attached to Headquarters, 131st Fighter Group, St. Louis, for administrative

C O P Y
325

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Continental Air Command Regulation 25-2 dated 24 May 1949 and Continental Air Command Letter 123-6 dated 21 April 1949

DO 326 Natl Guard (7 Jul 49) 1st Ind 22 Jul 49

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Commanding General, Twelfth Air Force, Brooks Air Force Base, Texas

1. As of this date, operational control of units, including Air National Guard units, of the Twelfth Air Force has not been passed to either the Air Defense Command or the Tactical Air Command.

2. The requirement to provide notification of forthcoming ORT's to the operational air command concerned as established by paragraph 3a(2) of ConAC Letter 123-6 must be met. The determination of which operational air command, Air Defense Command or Tactical Air Command is concerned, is determined by the primary mission of the particular unit being tested.

3. There are forthcoming ConAC Regulations which will prescribe primary and secondary missions of each tactical unit of Continental Air Command including USAFR and ANG units. Pending receipt of this regulation, notification of scheduled ORT's will be passed by this headquarters to the appropriate operational command, if you so request.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

s/t/ W. R. PURPUS
Major, USAF
Asst Adj Gen

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NATIONAL MILITARY ESTABLISHMENT · UNITED STATES OF AMERICA

DEPARTMENT OF THE ARMY
SPECIAL STAFF, UNITED STATES ARMY
WASHINGTON 25, D. C.

R

NGB FLYING SAFETY)
BULLETIN No. 13)

26 July 1949

FAILURE OF B-26 NOSE GEAR STRUT

1. The National Guard Bureau has received numerous complaints in the past ninety days from units in the field about failure of the nose-wheel strut at the strut weld on the B-26 type aircraft. These struts were welded in compliance with Technical Order 01-40AJ-125.

2. In the Third Air Force during World War II, some 500 aircraft of this type were used in training combat crews and operational training units. It was found that when landing this aircraft with flaps in full down position, the angle of incidence became highly critical and that the center of gravity proved unproportionately forward on the aircraft thereby causing the nose wheel to make contact with the ground either at the same moment as the main landing gear or with an abrupt impact following the main landing gear. This stress on the nose wheel brought about failure. On the other hand, experiment showed that if the proper landing technique was used, meaning two-thirds flaps were employed and the aircraft was rounded out before making contact with the runway, the nose wheel was thereby afforded to be held off the ground for a longer period of time making a smoother landing and causing negligible stress.

3. It is recommended that a survey be made by all light bombardment squadron commanders and all utility flight commanders to determine if improper landing technique is responsible for the numerous nose wheel failures now being encountered in Air National Guard units with the B-26 type aircraft.

FOR THE CHIEF, NATIONAL GUARD BUREAU:

W. A. R. Robertson
for
GEO. G. FINCH
Major General
Chief, Air Force Division
National Guard Bureau

DISTRIBUTION:

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Wing Headquarters	2
Group Headquarters	2
Squadron Headquarters	2
Instructors (Air)	2
Acting USP&DO	1
Headquarters, USAF	5
Headquarters, ADC	5
Field Office, the Air Inspector, Langley	2
Each ADC Numbered AF	2
CG, 7th AF	2
CG, 24th Composite Wing	2

THE U. S. ARMY -- PART OF THE TEAM -- FOR SECURITY

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ROUTING	COORDINATION	STAFF ACTIVITY
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DRF 353

27 JUL 1949

SUBJECT: Visits to Field Training Periods of Air National Guard Units

TO: Special Assistant for Reserve Forces, Headquarters, United States Air Force, Washington 25, D. C.

1. Lieutenant General Ennis C. Whitehead or Major General Charles T. Myers, Vice Commander of ConAC will visit all Air National Guard Wings during the field training periods for the remainder of the calendar year 1949. Inclosed is a schedule of the units which will be visited. No definite date has been selected, visits will be made sometime during the dates set for their field training.

2. It is requested that your office notify the National Guard Bureau so that they in turn can notify the various Wing Commanders and State Adjutants General. It is desired to follow the established military procedure in these visits as a matter of courtesy.

3. It is true that official notification is not required since this office is charged with the training of these units, however, the cooperation of these various people is desirable and it is preferable that they be notified through your headquarters. This office will notify the National Guard Bureaus and Wing Commanding Officers at the time of the visit.

353 NG [illegible]
X333.1 NG [illegible]
X312 [illegible]

ENNIS C. WHITEHEAD
Lieutenant General, U. S. Air Force
Commanding.

1 Incl
Schedule of Proposed Visits.

FOR DIRECTORATE USE

Prepared By ____

Coordinated With ____

RECORD EVALUATION

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ConAC Form Hq-AG 5
28 March 1949

Adjutant General's Central File Copy

L-49-248

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28 July 1949

UNCLASSIFIED

ROUTINE

From: Hq USAF

To : CG ConAC

From AFAFN 36629. Pending printing of changes to NGR units of Air National Guard of United States are authorized to conduct two, repeat two, training assemblies within one calendar day for pay purposes provided aggregate duration of such unit training assemblies is eight hours or more. Not, repeat not, more than two unit training assemblies will be conducted within any one calendar day for pay purposes previously covering assemblies authorized and held subsequent to 28 April 1949 in conformance with above are properly payable.

DTG: 272052Z

ACTOR: 281205

MSC CEN NO: 120

AG NO: 8977

AG SUSPENSE: 1 Aug

ACTION: FIN

INFO : ALL DEPUTIES

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NATIONAL MILITARY ESTABLISHMENT UNITED STATES OF AMERICA

DEPARTMENTS OF THE ARMY AND THE AIR FORCE
NATIONAL GUARD BUREAU
WASHINGTON 25, D. C.

R

1 August 1949

NGB AIR MEMORANDUM)
No. 160-1)

POLICY

National Guard Air Bases

(This Memorandum supersedes NGB Air Memorandum No. 160-1 dated 10 January 1947)

Index

SECTION I

General

1. PURPOSE -- The Fighter or Bombardment Squadron is the basic tactical unit of the United States Air Force. It is the unit toward whose organization, training, equipment, maintenance and supply, all other units direct their efforts. Tactical Squadrons of the Air National Guard will operate from Air Bases supported by auxiliary units consisting of a

Utility Flight
Lettered Detachment of Air Service Group
Weather Station

2. CHAIN OF COMMAND -- The tactical chain of command, as referred to within this Air Memorandum, is that command exercised by the Tactical Squadron Commanding Officer with relation to the tactical operational and training control over the units designated herein. The responsibility for the maintenance and protection of all property assigned to each unit is the direct responsibility of each unit commander, and is not related to the tactical chain of command.

a. The Tactical Squadron Commander will exercise tactical control over the operational and training functions of the attached Weather Station and Utility Flight; and the Lettered Detachment of the Air Service Group under the conditions listed below.

b. Tactical and administrative channels of control for the Lettered Detachments of the Air Service Group will be as follows:

(1) Where a Lettered Detachment of an Air Service Group is located at a base removed from the parent Headquarters Detachment of the Air Service Group, the Tactical Squadron Commander will command the Lettered Detachment through its respective Commanding Officer.

(2) When the Lettered Detachment is located at the same base as the Headquarters Detachment of the Air Service Group, the Service Group Commander will exercise direct administrative and tactical control over the Lettered Detachment.

(3) Third and fourth echelon maintenance and other services normally performed by an Air Service Group will be requested by the Tactical Squadron Commander through the Tactical Group Commander to the Air Service Group Commander when all the foregoing units are located on the same Air Base. Tactical Squadrons separately located will request the above services directly from the Lettered Detachment located on that base and under the tactical and administrative command of that Squadron Commander.

SECTION II

National Guard Base Detachment Commander

3. RESPONSIBILITIES — The position of Air Base Area Commander, as previously established, is hereby abolished. All duties previously performed by this commander are assigned to the Base Detachment Commander.

4. QUALIFICATION — The National Guard Base Detachment Commander will be a rated pilot. Those non-rated officers currently occupying this position may continue as Base Detachment Commander. In the event the position becomes vacant, all applicants to be considered must be a rated pilot.

5. DUTIES — The National Guard Base Detachment Commander, under the direction of the Senior Air Tactical Officer on the Air Base, will direct and supervise the efficient operation and management of the

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OFFICIAL:

W. A. R. ROB
Colonel, USA
Deputy Chief
Air Force Di
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National Guard Air Base Area and its activities. He will coordinate with the proper authorities in the operation of National Guard aircraft and the use of flying facilities that affect the airfield, he will direct the movement of aircraft to and from the field to the National Guard Air Base Area and provide for efficient service for aircraft using base facilities; determine needs of the base and arrange for proper protection, supply, transportation, administration of activities, morale and well-being of unit personnel, and direct and supervise the performance of air installations functions as required.

6. AIR UNITS ON NATIONAL GUARD AIR BASE AREAS — Commanding Officers of National Guard Air units stationed on a National Guard Air Base will exercise no command functions pertaining to the Air Base, unless so designated by the State Adjutant General. All National Guard Air units stationed on National Guard Air Base Areas will furnish their proportionate share of housekeeping personnel.

7. AREAS — Areas occupied by National Guard Air units will be clearly defined. A plot of the area will be displayed in the National Guard Base Detachment Commander's office showing the areas and the unit occupying this area. The National Guard Base Detachment Commander will have jurisdiction only over that part of the area and facilities designated for National Guard Air units. On Air Bases where Regular or Reserve Air Force units or Naval units are located, the National Guard Base Detachment Commander will be responsible to the Base Commander in all matters which affect the Air Base as distinguished from the National Guard Air Base Area.

SECTION III

Occupancy of Troops other than National Guard Air Units

8. DURATION — National Guard units, other than Air, will not occupy National Guard Air Base Unit areas for a period longer than one week without the approval of the Chief, National Guard Bureau.

FOR THE CHIEF, NATIONAL GUARD BUREAU:

GEO. G. FINCH
Major General
Chief, Air Force Division
National Guard Bureau

OFFICIAL:

W. A. R. Robertson

W. A. R. ROBERTSON
Colonel, USAF
Deputy Chief & Executive Officer
Air Force Division
National Guard Bureau

1 Aug 1949

ROUTINE

UNCLASSIFIED

From: Hq USAF

To : CG ConAC

Info: CG Fourth AF

37216 From AFOAC Reference your radio AFConAC 18643 dated 26 July 1949. Temporary load of AN/TPS-1B to 162nd Aircraft Control and Warning Group of Air National Guard for summer encampment not favorably considered. Temporary load of such equipment is contrary to policy agreed upon at conference 28 October 1948 by representatives your command, Air National Guard, and this headquarters.

DTG: 292110Z

AGTOR: 010856

MSG CEN NO:

AG NO: 9379

AG SUSPENSE: 4 Aug

ACTION: COMM

INFO : ALL DEPUTIES

unclassified no date
about 1 Aug 49

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
Washington 25, D.C.

AFCRF-2

SUBJECT: Plan for Gunnery and Bombing Training for the Air National Guard

TO : Commanding General
Continental Air Command
Mitchel Air Force Base
Hempstead, New York

1. As a result of a conference held at this Headquarters on 25 July 1949, a plan was developed for gunnery and bombing training for Air National Guard units. Copy of this plan is inclosed herewith.

2. It is requested that this plan be studied and your comments and/or concurrence be forwarded to this Headquarters at the earliest practical time. It is especially desired that information be provided regarding those facilities and services which it is planned will be furnished by your Command.

BY COMMAND OF THE CHIEF OF STAFF:

s/ Lawrence F. McGuire, Major

for: C. W. SCHOTT
Colonel, USAF
Deputy Spec. Asst for Reserve Forces

1 Incl
Cy of Plan for Gunnery & Bombing Tng for ANG

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PLAN FOR GUNNERY AND BOMBING TRAINING FOR THE AIR NATIONAL GUARD

1. Purpose: Recent Operational Readiness of Air National Guard units have revealed that a weakness exists in aerial gunnery and bombing proficiency within these units. The mission of the Air National Guard makes it imperative that this proficiency be improved at the earliest practicable time. This plan is designed to provide maximum practicable aerial gunnery and bombing training for Air National Guard units within the limitations imposed by shortages of facilities and the limited amount of time which can be devoted in training activities by the personnel of the Air National Guard.

2. Statement of Problem:

a. The limited number of authorized ranges within the continental United States results in many Air National Guard units being located in excess of 200 miles from such ranges. It is impracticable to attempt to conduct aerial gunnery or bombing training from home bases when a distance of more than 50 to 75 miles from base to range is involved.

b. The normal Air National Guard unit training assembly is from 2 to 4 hours duration. It is impracticable to attempt to conduct aerial gunnery or bombing training within such a limited period of time.

c. Past experience indicates that insurmountable difficulties would be encountered in attempting to locate adequate range facilities adjacent to such Air National Guard bases. In the interest of economy it is essential that existing Air Force bases and ranges be utilized in the conduct of Air National Guard gunnery and bombing training.

3. Basic Assumptions: In the development of a practicable plan for the conduct of year around aerial gunnery and bombing training for the Air National Guard it is necessary to make the following basic assumptions.

a. In order to meet the training requirements for aerial gunnery and bombing each Air National Guard squadron must devote approximtely one full weekend every other month to such activity.

b. There must be amde available on every weekend throughout the eyar, for the exclusive use of the Air National Guard, a minimum of 12 air to ground aerial gunnery ranges and as many air to air ranges up to 12 as may be practicable.

c. "Staging" bases must make available to the Air National Guard units participating in aerial gunnery or bombing training certain services and facilities which they are incapable of furnishing for themselves.

d. Air National Guard squadrons will conduct air to air and air to ground gunnery training simutaneously.

e. Where air to air range facilities are not available adjacent to the "staging" base, camera guns will be utilized for air to air, gunnery training.

f. Rapid film processing and evaluating equipment will be made available at those "staging" bases not having adjacent air to air gunnery ranges.

g. Reimbursement for messing Air National Guard enlisted personnel and for quartering Air National Guard officers and enlisted personnel participating in aerial gunnery or bombing training will be made available from appropriations for the support of the Air National Guard.

h. Reimbursement for fuel, lubricants, parts and supplies utilized by Air National Guard units at "staging" bases will be made available from appropriations for the support of the Air National Guard.

4. Plan: It is recommended that the following plan for aerial gunnery and bombing training for the Air National Guard be approved.

a. In order to meet the training requirements for aerial gunnery and bombing training each Air National Guard tactical squadron will participate in aerial gunnery or bombing training at least one full weekend every two months. This will be accomplished through the scheduling of four unit training assemblies on two consecutive days constituting a weekend.

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TR/174

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ROUTING	COORDINATION	STAFF ACTIVITY
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ConAC Form Hq-AG 5
28 March 1949

01 353

SUBJECT: Training Directives for the Air National Guard

TO : Special Assistant to the Chief of Staff for Reserve Forces, Headquarters United States Air Force, Washington 25, D. C.

1. Reference is made to letter Headquarters, USAF, 2 December 1948, subject: United States Air Force Training Directives - Air National Guard and United States Air Force Reserve.

2. In compliance with instructions contained in letter referenced in paragraph 1 above, there are submitted herewith under separate cover, training directives in draft form for all types of units contained in the Air National Guard, including:

a. Fighter Units

   (1) F-47 Interceptor
   (2) F-47 Penetration
   (3) F-80 Interceptor
   (4) F-80 Penetration
   (5) F-51 Penetration
   (6) F-51 Interceptor

b. Light Bombardment Units
c. Aircraft Control & Warning Units
d. Air Service Units
e. Utility Flights
f. Radar Calibration Detachments
g. Weather Stations
h. Engineer Aviation Units
i. Signal Light Construction Companies
j. Air Force Bands
k. Communications Squadrons

3. Each directive is designed to qualify an Air National Guard unit to achieve and maintain the standards of operational effectiveness prescribed by ConAC training standards. Applicable ConAC training standard is attached to each directive.

353 Nat Guard Training

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ROUTING	COORDINATION	STAFF ACTIVITY
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[illegible] EVALUATION

Non Record ____

Permanent ____

Temporary Until ____

ConAC Form Hq-AG 8
28 March 1949

Subj: Training Directives for the Air National Guard

4. It is recommended that directives be coordinated with the National Guard Bureau prior to publication.

5. Your office was informed by telephone conversation on or about 30 June 1949, that detailed training directives for the AFRTC program of the United States Air Force Reserve have been completed and are presently being printed by the 2220th Extension School Group, Benjamin Harrison Air Force Base, Indiana. Publication of these directives and distribution to the field is anticipated on or about 15 August 1949.

FOR THE COMMANDING GENERAL:

[illegible] H. MURPHY
LT COL., USAF
ASST ADJ GEN

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UNCLASSIFIED

2 Aug 1949

ROUTINE

FROM: CG 4TH AF

TO: CG CONAC

4AFFF 1010 Attention: Director of Finance. Reference following message WCL 26313 received informally from Chief, National Guard Bureau, 13 July 49:

A. From CSNGB Signed Cramer confirming verbal orders of the chief, National Guard Bureau, effective 1 July 49 the provisions of paragraph 5C (3) letter, National Guard Bureau, subject: Administrative Instructions for Field Training of the National Guard (Army Units) calendar year 1949, is amended to include the following: The foregoing provisions shall not operate to preclude the payment of per diem in the case of Officers ordered to encampments for short periods of temporary duty for the purpose of observing or inspecting the activities of such camps, or, for the purpose of conducting demonstrations or training exercises. Short periods of temporary duty shall be interpreted to mean 10 days or less.

B. Enlisted personnel of the Regular Army will be subsisted at regular Army messes or National Guard Messes without charge. Subject enlisted men will be included in head count of units to which attached for subsistance and quarters. The per diem prescribed by the Chief, National Guard Bureau in accordance with paragraph 14A (2) National Guard Regulation 40, for the FY 50 will be $7.00. A deduction of $2.00 will be made where quarters are available. Certificate of non-

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availability of quarters will be required where claims for quarters are rescinded.

C. All Instructions contrary to above-cited provisions are rescinded. Budgetary restrictions preclude the payment of per diem to Regular Army Instructors."

Desire advise whether above quoted message applied to Air units of the National Guard. Further, does above quoted message apply for TDY performed by Regular USAF Personnel in connection with operational Readiness Test Inspections at summer encampments for fiscal years 1949 and 1950?

DTG: 292300Z
ACTOR: 020210
MSG CEN NO: 32
AG NO: 0111
AG SUSPENSE: 5 Aug

ACTION: FIN
INFO: ALL DEPUTIES

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel AFB, New York

EXTRACT COPY

2 Aug 1949

PM 325

SUBJECT: Requests for Background Investigation of Air National Guard Personnel

TO : The Inspector General, United States Air Force,
ATTN: The Air Provost Marshal, Washington 25, D. C.

1. Reference is made to Air Force Regulation 205-6, 18 May 1949 and Air Force Letter 205-25, 30 March 1949, both of which have been coordinated with and approved by the Chief, National Guard Bureau as being applicable to the Air National Guard.

* * * * * *

3. In order that Senior Air National Guard Instructors may be informed as to the channels for routing the requests for background investigations of Air National Guard personnel, it is requested that information on this matter be furnished for dissemination to lower echelons.

FOR THE COMMANDING GENERAL:

W. R. PURPUS
Major, USAF
Asst Adj. Gen

Ong

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

DIARY

3 August 1949

I ADJUTANT GENERAL

1. Dating of Electrical Messages. The practice of placing a date or date-time group on outgoing electrical messages will be discontinued. The date-time group is entered by the Adjutant General in accordance with paragraph 19k(2), Staff Memorandum 10-5D.

II COMPTROLLER

Director of Programs and Costs

2. Transfer of Cost Reporting Function. Announcement is made of transfer of Cost Reporting Function for Hq & Hq Sq ConAC from AG (Budget & Fiscal) to Directorate of Programs and Costs (Cost Reporting Division). Basic information for completion of AF Forms 321 and 321A which was formerly routed to the Budget and Fiscal Section of the Adjutant General's Office will be routed to the Director, Programs and Costs, effective 2 August 1949.

III DEPUTY FOR MATERIEL

Director of Maintenance & Supply

3. Authorization for Volunteer Air Reserve Liaison Officers. A proposed Table of Authorization for VAR Liaison Officers is being processed. The equipment included in this table consists of administration and housekeeping equipment that the VAR Liaison Officers and instructors will require to administer units under their control.

4. Adjusting Headspace of Caliber .50 M3 Gun. Recommendation submitted to Hq USAF, 2 Aug 49, that TM 9-219, October 1948, be amended to include only 1 method of adjusting headspace of the Caliber .50 M3 Gun. Upon receipt of reply all activities concerned will be informed.

5. Reports on Excessive Wear on Tires. Info received from Hamilton AFB of excessive wear on tires mounted on 1949 Chevrolet Station Wagon. Further reports of this nature should be forwarded to this command for investigation.

6. Marking of Gas Cylinders. Recent field inspections have revealed that Gas Cylinders are not being marked with a 2 inch blue band around the mid-point of the cylinder in accordance with par 7f(4), T.O. 06-20-2. Foregoing info, as pertains to Freon Cylinders, was disseminated by Hq AMC Message MCMSXE24-7-4-7, 1 July 1949 and redisseminated by all AMAs. T.O. 06-20-2 also contains a Cylinder Paint and Stencil Chart, Figure 7, which should be utilized in painting Gas Cylinders.

IV DEPUTY FOR OPERATIONS

Director of Operations and Training

7. Procedures to be Used by Units in Eglin AFB Area. TWX dispatched to CG, Fourteenth AF requesting a study be made in coordination with Air Proving Ground Command of procedures to be used in the future by ANG Ftr and Lt Bomb units in Eglin AFB Area.

8. Rocket Requirements. Reports of rocket requirements received from ConAC AFs. Action is being taken to evaluate these requirements with a view toward recommending to Hq USAF, appropriate changes in applicable Table of Allowances to provide ConAC units with sufficient quantities for training purposes.

Director of Plans & Requirements

9. Areas of Responsibility and Assignment of Units. Ltr Dept of Army NGB, CSNGB-AFOTN, "Reassignment of Air National Guard Units within Tenth Air Force Area," 19 Jul 1949 announces the following changes in Wing area of responsibility and assignment of units:

i. 66th Wing: Illinois (less 169th and 170th Ftr Sq), Michigan, Wisconsin, and the 180th Lt Bomb Sq of Missouri.

k. 71st Wing: Iowa, Indiana, Missouri (less 180th Lt Bomb Sq), Nebraska, and the 169th and 170th Ftr Sq of Illinois.

l. 86th Wing: Colorado, Kansas, Minnesota, North Dakota, South Dakota, and Wyoming

	Reassignment From:	To:	
Unit Designation	Wing	Wing	Group and Location
173rd Ftr Sq (Jet)	86th	71st	132nd Ftr Gp, Des Moines
Utility Flt, 173rd Ftr Sq	86th	71st	132nd Ftr Gp, Des Moines
173rd Wea Sta	86th	71st	132nd Ftr Gp, Des Moines
Det C, 222nd Air Sv Gp (Redesignated Det C, 232d Air Sv Gp)	86th	71st	Hq Det, 232nd Air Sv Gp, Des Moines
178th Ftr Sq (SE)	71st	86th	133rd Ftr Gp, St Paul
Utility Flt, 178th Ftr Sq	71st	86th	133rd Ftr Gp, St Paul
178th Wea Sta	71st	86th	133rd Ftr Gp, St Paul
Det B, 233rd Air Sv Gp	71st	86th	Hq Det, 233rd Air Sv Gp, St Paul
175th Ftr Sq (SE)	71st	86th	133rd Ftr Gp, St Paul
Utility Flt, 175th Ftr Sq	71st	86th	133rd Ftr Gp, St Paul
175th Wea Sta	71st	86th	133rd Ftr Gp, St Paul
Detachment C, 232nd Air Sv Gp *(Redesignated Det C, 222nd Air Sv Gp)	71st	71st	Hq Det, 222nd Air Sv Gp, Indianapolis

*Det C, 222nd Air Sv Gp will be attached to Hq Det, 233rd Air Sv Gp, St Paul

Unit Designation	Reassignment From: Wing	To: Wing	Group and Location
Hq, 133rd Ftr Gp	71st	86th	
132nd AC&W Sq (LS)	71st	86th	Hq, 159th AC&W Gp, Denver
Hq Det, 233rd Air Sv Gp	71st	86th	
109th Ftr Sq (SE)	71st	86th	133rd Ftr Gp, St Paul
Utility Flt, 109th Ftr Sq	71st	86th	133rd Ftr Gp, St Paul
109th Wea Sta	71st	86th	133rd Ftr Gp, St Paul
Det A, 233rd Air Sv Gp	71st	86th	Hq Det, 233rd Air Sv Gp, St Paul
179th Ftr Sq (SE)	71st	86th	133rd Ftr Gp, St Paul
Utility Flt, 179th Ftr Sq	71st	86th	133rd Ftr Gp, St Paul
179th Wea Sta	71st	86th	133rd Ftr Gp, St Paul
Det C, 233rd Air Sv Gp	71st	86th	Hq Det, 233rd Air Sv Gp, St Paul
*180th Lt Bomb Sq	71st	66th	126th Lt Bomb Gp, Chicago
Utility Flt, 180th Lt Bomb Sq	71st	66th	126th Lt Bomb Gp, Chicago
180th Wea Sta	71st	66th	126th Lt Bomb Gp, Chicago
Det D, 226th Air Sv Gp	71st	66th	Hq Det, 226th Air Sv Gp, Chicago
Hq, 122nd Ftr Gp	66th	71st	
122nd AC&W Sq	66th	71st	Hq, 157th AC&W Gp, St Louis
Hq Det, 222nd Air Sv Gp	66th	71st	
113th Ftr Sq (SE)	66th	71st	122nd Ftr Gp, Indianapolis
Utility Flt, 113th Ftr Sq	66th	71st	122nd Ftr Gp, Indianapolis
113th Wea Sta	66th	71st	122nd Ftr Gp, Indianapolis
Det A, 222nd Air Sv Gp	66th	71st	Hq Det, 222nd Air Sv Gp, Indianapolis
163rd Ftr Sq (SE)	66th	71st	122nd Ftr Gp, Indianapolis
Utility Flt, 163rd Ftr Sq	66th	71st	122nd Ftr Gp, Indianapolis
163rd Wea Sta	66th	71st	122nd Ftr Gp, Indianapolis
Det B, 222nd Air Sv Gp	66th	71st	Hq Det, 222nd Air Sv Gp, Indianapolis
169th Ftr Sq (SE)	66th	71st	131st Ftr Gp, St Louis
Utility Flt, 169th Ftr Sq	66th	71st	131st Ftr Gp, St Louis
169th Wea Sta	66th	71st	131st Ftr Gp, St Louis
Det B, 231st Air Sv Gp	66th	71st	Hq Det, 231st Air Sv Gp, St Louis

*180th Lt Bomb Sq will be attached to Hq, 131st Ftr Gp, St Louis, for administrative purposes.

Unit Designation	Reassignment From: Wing	To: Wing	Group and Location
170th Ftr Sq (SE)	66th	71st	131st Ftr Gp, St Louis
Utility Flt, 170th Ftr Sq	66th	71st	131st Ftr Gp, St Louis
170th Wea Sta	66th	71st	131st Ftr Gp, St Louis
Det C, 231st Air Sv Gp	66th	71st	Hq Det, 231st Air Sv Gp, St Louis

V DEPUTY FOR PERSONNEL

Director of Military Personnel

10. Revision of Training Prospectus for USAF Personnel. Prospectus page #0-8, Advanced Food Service Course, course data is changed as follows:

Duration change from 4 weeks to 38 weeks; planned frequency of classes every 5 weeks is eliminated. Class enters yearly.

Neal J. O'Brien

NEAL J. O'BRIEN
Colonel, USAF
Adjutant General

DISTRIBUTION:
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10 cys TAC
10 cys ADC

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DEPARTMENT OF THE AIR FORCE
Headquarters, United States Air Force
Washington 25, D. C.

AFCRF-2

3 August 1949

SUBJECT: Budget Estimates for National Guard Field Training (Form 50)

TO: Commanding General
Continental Air Command
Mitchel Air Force Base
New York

1. Budget estimates (Form 50) were received covering the current Air National Guard Field Training costs at a very late date from a majority of the Air National Guard Units. The National Guard Bureau has called attention to the delay in firmly allocating field training sites to these units, which fact attributed greatly to the delay in submission of estimates by the several states.

2. This headquarters concurs with the following recommendations of the National Guard Bureau regarding procedures to be followed in the future in order to expedite the assignment of training sites and submission of budget estimates by the states.

a. Conferences with the various Wings, numbered Air Force Representatives and NGB representatives in the period 15 September through 15 October to discuss field training which has just been completed and to obtain recommendations concerning all matters in connection thereto.

b. Site surveys for Air National Guard field training conducted by the numbered Air Forces and recommended Air National Guard sites reported to Headquarters, ConAC, and Headquarters, USAF, prior to 15 October each year.

c. Conferences between the numbered Air Force representatives and the various states arranged on a staggered schedule three days apart during the period 16 October to 15 November each year. This will permit notification of meeting dates to all concerned and will make it possible for Bureau representatives to attend all meetings.

d. Conferences between Headquarters, USAF, Headquarters, ConAC, numbered Air Forces and the National Guard Bureau during the period 16 November through 15 December for the preparation of final plans and policies and a draft of letter of instructions to the field by National Guard Bureau and Headquarters, ConAC, National Guard Bureau letter to State Adjustants General and Headquarters, ConAC letter to numbered Air Forces.

Incl #1

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C O P Y

e. Publication and distribution of USAF, ConAC, and National Guard Bureau letters of instruction prior to 15 January.

f. State plans for field training submitted by the State Adjutants General to the numbered Air Forces prior to 15 February for those states attending field training in June; prior to 15 March for those attending in July, August and September.

g. Upon approval of the State plans by the numbered Air Force and higher authorities, approved plan returned to the respective State Adjutant General not later than 15 March for those submitted on 15 February and by 15 April for those submitted on 15 March.

h. State budget estimates prepared and submitted by the State Adjutants General to the Chief, National Guard Bureau, not later than 1 April for those states attending field training in June, and 1 May for those attending during the remainder of the summer training period.

3. It is requested that such action be taken as indicated in the above procedures by your command during the periods noted.

BY COMMAND OF THE CHIEF OF STAFF:

C. W. SCHOTT
Colonel, USAF
Deputy Spec Asst for Reserve Forces

1st Ind

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Special Assistant for Reserve Forces, Headquarters USAF, Washington 25, DC

1. Attached for your information are copies of messages to the ConAC Air Forces dispatched from this headquarters immediately prior to the receipt of the basic letter. The action directed in these messages was initiated as a result of discussion and agreements reached during the recent session of an ad-hoc committee convened by the deputy Special Assistant for Reserve Forces.

2. Copies of the basic letter have now been forwarded to the ConAC Air Forces together with instructions that the action outlined in sub-paragraphs 2a and 2b thereof is to be initiated in conformance with the planning criteria outlined in the attached messages.

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3. Prior to 15 October 1949 this headquarters will forward to your Headquarters a list of field training sites for all Air National Guard Wings. Preliminary cost estimates developed as the result of site surveys conducted by the ConAC Air Forces will also be fowarded prior to 15 Oct 1949 in order that your Headquarters and the National Guard Bureau will be in a position to tentatively approve or direct adjustment in the overall field training site plan prior to the submission of State plans for field training and detailed budget estimates by Air National Guard State authorities.

4. Inasmuch as the State plans for field training are to be submitted through Air Force channels for approval prior to 15 Feb 1930 or 15 March 1950, it is recommended, in the interest of expediency, that the Guard Bureau. If this was not the intent of paragraph 2h, it is strongly recommended that this procedure be adopted.

FOR THE COMMANDING GENERAL:

2 Incls:
1. Msg AFCONACOT 20137 (cy) 8 Aug 49
2. Msg AFCONACOT 20051 (cy) 6 Aug 49

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C O P Y
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EJB 116

RR JEGC

RR JEGC JWPC 222

DE JEPC 228A

R 292110Z

FM HQ USAF AFOAE/A Wash DC

TO JEGC/COMGENConAC Mitchel AFB N.Y.

INFO JWPC/COMGENAF 4 Hamilton AFB Calif

AF GNC

37216 From AFOAC Reurad AFConAC 18743 DD 26 Jul 49. Temporary locan of AN/TPS-1B to 162nd Aircraft Control and Wrning Group of Air National Guard for summer encampment not favorably considered. Temporary loan of such equipment is contrary to policyagreed upon at conference 28 October 1948 by representatives your command, ANG, and this headquarters.

CFN 37216 18743 26 49 AN/TPS-1B 162 28 1948

292200Z

4 Aug - Comm to AG - Answered by TT to USAF requesting reconsideration of same.

EXTRACT COPY
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HEADQUARTERS
CONTINENTAL AIR COMMAND
Inter-Office Routing Slip

1 4 Aug Asst to VC IG

1. The Vice Commander desires that ORT Reports on Guard Units and on Reserve Units, if there are any, be reviewed from the CG, ConAC, viewpoint to determine what the strengths and weaknesses are in the present program and what recommendations should be submitted to USAF and the National Guard Bureau to improve the over-all program.

* * * *

W.C.W.
Col., USAF
Asst, to VC

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

COPY

RK, Jr/78/4 Aug 49

SUBJECT: Orientation on Air National Guard Requirements

TO : Commanding General, 63rd Fighter Wing Headquarters, Texas Air National Guard, Ellington Air Force Base, Houston, Texas

Identical Letters to: 71st,61st 67th,62nd 53rd Ftr Wgs, NG

Lt. General Ennis C. Whitehead, Commanding General, Continental Air Command, has requested me to notify you that either he or I will visit your wing headquarters sometime between 14 and 28 August of this year.

The object of our visit will be twofold: First to meet you and your personnel. Second to see how we in ConAC can help you solve your problems.

We have found units lacking vital equipment and facilities which have retarded their training. We intend to do everything within our power to get the tools you need to do your job. We would appreciate any comment you might have on what action ConAC, Headquarters, USAF, or the National Guard Bureau should take to eliminate the difficulties now facing the Air National Guard.

It would assist us a great deal if your staff would prepare a list of shortages in each unit prior to our arrival. If our present plans are consummated, we will have visited 9 Air National Guard Fighter Wing Headquarters by the end of the present field training period. We will then have a good picture of the Air National Guard and, after a careful study of the ORT report of all Air National Guard Units, we will be prepared to recommend to General Vandenberg the steps ConAC believes should be taken to enable the Air National Guard to fully accomplish its mission.

CHARLES T. MYERS
Major General, United States Air Force
Vice Commander

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August 1949

UNCLASSIFIED PRIORITY

FROM: HQ USAF

TO : CG CONAC

Nr: AFABF 37990

Reference telephone project 563 AFM 172-1 paragraph 30316 provides for travel and per diem of National Guard instructors at National Guard summer encampments. You will be advised concerning funding program FY 1950 under National Guard appropriation and projects.

DTG: 032052Z

AGIOR: 0[illegible]51

MSG CEN NO: 123

AG NO: 0672 ACTION: BUD

AG SUSPENSE: 8 August INFO : ALL DEPUTIES

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C O P Y

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
Washington 25, D.C.

5 Aug 49

AFCRF-2

SUBJECT: Plan for Gunnery and Bombing Training for the Air National Guard

TO: Commanding General
Continental Air Command
Mitchel Air Force Base
Hempstead, New York

1. As a result of a conference held at this Headquarters on 25 July 1949, a plan was developed for gunnery and bombing training for Air National Guard units. Copy of this plan is inclosed herewith.

2. It is requested that this plan be studied and your comments and/or concurrence be forwarded to this Headquarters at the earliest practical time. It is especially desired that information be provided regarding those facilities and services which it is planned will be furnished by your Command.

BY COMMAND OF THE CHIEF OF STAFF:

/s/ Lawrence F. McGuire, Major

for: C.W. SCHOTT
Colonel, USAF,
Deputy Spec. Asst. for Reserve Forces

1 Incl:
Cy of Plan for Gunnery & Bombing Trng for ANG

C O P Y

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PLAN FOR GUNNERY AND BOMBING TRAINING FOR THE AIR NATIONAL GUARD

1. Purpose: Recent Operational Readiness Tests of Air National Guard units have revealed that a weakness exists in aerial gunnery and bombing proficiency within these units. The mission of the Air National Guard makes it imperative that this proficiency be improved at the earliest practicable time. This plan is designed to provide maximum practicable aerial gunnery and bombing training for Air National Guard units within the limitations imposed by shortages of facilities and the limited amount of time which can be devoted in training activities by the personnel of the Air National Guard.

2. Statement of Problem:

a. The limited number of authorized ranges within the continental United States results in many Air National Guard units being located in excess of 200 miles from such ranges. It is impracticable to attempt to conduct aerial gunnery or bombing training from home bases when a distance of more than 50 to 75 miles from base to range is involved.

b. The normal Air National Guard unit training assembly is from 2 to 4 hours duration. It is impracticable to attempt to conduct aerial gunnery or bombing training within such a limited period of time.

c. Past experience indicates that insurmountable difficulties would be encountered in attempting to locate adequate range facilities adjacent to such Air National Guard bases. In the interest of economy it is essential that existing Air Force bases and ranges be utilized in the conduct of Air National Guard gunnery and bombing training.

3. Basic Assumptions: In the development of a practicable plan for the conduct of year around aerial gunnery and bombing training for the Air National Guard it is necessary to make the following basic assumptions.

a. In order to meet the training requirements for aerial gunnery and bombing each Air National Guard squadron must devote approximately one full weekend every other month to such activity.

b. There must be made available on every weekend throughout the year, for the exclusive use of the Air National Guard, a minimum of 12 air to ground aerial gunnery ranges and as many air to air ranges up to 12 as may be practicable.

c. "Staging" bases must make available to the Air National Guard units participating in aerial gunnery or bombing training certain services and facilities which they are incapable of furnishing for themselves.

d. Air National Guard squadrons will conduct air to air and air to ground gunnery training simultaneously.

e. Where air to air range facilities are not available adjacent to the "staging" base, camera guns will be utilized for airto air gunnery training.

f. Rapid film processing and evaluating equipment will be made available at those "staging" bases not having adjacent air to air gunnery ranges.

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g. Reimbursement for messing Air National Guard enlisted personnel and for quartering Air National Guard officers and enlisted personnel participating in aerial gunnery or bombing training will be made available from appropriations for the support of the Air National Guard.

h. Reimbusement for fuel, lubricants, parts and supplies utilized by Air National Guard units at "staging" bases will be made available from appropriations for the support of the Air National Guard.

4. Plan: It is recommended that the following plan for aerial gunnery and bombing training for the Air National Guard be approved.

a. In order to meet the training requirements for aerial gunnery and bombing training each Air National Guard tactical squadron will participate in aerial gunnery or bombing training at least one full weekend every two months. This will be accomplished through the scheduling of four unit training assemblies on two consecutive days constituting a weekend.

b. The following listed aerial gunnery and bombing ranges will be made available for the sole use of the Air National Guard on every Saturday and Sunday throughout the year:

RANGE	TYPE	ASSIGNED TO
Monomoy Point	Air to Ground Range	Continental Air Command
✓Indiantown Gap?	"	State of Pennsylvania
Fort Dix	"	Department of the Army
Eglin	"	Air Proving Ground Command
✓ Fort Knox	"	Department of the Army
Camp Atterbury	"	State of Indiana
Oscoda	"	Continental Air Command
Matagorda	"	Strategic Air Command
Smoky Hill	"	" " "
Rapid City	"	" " "
Moses Lake	"	Continental Air Command
Las Vegas	"	Air Training Command
Casco Bay	Air to Air Range	Department of the Navy
✓Atlantic City	"	" " " "
Eglin	"	Air Proving Ground Command
Oscoda	"	Continental Air Command
Matagorda	"	Strategic Air Command
Las Vegas	"	Air Training Command

c. The following listed Air Force bases will provide facilities and services for the "staging" of Air National Guard units participating in aerial gunnery and bombing training:

✓Otis AFB (ConAC	For Monomoy Pt and Cape Anne ranges
✓McGuire AFB (ConAC	For Fort Dix and Atlantic City ranges
Eglin AFB (PGC)	For Eglin Air to Ground and Air to Air Range
✓Godman AFB (Army-ConAC)	For Fort Knox range
Atterbury AFB (ConAC)	For Camp Atterbury range
Oscoda AFB (ConAC)	For Oscoda Air to Air and Air to Ground Ranges

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pid City AFB (SAC)	For Rapid City A to A and A to G Ranges
moky Hill AFB (SAC)	For Smoky Hill range
Matagorda AFB (SAC)	For Matagorda A to A and A to G Ranges
Moses Lake AFB (ConAC)	For Moses Lake range
Las Vegas AFB (TRC)	For Las Vegas A to A and A to G Range

d. The following facilities and services will be provided by the Regular orce Base designated as a "staging" base for the Air National Guard units icipating in aerial gunnery and bombing training.

(1) Arming and jam clearance area.
(2) Ammunition storage facilities for 50 caliber ball ammunition, and sub-caliber rockets.
(3) Shooting-in butts.
(4) Automotive transportation from base to range. Normally one 2½ ton truck will be sufficient.
(5) Base transportation. Normally one jeep and one 2½ ton truck will be sufficient.
(6) Buildings or tentage to provide coverage for operations and services.
(7) Gunnery range radio communications facilities.
(8) Aircraft servicing facilities.
(9) Air Sea Rescue facilities where required and available.
(10) Crash boat and crew, where necessary and available.
(11) Air base crash fire fighting equipment.
(12) Camera gun film, rapid processing and evaluation equipment.
(13) One medical officer.
(14) One officer to act as liaison between the "staging" base and the Air National Guard unit utilizing that base for aerial gunnery and bombing training. This officer should work with appropriate Air National Guard commanders so as to assure that there is complete coordination resulting in maximum effective utilization of facilities. In addition to making pre-arrangements, this officer should be available over the weekend to assist the Air National Guard unit commanders.

(15) Messing for approximately 25 officers and 35 airmen. Air National Guard units will furnish additional personnel to assist in the messing functions only at those bases which are on a care-taker status.

(16) Sleeping accommodations for approximately 25 officers and 35 airmen. Air National Guard units will not furnish personnel to assist in the servicing of sleeping accommodations.

3. Air National Guard units participating in aerial gunnery and bombing training will:

(1) Transport to the "staging" base via aircraft, in advance of the movement of the tactical aircraft, the following personnel:

2 Operations Officers
1 Range Officer
1 Armament Officer
10 Mechanics
10 Armorers

3 Operations Clerks
10 Range detail - including one radio operator-mechanic
2 Photo personnel, when camera guns are utilized.

COPY

(2) Furnish their own towing and tracking aircraft.
(3) Make arrangements with the "staging" base to either store ammunition delivered by the Air National Guard unit or to draw against base stocks for such ammunition.
(4) Furnish their own target materiel.
(5) Assure compliance by all concerned with the "staging" base base regulations and range regulations.
(6) Make arrangements with the "staging" base commander to provide for reimbursement for appropriate services and supplies utilized in connection with the Air Base functions as a "staging" base.
(7) Prepare range schedules in such a manner as to provide for the simultaneous accomplishment of air to ground and air to air gunnery training.
(8) Provide the range detail, and all personnel necessary for the maintenance of aircraft.
(9) Provide necessary personnel for operating and communications functions incident to aerial gunnery and bombing training.

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Plan for Gunnery and Bombing Training for the Air National Guard

OT 353 (5 Aug 49) 1st Ind

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Special Assistant for Reserve Forces, Headquarters United States Air Force, Washington 25, D. C.

1. It is the opinion of this headquarters that the plan for gunnery and bombing training of the Air National Guard is generally sound and can be operated where facilities, equipment and personnel are available.

2. For those Continental Air Command bases listed in paragraph 4c of inclosed plan, the following comments are offered:

a. Otis Air Force Base: All facilities are available.

b. McGuire Air Force Base: This base now assigned to Strategic Air Command and no information in regard to facilities is available.

c. Godman Air Force Base: All facilities available with exception of firing-in-butts, and camera gun film, rapid processing and evaluation equipment.

d. Atterbury Air Force Base: All facilities available except firing-in-butts, ammunition storage facilities for .50 caliber ball ammunition and sub-caliber rockets, camera gun film, rapid processing and evaluation equipment.

e. Oscoda Air Force Base: All facilities available.

f. Moses Lake Air Force Base: All facilities available.

3. In addition to those bases listed above, it is suggested that the following bases and ranges be added:

a. Dover Air Force Base: (Inactive ConAC) To be designated a permanent installation and made available for Air National Guard training.

b. Brooks Air Force Base: (ConAC) Utilized by the 181st and 182d Fighter Squadrons, ANG, using the Corpus Christi Air to Air Range which is under the jurisdiction of the Corpus Christi Naval Air Station, and the Camp Hood Ground Gunnery Range (Army jurisdiction).

4. It is believed that the following specific points included in the proposed plan need clarification:

FOR DIRECTORATE USE

Prepared by Capt HATECK

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ROUTING & COORDINATION STAFF ACTIVITY

Plan for Bomb and Gun Tng ANG, 1st Ind to Spec Asst for Resv Fcs, USAF

a. Reference paragraph 3f: Will this equipment be Regular Air Force or Air National Guard equipment and will it be operated by Regular Air Force or Air National Guard personnel?

b. Reference paragraph 3h: What procedure will be used in the establishment of stock levels for spare parts for Air National Guard units operating at staging bases? Attention is invited to the fact that aircraft assigned to the Air National Guard are of many different types, i.e., F-80's, F-51's, F-47's, B-26's and C-47's. In some instances, Air National Guard wings encompass two (2) or more states. Therefore, two (2) or more different USP&DO's will have supply accounts for support of these units.

c. Reference paragraph 4a: This headquarters concurs in the plan of utilization of one week-end each two (2) months for scheduling of four (4) unit training assemblies on two (2) consecutive days. As indicated in your plan, twenty five (25) officers and thirty five (35) airmen would be the numbers required for this training, constituting a flight echelon. However, this procedure obviously becomes a split assembly which is not in accordance with training policies of the National Guard Bureau and USAF. Clarification is requested as to what training would be accomplished by the remainder of the personnel of these units at the home station during this training period.

d. Reference paragraph 4b and c: Reference is made to Eglin Air Force Base (Air Proving Ground Command). Clarification is requested as to whether this means Eglin main or one (1) or more of Eglin auxiliary fields.

e. Reference paragraph 4d(3): On those staging bases where firing-in-butts are not available, must these facilities be constructed, and if so, will this be done with Air National Guard or USAF funds?

f. Reference paragraph 4d(4), (5), (9) and (12): Clarification is requested as to whether Air National Guard or Regular Air Force personnel will operate equipment listed in referenced paragraphs.

g. Paragraph 4d(14): Does sleeping accomodations mean only bunks and mattresses or does it include sheets, pillow cases, blankets, etc., and does it also include laundry services for those items? Will the Air National Guard reimburse the Regular Air Force for laundry services on these items, if furnished by USAF?

h. Reference paragraph 4e(9): Clarification is requested as to whether or not the statement, "and all personnel necessary for the maintenance of aircraft", also includes personnel necessary for servicing aircraft.

FOR DIRECTORATE USE

Plan for Bomb and Gun Rng ANG, 1st Ind to Spec Asst for Rsve Fcs, USAF

5. At least one (1) Air National Guard unit has expressed reluctance to staging from other than home base unless reimbursement for travel of personnel is authorized. The attached plan should include a statement as to whether per diem is authorized for those Air National Guard units staging from bases other than their home base.

6. Atterbury Air Force Base, which is an AFRTC, is already committed to maximum capacity in furtherance of the weekend Reserve training program and can contribute little or no support to the Air National Guard training program, primarily in regard to personnel and transportation. While the additional personnel can be supplied by the Air National Guard Units, the transportation facilities at the base should be augmented.

FOR THE COMMANDING GENERAL:

1 Incl
n/c

CHARLES T. MYERS
Major General, U. S. Air Force
Vice Commander

ROUTING	COORDINATION	STAFF, ACTIVITY
		CG
		VC
		LAD
		DTAO
		LCTAO
		IG
		A Insp
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		COMPTR
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Conti Form Hq-16-5
28 March 1949 //

Adjutant General's Control

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13 C-49

10 Aug 1949

ROUTINE

FROM: HQ USAF WASH DC

TO : CG CONAC

INFO: CG 4th AF

From AFOAC 39040 Reference your radio 0521252 dated 5 Aug 49. At referenced conference on 28 Oct 48 it was brought out that AN/TPS-1B is a lightweight type of equipment with limited life expectancy and that if using organizations of ANG, IE, the AC&W Squadrons (lightweight) were to be supplied with satisfactory equipment, then it would be unwise to issue on loan these radars to any other organizations of the ANG prior to the establishing of the AC&W Squadrons (lightweight). In view of the above and to insure that these radars are to be available to units scheduled to receive them as T/O&E equipment the loan to 162nd AC&W Group is not favorably considered.

DTG: 091939Z

AGTOR: 100313

MSG CEN NO: 32

AG NO: 1461

AG SUSPENSE: 12 Aug

ACTION: COMM

INFO : ALL DEPUTIES

1063

10 August 1949

UNCLASSIFIED ROUTINE

FROM: 10AF

TO : CG CONAC

AF1CPPN 536. Reference TAX your headquarters AFConACF 20160, Feb in case of 1st Lt Donald R. Cahall, it is the policy of this command that all personnel assigned to an M-D force be required to maintain proficiencies as prescribed in Regulations. When Lt Cahall was Federally recognized he indicated that he did have time available to participate in the program to the extent required. By not meeting the flying requirements he did not fulfill his contract. If the National Guard is expected to be able to perform the M-Day Mission then the personnel assigned must realize and attain the degree of proficiency required.

DTG: 092041Z

AGTOR: 010717

MSG CEN NO:

AGNO: 1542 ACTION: MIL PERS

AG SUSPENSE: 15 Aug INFO : ALL DEPUTIES

373

ROUTING	COORDINATION	STAFF ACTIVITY
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		Surg
		WAF
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Identical letter disseminated to Ninth, Tenth, Twelfth and Fourteenth Air Forces.

[illegible] 1949

Nat Guard T[illegible]

COMM 353 COMM/JSM/37

353

SUBJECT: Air National Guard Aircraft Control and Warning Unit Training Program

TO : Commanding General, First Air Force, Slocum Air Force Base, New Rochelle, New York [all ConAC AF except 4AF]

1. Since it is most difficult for representatives of the Air Forces to visit each instructor assigned to an Air National Guard Aircraft Control and Warning Unit as frequently as considered desirable the Fourth Air Force has introduced a series of monthly letters to instructors in the Fourth Air Force Area. The purpose of the monthly letters is to keep the instructor informed of new trends affecting Aircraft Control and Warning Training activities and the letters will contain information on training, operations, technical developments in communications and electronics and other subjects which deal with Aircraft Control and Warning developments.

2. Instructors have also been requested to write direct to the Director of Communications and Electronics at Fourth Air Force Headquarters, outlining the progress of training and presenting problems which they have encountered with a view to receiving assistance in solving such problems. As it is considered that many of the problems and questions presented will be of general interest to all Air National Guard Aircraft Control and Warning Units, certain of them will be answered in the general monthly letter.

3. This plan should provide a medium through which all concerned will gain a better understanding of the difficulties each is encountering and will undoubtedly be of great benefit to the Air National Guard instructors. Accordingly it is believed, that if your headquarters does not already have a similar program in effect, that this information on the Fourth Air Forces' program may be of interest.

4. The brochure, "Team Leader Guide", attached as Inclosure #1, may be of value to instructors at the Air National Guard, Aircraft Control and Warning Groups as it has proved very useful in the training program and operation of regular Aircraft Control and Warning Units.

5. This headquarters is most interested in receiving any information,

PREPARED BY JSM NOTED

ConAC Form Hq-AG 5
28 March 1949

Adjutant General's Central File Copy

L-49-248

ROUTING	COORDINATION	STAFF ACTIVITY
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Air National Guard Aircraft Control and Warning Unit Training Program (continued)

comments and recommendations which would further assist the conduct of the Air National Guard Aircraft Control and Warning Training Program.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

1 Incl:
"Team Leader Guide"
(1 cy)

EDMUND [illegible]
Captain, USAF
[illegible]

X-571

JSM

Form Hq-AG 5
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C 49

12 Aug 1949

ROUTINE

FROM: CG 10th AF

TO : CG CONAC

AF10PPO 672. Request duties and responsibilities of National Guard Air Advisors. Specifically it is desired to find out if National Guard Air Advisors can perform duties and responsibilities performed by air instructors. The reason for request, Indiana National Guard requesting authority of National Guard Air Advisors to accomplish mustering of pay rolls.

DTG: 111651Z

ACTOR: 120153

MSG CEN NO: 194

AG NO: 1848

AG SUSPENSE: 17 Aug

ACTION: MIL PERS

INFO : ALL DEPUTIES

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Inter-Office Routing Slip

SUBJECT: Plan for Gunnery and Bombing Training for the ANG

2 16 Aug Instl O&T

1. The attached plan for Bombing and Gunnery Training of the Air National Guard was developed by an "Ad Hoc" Committee of Headquarters United States Air Force which included representatives of this headquarters, including this Directorate.

2. The success of the operation of this plan will be directly proportional to the extent of cooperation obtained from all agencies involved. Although it is realized that it is not the most desirable solution to the ANG bombing and gunnery problem, it does afford a workable solution commensurate with the factors of economy that must be met by the ANG and by the United States Air Force.

3. Difficulties of operation are contemplated due to the following factors:

a. Distance from the home base to the staging base varies from 200 to 500 miles in many instances.

b. ANG units receive a days pay for a 2 hour drill period. There may be a reluctance to have 16 hours of training for 4 days pay on alternate months, instead of the present 8 hours training for 4 days pay.

c. Many ANG personnel are engaged in their civilian pursuits at least one-half day Saturday and cooperation of civilian employers is necessary to accomplish this weekend Bombing and Gunnery training.

s/ John Thompson
Lt Col
t/ W. T. ABBOTT
Colonel, USAF
Director of Instals
Ext 5112

s/ LIJ
t/ L.I.Jacobs/340
Ext 7213

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Inter-Office Routing Slip

SUBJECT: ANg Directives

1 17 Aug DO VC

1. This headquarters has prepared a detailed 3 year training program for all Air National Guard units which is already broken down into actual training periods and subjects. These directives were hand carried to Hq USAF on 2 Aug 49 and delivered to Col Schott, who is assistant to General McConnell.

2. At a conference that followed the delivery of these training directives, it was determined that the directives would be left at Hq USAF for study by the National Guard Bureau. The Guard Bureau stated that it would be approximately 20 days before they would be ready to comment on the proposed training program.

3. No agreement has been reached as to who will publish these training directives; however, at the time of the meeting it was requested that Hq USAF give consideration to having the material printed by the Government printing office due to the tremendous backlog of work which currently exists at the ConAC Printing Plant, Benjamin Harrison Air Force Base.

s/ G. S. Brown
t/ G. S. BROWN
Colonel, USAF
Acting Deputy for Operations - 1220

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18 Aug

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AFCNF-2

SUBJECT: Assignment of Instructors to the Air National Guard

TO: Commanding General
Continental Air Command
Mitchel Air Force Base
New York

1. A study has been made by the National Guard Bureau of instructors presently assigned to the Air National Guard. Same is attached hereto.

2. Following are the comments of the Chief, National Guard Bureau on the very apparent shortage of Air Instructors: "A review of the officer personnel assigned to the instructor positions listed in Appendix IX indicates that a considerable number are below the grade authorized. The relationships between instructors and unit commanders are such that the grade of instructors should be equal to that of the T/O&E grade authorized for the commanders of the units to which the instructors are assigned. It is to be noted that instructors do not have command jurisdiction over Air National Guard units and, therefore, the seniority of the instructor, although only implied, is advantageous to the instructor in his position of advising the unit commander. It has been observed that when the instructor and unit commander are of the same rank that more harmonious relationships exist between the instructor and the unit commander which, in turn, has been reflected in the efficiency of the unit."

3. It is requested that this problem be given further study by your command to determine if the senior ranks of the instructors and the number are justified and, if they are, every effort be made to fill all vacancies at the earliest practicable time.

4. There has been a feeling that one instructor only could handle the entire work on a base where there is a group headquarters and one squadron. There also has been a feeling on the part of some instructors

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AFCRF-2

that officers of junior rank could well handle the work. Furthermore, certain units that have not had an instructor for a long period of time are functioning as well as other that are provided with instructors of senior grade. These problems should be thoroughly investigated and your recommendations on same submitted at an early date.

BY COMMAND OF THE CHIEF OF STAFF:

1 Incl
Cy of Study on the Status
of Air Instructors

C. W. SCHOTT
Colonel, USAF
Deputy Spec. Asst. for Reserve Forces

29730

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Assignment of Instructors to the Air National Guard
Pers Man-R 210.65 (18 Aug 49) 1st Ind

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York 18 [illegible]

TO: Special Assistant for Reserve Forces, Headquarters, United States Air Force, Washington 25, D. C.

1. In compliance with instructions contained in basic letter, this headquarters has investigated the matters described therein. In conducting this inquiry, this headquarters established three general areas of concern and transmitted these to ConAC Air Force commanders for determination of their views. These three general areas were:

"a. Certain Air National Guard units have been without instructors for relatively lengthy periods. Yet, certain of these units appear to be functioning as well as other units which have their authorized instructors assigned. The reasons for this are not immediately apparent except for the fact that these particular units without instructors may have a more interested membership. Comments on this subject are sought.

"b. In an attempt to reduce the number of instructors it has been suggested that one instructor only handle the entire work on a base where there is a group headquarters and one squadron. Other views which would tend to reduce the number of instructors are desired.

"c. In the past it has been generally accepted that a unit instructor should be of the same grade as that authorized for the unit commander. The feasibility of assigning instructors of lower grades than this concept would permit is another matter for investigation and comment."

2. Replies to these inquiries have been received from all Air Forces of the Continental Air Command. The replies have been evaluated in this headquarters, and following are this command's comments on the three areas described in the preceding paragraph:

a. Reference paragraph 1a above. It is agreed that it is possible, although unlikely, that a unit function adequately or better without the assistance of a unit instructor. This agreement is based upon recognition of the fact that the success of the unit must inevitably depend more upon the effectiveness of the unit commander than upon the unit instructor. In brief, it might be stated that while an effective unit commander is more important than any unit instructor the best possible results may be anticipated from an effective unit commander who is aided by a competent unit instructor. Two Air Force commanders remark that it has been their experience that while units without instructors may appear superficially to be as effective as those with

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28 March 1949

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ssignment of Instructors to the Air National Guard

nstructors, in general, and assuming qualifications of unit commanders o be equal, detailed inspection will reveal that the unit without the nit instructor is normally characterized by rather spotty control and andling. The instructor is regarded as a desirable influence and iaison agency. As such, he inevitably is effective although he does ot direct or exercise control.

b. Reference paragraph 1b above. This headquarters concurs hat it is both possible and desirable to authorise only one instructor t a base where there is both a group headquarters and one squadron. t is believed that this can be accomplished with very little, if any, ffect on the efficiency of current operations. Should this one nstructor be eliminated, the squadron instructor position should be he one to be eliminated. It is also recommended that consideration e given to the elimination of the authorization for the wing Executive. his position is not regarded as essential and with present shortages f qualified personnel in the higher field grades it is not reasonable o continue this authorization. In connection with the elimination of ne instructor at those stations at which both a group headquarters and squadron are located, it is believed that separate instructors must e retained for the technical type units such as Aircraft Control and arning Units, Signal Light Construction Units and Communication Units, ven though they are at the same location with a group headquarters and ne squadron of tactical type.

c. Reference paragraph 1c above. It may be anticipated that particularly during the organisational phase of ANG units best results will be attained by providing instructors whose grade is the same as that authorised for the unit commander. Dependent upon Air Force policy, it should be feasible to reduce the grade of instructor personnel after an organisational period extending perhaps two years after Federal recognition. If it is to be Air Force policy to permit these units to operate with a minimum of Federal interference and influence - the necessary administrative supervision in units of squadron level could be provided by a company grade officer. It is believed that this represents a desirable solution for the near future. Necessary supervision of training developments can be accomplished through the medium of thorough inspections.

3. This headquarters is particularly desirous of implementing the action discussed in paragraph 2 at an early date. It will resolve problems of personnel procurement that have created difficulties for your headquarters and this headquarters for some time past.

FOR THE COMMANDING GENERAL:

CHARLES T. MYERS
Major General, U.S. Air Force
Vice Commander

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ConAC Form Hq-AG 5
28 March 1949

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Assignment of Air Instructors to the Air National Guard
AFCRF-2

2nd Ind.

Department of the Air Force, Hq. USAF, Washington 25, D. C. DEC 28 1949

TO: Commanding General, Continental Air Command, Mitchel AFB, N. Y.

1. This Headquarters concurs with the recommendation that the position of Assistant Wing Instructor (Executive) be deleted. Further, it is agreed that generally the elimination of one of the Instructor positions, when a tactical group is located on the same base as a tactical squadron, is acceptable; i.e., the Group Instructor will also perform the duties of the Squadron Instructor. Upon request of the interested State, however, consideration should be given to the assignment of a second instructor when conditions warrant and suitable personnel are available. When there are two squadrons based at the same location as the Group Headquarters, there should be, whenever possible, assigned an Assistant Group Instructor.

2. This Headquarters concurs with the recommendation that separate instructors should be retained for all technical type units such as AC/W units, Signal Light Construction Units and Communication units.

3. The recommendation that Squadron Instructors could be of company grade is not concurred in. These instructors should be of at least equivalent rank to the unit commander.

BY COMMAND OF THE CHIEF OF STAFF:

J. P. McCONNELL
Brigadier General, USAF
Deputy Spec. Asst. for Reserve Forces

1 Incl
n/c

377

Capt C.M. McGillivray/5210/vm
18 Jan 49

Hq USAF AFCRP-2
Subject: Assignment of Instructors to the Air National Guard

25 JAN 1950

PO&R 320.3 (18 Aug 49) 3rd Ind

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Assistant for Programming, Headquarters United States Air Force, Washington 25, D.C.

1. Based on the preceding indorsements request the requirement of this command for Air National Guard Officer Instructors be established as follows:

Total	Required Grades Col	Lt Col	Maj	Capt
158	50	63	36	9

2. Inclosure Number 2 is a list of Air National Guard units by location showing instructor requirements. Grades indicated are equal to that authorized the unit commander by the appropriate T/O&E.

3. Requirement for an instructor at 1810th Engineering Aviation Co., Portland, Oregon, is included. This unit has been authorized activation and the Federal recognition inspection completed.

4. Approval of the above, while decreasing Continental Air Command instructor requirements by 39 spaces, requires an increase of 17 colonel spaces in the PAV. Adjustment within ConAC allocation to provide the increase is not feasible.

FOR THE COMMANDING GENERAL:

CHARLES T. MYERS
Major General, U.S. Air Force
Vice Commander

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ROUTING	COORDINATION	STAFF ACTIVITY
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		Pub
		Admin
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		A SURG
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		AJA
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		Mil Pers
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DEPARTMENTS OF THE ARMY AND THE AIR FORCE
NATIONAL GUARD BUREAU
WASHINGTON 25, D. C.

Aug 18 1949

CSNGB-AFC

SUBJECT: Required Information on Air National Guard Aircraft Control and Warning Equipment and Procedures

TO : Commanding General
Continental Air Command
Mitchel Air Force Base
Long Island, New York

1. It is the understanding of the Chief, National Guard Bureau that Air National Guard Aircraft Control and Warning Squadrons as reorganized and newly organized under the USAF Interim Air Defense Plan will direct their training toward operation of the following types of Radar Stations:

GCI Station (AN/CPS-6B)
GCI Station (AN/CPS-6C)
Early Warning Station (AN/CPS-1 or AN/CPS-5)
Lightweight Early Warning Station (AN/TPS-1B)

2. Information on Aircraft Control Procedures and the type of Plotting Equipment used in USAF installations or planned for use in USAF installations of the types listed above is required by this Bureau for the following planning purposes:

a. Requirements of Air Installations Branch of this Bureau for information contributory to the design of buildings to house the training activities of the various types of Air National Guard Aircraft control and Warning Squadrons. The space allotted to an Operations Room is an important element in such design and accurate estimate for such space allotment can only be based upon definite information as to the type of Plotting Equipment to be used or simulated.

b. This Bureau does not anticipate success in procuring additional modern type Plotting Equipment from USAF supply agencies due to present shortages in this type of equipment and plans to provide funds for local purchase of material for improvisation of Plotting Equipment are under consideration. Information is required to guide such a project in the direction of uniformity and accurate integration into Air Defense Plans.

3. It is, therefore, requested that this Bureau be furnished the required information outlined above. In addition, your comments and/or recommendations on paragraphs 2a and 2b are invited.

/t/ KENNETH F. CRAMER
Major General
Chief, National Guard Bureau

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Required Information on Air National Guard Aircraft Control and Warning Equipment and Procedures
COMM 353 (18 Aug 49) 1st Ind

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York, 31 Aug 1949

TO: Director of Communications, Headquarters USAF, Washington 25, D. C.

1. The information requested in paragraph 2 of basic correspondence is available in the office of the Director of Installations, Deputy for Materiel, your headquarters. Though much of the basic information relative to design of the radar operations buildings was furnished by, or in coordination with this headquarters, the final plans for the various buildings have not been forwarded to this command. It is believed that if these plans can be reviewed by the National Guard Bureau, the request for information on operations room size, etc., will be satisfied.

2. In regard to paragraph 2. b., of basic correspondence, the plotting equipment to be used in all radar station operations rooms will be of the vertical transparent or translucent type upon the front of which the polar grid and Air Defense grid has been drawn. Plotting is then done from the rear of the board; plots being marked with "china marking " pencils or a similar type of "grease" pencil. The plotting board to be used with the AN/CPS-6B radar is similar to the vertical plexiglass board furnished as part of the AN/CPA-7 equipment, which is used with AN/CPS-1 and AN/CPS-5 radars. It is understood, however, that for the AN/CPS-6B, this transparent board will be replaced by a translucent screen of a circular design when projection plotting equipment becomes available. Equipment here referred to is the AN/UFA-2.

3. It is to be noted that plotters using the vertical transparent or translucent plotting boards must be trained in writing backwards on the back side of the board so that the information presented is readily readable by controllers and supervisory personnel in the operations room. Observations of recent training exercises have shown the need of this training for National Guard Aircraft Control and Warning plotters.

FOR THE COMMANDING GENERAL:

/st/ EDMUND LAUDER
Captain, USAF
Asst Adj Gen

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AFCRF-2 Col Evans/esd/4160
wrtn 19 August 1949

Air Marshal W. A. Curtis
Chief of the Air Staff
Department of National Defense for Air
Ottawa, Canada

Dear Air Marshal Curtis:

We are heartily in accord with your suggestion that joint exercises be held between the Reserve Units of the RCAF and the USAF Air National Guard. To this end, Continental Air Command was authorized on 9 August 1949 to coordinate joint training exercises involving these units within the First Air Force area. On 19 August, upon request of Continental Air Command, this authority was extended also to the Fourth, Ninth and Tenth Air Force areas, thus permitting the exercises to be conducted over the entire breadth of the two countries.

Unfortunately, there are no funds available for the conduct of special exercises, therefore, the proposed joint exercises must be conducted by the Air National Guard units as a part of their regular Air Base or Field Training. This, we feel, can be accomplished satisfactorily.

In the conduct of these joint exercises, we have authorized all Aircraft Control and Warning Units to also participate.

We feel that these exercises will be of great benefit to the Air Reserve units and the conduct of same will be a fine demonstration of the friendly relation and cooperative spirit existing between our two great countries. It is hoped such exercises may be a continuing program and that in the future we may set up a budget covering same.

Sincerely,

HOYT S. VANDENBERG
Chief of Staff, United States Air Forces

AFCRF

Inclosure #1

180

19 August 1949

ROUTINE

UNCLASSIFIED

FROM: HQ USAF

TO : CG CONAC

INFO: CG 12AF

From AFOOR 40996. This headquarters has been informed that the Air National Guard units on maneuvers at San Marcos, Texas, will be organized into a reinforced wing type organization, as per AF Regulation 20-15, for experimental purposes. 2 officers from the organizational planning branch, organization division, assistant for programming, DCS/O, this headquarters, will attend these maneuvers from 23 August through 26 August for the purpose of advising and assisting the implementation of this plan.

ACTION: Mil Pers

INFO : CG
VC
AG
IG

DTG: 181904Z

AGTOR: 190522

MSG CEN NO: 122

AG NO: 3342

AG SUSPENSE: 23 August

HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

IN REPLY
REFER TO: O&T 353

SUBJECT: Plan for Gunnery and Bombing Training for the Air National Guard

TO : Commanding General,
Ninth Air Force,
Langley Air Force Base, Virginia

1. Attached as Inclosure No. 1 is copy of letter from Headquarters, United States Air Force, File No. AFCRF-2, subject as above, and copy of Plan for Gunnery and Bombing Training for Air National Guard.

2. It is requested that this plan be studied and your comments and/or recommendations as to the feasibility of supporting the proposed plan be forwarded to this headquarters, to arrive not later than 22 August 1949.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

1 Incl:
Ltr, Hq, USAF,
subj as above,
w/Plan for Gun
& Bomb Tng, ANG

9AF 353 (1 Aug 49) 1st Ind. OT

HEADQUARTERS NINTH AIR FORCE, Langley Air Force Base, Virginia 22 AUG 1949

2341

TO: Commanding General, Continental Air Command, Mitchel Air Force Base, New York

1. This Air Force believes that it is feasible to support the proposed plan for gunnery and bombing training for Air National Guard units with the additions listed below. Recommend that the following additions be made to the proposed plan for the reasons outlined.

a. Reference paragraph [illegible], recommend that the Dover air-to-ground gunnery range and that portion of the Atlantic City air-to-air gunnery range controlled by Ninth Air Force be added to the plan.

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Hq ConAC, Mitchel AFB, N.Y.
[illegible] 353 1 August 49
Subject: "Plan for Gunner & Bombing Training for the ANG"

1st Ind. (Cont'd)

b. Reference Paragraph 4c, recommend that Dover Air Force Base be included in the list of "staging" Air Force Bases.

(1) The McGuire air-to-ground gunnery range is presently used by Air National Guard Squadrons of Ninth Air Force, but has proven inadequate due to the limited facilities and the large number of National Guard Squadrons in the Ninth Air Force and First Air Force area presently using them.

(2) Dover Air Force Base is presently being used by the Air National Guard Wings of the Air Force for summer encampment. There is an excellent air-to-ground gunnery range and rocket range adjacent to this base and maximum utilization can be maintained with a minimum of effort. This Air Force controls a portion of the Atlantic City air-to-air gunnery range which is approximately fifty (50) miles from Dover Air Force Base.

2. Strongly recommend that these additions be included in the proposed plan for gunnery and bombing ranges for Air National Guard.

FOR THE COMMANDING GENERAL:

Everett W. Zuehl

1 Incl:
n/c

EVERETT W. ZUEHL
Lt. Col., USAF
Adjutant General

no further action required
Info extracted
Perm. File
C.W.H.
O+T

Jod

31[illegible]2

182

DEPARTMENTS OF THE ARMY AND THE AIR FORCE
NATIONAL GUARD BUREAU
WASHINGTON 25, D. C.

CSNGB-AFLS 22 August 1949

SUBJECT: Class 27 Property Selected from AMC-SD-SP-1033 Report for Utilization in Training by the Air National Guard

TO: The Adjutants General of all States, Territory of Hawaii, Puerto Rico, and the District of Columbia

ATTN: USP&DO and National Guard Base Supply Officer

400 NG

1. Reference is made to letter this Bureau, CSNGB, dated 1 June 1948, subject as above, setting forth list of Class 27 property available to the Air National Guard without reimbursement.

2. Inclosure No. 1 indicates the balances of Class 27 property presently available at various Air Force installations. Attached as Inclosure No. 2 is a list of the Air Force installations where this property is located. Each installation has been assigned a code number which will be shown on the consolidated list of property to indicate the location of the property.

3. Property listed under all classifications except Class 26 were allocated to the Air National Guard for stock purposes or to augment present authorized quantities. Property listed under Class 26 was allocated for school and training purposes and should be most useful for instructional purposes during the Armory drill periods.

4. The clothing items, as listed under Class 13, are in most cases non-standard items of personal flying equipment but were retained for possible augmentation to authorized items of personal flying equipment and also, to provide clothing for use by the present authorized permanent Air Technicians who are required to perform their duties under all types of climatic conditions.

5. It is requested that the consolidated list be reviewed as to the quantities and items desired to meet the requirements of the Air National Guard units as set forth above. Requisitions will be prepared for property desired, as set forth in paragraphs 13 and 262 d. (1), Air Force Manual 67-1. The requisitions will be prepared by class or sub-class and on the installation where property is located, and forwarded direct to this Bureau, Attention: Supply Branch, Air Logistics Group, Air Force Division. Upon receipt of the requisition by this Bureau they will be screened against the available quantities and if the quantity requisitioned is not considered excessive, and sufficient stocks remain available, the requisition will be approved and forwarded to the appropriate Air Force installation where the property is located for final supply action.

2476

CSNGB-AFLS
SUBJECT: Class 27 Property Selected from AMC-SD-Sp-1033 Report for
Utilization in Training by the Air National Guard 22 Aug 49

6. It is recommended that a note substantially as follows be placed on each requisition:

> NOTE: The items listed on this requisition were allocated to the Air National Guard from Class 27 property being held at your installation from property selected from AMC-SD-SP-1033 Report of Property.

7. Since this property cannot be retained at the present Air Force installation for an indefinite period, it is requested that requisitions for the property desired be submitted with the least possible delay.

8. It is further requested that these requisitions be screened carefully both as to quantities requested and whether they are in consonance with your needs, in the event that supply of a particular item is exhausted the Bureau will delete from the requisition these items and you will be so notified.

9. Requisitions for the items set forth on the inclosed list should be processed through this Bureau by not later than 1 November 1949. After that date all remaining items of clothing and equipment will be turned back to USAF for disposal.

FOR THE CHIEF, NATIONAL GUARD BUREAU:

Robert V. Dunn
ROBERT V. DUNN
Colonel, USAF
Chief, Air Logistics Gp
Air Force Division
National Guard Bureau

2 Incls
1. List of Class 27 property
2. List of installations

Copies furnished:

Hq USAF, Attn: AFMSP-1	(5)
Hq ConAC, " NG Br	(10)
Hq AMC " MCMSXO-45	(10)
Air Materiel Area Depots Attn: Area Activities Branch	(5)
Hq ea numbered Air Force	(5)
Ea NG Base Supply Officer	(2)
Ea Air Instructor	(1)
Ea Air Force Installation on Incl 2	(2)

DEPARTMENTS OF THE ARMY AND THE AIR FORCE
NATIONAL GUARD BUREAU
WASHINGTON 25, D. C.

182

CSNGB-AFLS 22 August 1949

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CSNGB-AFLS
SUBJECT: Class 27 Property Selected from AMC-SD-Sp-1033 Report for
Utilization in Training by the Air National Guard 22 Aug 49

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FOR THE CHIEF, NATIONAL GUARD BUREAU:

Robert V. Dunn

ROBERT V. DUNN
Colonel, USAF
Chief, Air Logistics Gp
Air Force Division
National Guard Bureau

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1. List of Class 27 property
2. List of installations

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Air Materiel Area Depots Attn: Area Activities Branch	(5)
Hq ea numbered Air Force	(5)
Ea NG Base Supply Officer	(2)
Ea Air Instructor	(1)
Ea Air Force Installation on Incl 2	(2)

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CLASS 27 PROPERTY ALLOCATED TO THE AIR NATIONAL GUARD FOR STOCK OR SCHOOL PURPOSES

CLASS	STOCK NO.	NOMENCLATURE	QUANTITY	CODE NO. LOCATION
03A	4002-A632S-07	PROPELLER ASSY, 3 Blade 11' Dia. P39	1 Ea	1
	4002-A632S-C1	PROPELLER ASSY, 3 Blade 11' 7"	3 Ea	1
	4002-A632S-C4	PROPELLER ASSY, 11' 7" Dia. P39N, P39Q	7 Ea	1
	4013-AAF639645-5	PROPELLER ASSY, 3 Blade, 11' 3" Dia.	2 Ea	1
	4013-AAF644400	PROPELLER ASSY, 3 Blade 11' 6" Dia.	39 Ea	1
03D	1505-4305-PL 392257-1	CARBURETOR ASSY, Type NA-R6	8 Ea	1
	1505-4305-PL 392 189-3	CARBURETOR ASSY, Type PD 12K2	1 Ea	1
	4303-PLA2281A3	CARBURETOR ASSY, 1685HA	2 Ea	1
	4305-PL39224-10	CARBURETOR ASSY	1 Ea	1
	4305-PL395011-4	CARBURETOR ASSY, Type PD 12K6	1 Ea	1
	4305-PLA30130-11	CARBURETOR ASSY, C Type PT-13E1	1 Ea	1
	4305-PLA 30162-10	CARBURETOR ASSY, PT 12J1	1 Ea	1
05A	6200-3390938-555	SEXTANT, Type A10A	13 Ea	12
	6210-1160	COMPUTER TRUE AIR SPEED, Type G-1	62 Ea	1
	6217-67907	COMPUTER TRUE AIR SPEED, Type G-1	119 Ea	1
	6220-42D531	COMPUTER TRUE AIR SPEED, Type G-1	196 Ea	1
13	8300-165200	CYLINDER OXYGEN BAIL-OUT, Type H-1, Gage	4357 Ea	4
	8300-224375	CYLINDER OXYGEN BAIL-Out Type H-1, Gage	341 Ea	4
	8300-298650	GLOVES, FLYING WINTER Type A10, Size 9½	46 pr	15
	8300-298650	GLOVES, FLYING WINTER Type A10, Size 9½	3707 Ea	4
	8300-298650	GLOVES, FLYING WINTER Type A10, Size 9½	2 pr	11
	8300-298750	GLOVES, FLYING WINTER Type A10, Size 10½	40 pr	16
	8300-33600	GOGGLE ASSY, FLYING, Type B-7 (Clear Lens)	56 pr	4
	8300-396015	HELMET, FLYING, Intermd Type, All (medium)	1926 Ea	1
	8300-416175	HELMET, FLYING, Summer Type A-1 (Small)	126 Ea	1
	8300-416175	HELMET, FLYING, Summer Type A-9, (Small)	61 Ea	16
	8300-416175	HELMET, FLYING, Summer A-9 (Small)	6194 Ea	4

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CLASS	STOCK NO.	NOMENCLATURE	QUANTITY	CODE NO. LOCATION
13	8300-416175	HELMET, FLYING SUMMER Type A-9 (small)	5 Ea	15
	8300-416150	HELMET, FLYING SUMMER Type A-9 (large)	1 Ea	16
	8300-416125	HELMET, FLYING SUMMER Type A-9 (large)	206 Ea	15
	8300-416125	HELMET FLYING SUMMER Type A-9 Large	1754 Ea	16
	8300-416100	HELMET FLYING SUMMER TYPE A-9 Ex Large	1838 Ea	16
	8300-439080	HELMET FLYING WINTER TYPE B-6 small	6 Ea	4
	8300-439070	HELMET FLYING WINTER TYPE B-6 medium	975 Ea	4
	8300-439070	HELMET FLYING WINTER TYPE B-6 medium	635 Ea	16
	8300-439070	HELMET FLYING WINTER TYPE B-6 medium	4 Ea	15
	8300-439050	HELMET, FLYING WINTER TYPE B-6 extra	26 Ea	15
	8300-492700	JACKET, FLYING WINTER SIZE 36	3 Ea	4
	8300-492700	JACKET, FLYING WINTER Spec AN-J-4 Sz 36	22 Ea	15
	8300-492715	JACKET, Flying Winter Spec AN-J-4 Sz 42	1 Ea	15
	8300-525000	JACKET, FLYING WINTER Type B-3 Sz 40R	41 Ea	15
	8300-541020	JACKET, FLYING WINTER Type B-6 Sz 36	11 Ea	1
	8300-541260	JACKET, FLYING WINTER Type B-6 Sz 38	31 Ea	15
	8300-541130	JACKET, FLYING WINTER Type B-6 Sz 44	2 Ea	16
	8300-541260	JACKET, FLYING WINTER Type B-6 Sz 46R	36 Ea	4
	8300-543000	JACKET, FLYING WINTER Type B-7 Sz 38R	10 Ea	16
	8300-541380	JACKET, FLYING Type B-7 Sz 44R	17 Ea	16
	8300-541625	JACKET, FLYING Type B-9 Sz Spec 3156	1 Ea	10
	8300-541600	JACKET, FLYING WINTER Type B-9 Quilted, Sz 36	87 Ea	15
	8300-541600	JACKET, FLYING WINTER Type B-9 Sz 36	2 Ea	10
	8300-541600	JACKET, FLYING WINTER Type B-9 Quilted Sz 36	61 Ea	16
	8300-541610	JACKET, FLYING WINTER Type B-9 Sz 38	16 Ea	1
	8300-541625	JACKET, FLYING WINTER Type B-9 Sz 44	5 Ea	4
	8300-595915	MASK, OXYGEN, Type A-14, small	70 Ea	4
	8300-595910	MASK, OXYGEN Type A-14 small	50 Ea	12
	8300-722000	SHOES, FLYING WINTER Type A-6 medium	4 pr	1
	8300-726220	SHOES, FLYING WINTER Type A-10 medium	10 pr	4
	8300-726210	SHOES, FLYING WINTER Type A-10 large	90 pr	4
	8300-800000	SUIT, FLYING SUMMER Type A-4	6 Ea	1
	8300-795000	SUIT, FLYING SUMMER TYPE A-4 Sz 38	438 Ea	15
	8300-799000	SUIT, FLYING SUMMER Type A-4 Sz 46.	20 Ea	16

CLASS	STOCK NO.	NOMENCLATURE	QUANTITY	CODE NO. LOCATION
13	8300-799000	SUIT, FLYING SUMMER Sz 46 OD	31 Ea	15
	8300-800000	SUIT, FLYING SUMMER Type A-4 Sz 48	17 Ea	16
	8300-802000	SUIT, FLYING SUMMER Type A-5 Sz 36	27 Ea	4
	8300-933080	TROUSERS, FLYING Type 39H4826	729 pr	16
	8300-878600	TROUSERS, FLYING INTER TYPE A-9 Sz 36	9 pr	10
	8300-878610	TROUSERS, FLYING Int Type A-9 Sz 40	1050 pr	16
	8300-879505	TROUSERS, FLYING WINTER Medium Sz 38	5 pr	4
	8300-879505	TROUSERS, FLYING WINTER Medium Sz 38	9 pr	1
	8300-924000	TROUSERS, FLYING WINTER Type A-3 Sz 42 Stout	10 pr	1
	8300-917000	TROUSERS, FLYING WINTER, Type A-3 Sz 36	2 pr	1
	8300-928000	TROUSERS, FLYING WINTER Type A-3 Sz 46	5 pr	1
	8300-927000	TROUSERS, FLYING WINTER Type A-3 Sz 46	37 pr	4
	8300-928000	TROUSERS, FLYING WINTER Type A-3 Sz 46R	9 pr	15
	8300-917000	TROUSERS, FLYING WINTER Type A-3 Sz 36R	920 pr	4
	8300-919000	TROUSERS, FLYING WINTER Type A-3 Sz 38R	1 pr	15
	8300-933020	TROUSERS, FLYING WINTER Type A-5 Sz 36	1 pr	1
	8300-933020	TROUSERS, FLYING WINTER Type A-5 Sz 36	1336 pr	15
	8300-933020	TROUSERS, FLYING WINTER TYPE A-5 Sz 36R	311 pr	16
	8300-933040	TROUSERS, FLYING WINTER Type A-5 Sz 38R	519 pr	16
	830093308C	TROUSERS, FLYING WINTER Type A-5 Sz 40	52 pr	4
	8300-933080	TROUSERS, FLYING WINTER TYPE A-5 Sz 40R	2387 pr	15
	8300-933120	TROUSERS, FLYING WINTER Type A-5 Sz 42	15 pr	4
	8300-933140	TROUSERS, FLYING WINTER Type A-5 Sz 42	18 pr	4
	8300-933180	TROUSERS, FLYING WINTER Type A-5 Sz 44R	552 pr	15
	8300-933220	TROUSERS, FLYING WINTER TYPE A-5 Sz 46	5 pr	1
	8300-933200	TROUSERS, FLYING WINTER Type A-5 Sz 46	591 pr	4
	8300-933300	TROUSERS FLYING, WINTER Type A-5 Sz 50	75 pr	4
	8300-933330	TROUSERS, FLYING WINTER TYPE A-6 Sz 40R	2 pr	4
	8300-933330	TROUSERS, FLYING WINTER Type A-6 Sz 40R	1 pr	1
	8300-933600	TROUSERS, FLYING WINTER Type A-8 Sz 36	59 pr	15
	8300-933605	TROUSERS, FLYING WINTER Type A-8 Quilted Sz 38	79 pr	4
	8300-933605	TROUSERS, FLYING WINTER Type A-8 Quilted Sz 38	130 pr	15
	8300-933605	TROUSERS, FLYING WINTER Type A-8 Quilted Sz 38	331 pr	16
	8300-933615	TROUSERS, FLYING WINTER Type A-8 Quilted Sz 42	356 pr	16

CLASS	STOCK NO.	NOMENCLATURE	QUANTITY	CODE NO. LOCATION
13	8300-933620	TROUSERS, FLYING WINTER Type A-8 Sz 44	3 pr	16
	8300-879505	TROUSERS, FLYING WINTER Type 35 Sz 38	149 pr	16
	8300-879510	TROUSERS, FLYING Med Type T-35 Sz 40	85 pr	1
	8300-934420	TROUSERS, Outer and Insert Flying Electric Heater Type F-2 Sz 40	155 pr	4
	8300-957000	VEST, KNITTED Type C-2 Sz 48	16 Ea	16
25-B	8700-007630	BAG, PAPER WATERPROOF RECT ENVELOPE 18" x 30"	5194 Ea	4
	8700-363803	INK, MARKING, SALVAGE, KRAFT, BLACKOUT, BROWN	43 Gals	4
	8700-363812	INK, MARKING (1 Gal Can)	922 Cans	4
	8700-370555-6	INK, STENCIL, BLACK (1 Gal Can)	80 Cans	4
26	1500-3300-348015800	BRUSH, 3H2715/B10	92 Ea	9
	2900-106250	CAMERA-GUN 24V Type An-N-4, 35mm Lens Spec 106250 - 75 - 251	1 Ea	13
	2900-106225	CAMERA-GUN, 16mm, 24V Type AN-N-4, 35mm Lens Spec 31156 Bell & Howell	1 Ea	13
	4305-PLA-30139-5	CARBURETOR	2 Ea	7
	4305-PLA-30213-4	CARBURETOR ASSY	1 Ea	8
	1500-1600-341036000	DYNAMOTOR UNIT, PE-94-A	1 Ea	9
	1500-1600-341090000	DYNAMOTOR UNIT, PE-94-B	1 Ea	9
	8200-238000	ENERGIZER, EXTERNAL Type A-3 Ground Instructional Purposes Only	84 Ea	
	4836-RD-4585	FUEL PUMP TRANSFER	56 Ea	[illegible]
	1500-6136-31854	GAGE ASSY, Manifold Pressure	1 Ea	9
	4246-91A987GR3	GENERATOR ASSY, Engr Dr	1 Ea	2
	4246-91A987GR2	GENERATOR ASSY, Engr Dr	2 Ea	2
	4220-2CM80B3	GENERATOR ASSY, Engr Dr	14 Ea	2
	4220-2CM63B2A	GENERATOR ASSY, Engr Dr	1 Ea	2
	6145-AAF158552	GENERATOR TACH Model 75254	10 Ea	3
	4002-6500450	GOVERNOR ASSEMBLY	82 Ea	14
	4013-4L11GIJ	GOVERNOR ASSY, Prop Appl B-26, B-25C,C54	5 Ea	6
	4006-1000008	GOVERNOR ASSY Prop Cont Appl B26B1, 826A, BC	10 Ea	6
	6101-102341	INDICATOR, FUEL MIXTURE Type A-7	2 Ea	9
	6101-11609-1	INDICATOR, FUEL MIXTURE Type B-6	4 Ea	9
	6101-11609	INDICATOR, FUEL MIXTURE Type B-6	1 Ea	9
	6145-AAF232761	INDICATOR TACH MODEL 545 Type 70E	11 Ea	3
	6145-AAF232760	INDICATOR TACH MODEL 545 Type 70	23 Ea	3
	6145-AAF232758	INDICATOR TACH MODEL 545 Type 56P	16 Ea	3
	6145-AAF232757	INDICATOR TACH MODEL 75254	30 Ea	3
	4836-RD-5530	PUMP ASSY, FUEL	82 Ea	2
	1500-1600-265252620	RADIO SET, SCR 522-A	1 Ea	[illegible]

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CLASS	STOCK NO.	NOMENCLATURE	QUANTITY	CODE NO. LOCATION
26	6600-663350	RAFT, PNEUMATIC Type C-2, 1 Man Ground Instructional Purposes Only	84 Ea	6
	1500-1600-205051000	REEL	3 Ea	9
	1505-760-R3	STARTER ASSEMBLY	3 Ea	4
	1505-540-R12	STARTER ASSEMBLY	4 Ea	4
	1505-426-10A	STARTER ASSEMBLY	7 Ea	4
	4213-447-18A	STARTER ASSEMBLY ELECT INERTIA	1 Ea	2
	4213-447-14A	STARTER ASSEMBLY ELECT INERTIA	3 Ea	2
28B	5300-716460	SHIP MODEL BRITISH BEAGLE DESTROYER	931 Ea	5
	5300-716483-3	SHIP MODEL BRITISH CAPETOWN LIGHT CRUISER	697 Ea	5
	5300-716484	SHIP MODEL BRITISH COVENTRY ANTI-ACFT CRUISER	813 Ea	5
	5300-716553	SHIP MODEL BRITISH FURIOUS ACFT CARRIER	825 Ea	5
	5300-716657-4	SHIP MODEL BRITISH HERMES ACFT CARRIER	32 Ea	5
	5300-716750	SHIP MODEL BRITISH MALAYA BATTLESHIP	716Ea	5
	5300-716910	SHIP MODEL FRENCH DUNQUERQUE BATTLESHIP	675 Ea	5
	5300-716985	SHIP MODEL FRENCH REQUIN SUBMARINE	969 Ea	5
	5300-717000	SHIP MODEL FRENCH SUFFERN HEAVY CRUISER	781 Ea	5
	5300-717883-32	SHIP MODEL U. S. CIMARRON TRANSPORT	615 Ea	5
	5300-717950	SHIP MODEL U. S. HOUSTON CRUISER	419 Ea	5
	5300-717965	SHIP MODEL U. S. MAHAN DESTROYER TENDER	527 Ea	5
	5300-717987	SHIP MODEL U. S. NAUTILUS SUBMARINE	619 Ea	5
	5300-718065	SHIP MODEL U. S. NORTH CAROLINE BATTLESHIP	426 Ea	5
	5300-718090	SHIP MODEL U. S. RANGER ACFT CARRIER	525 Ea	5

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AF INSTALLATION	LOCATION	CODE NUMBER
MAAMA	Middletown, Penna	1
OCAMA	Oklahoma City, Okla	2
SAAMA	Sacramento, Calif	3
832d Spec Depot	Topeka, Kans	4
830th Spec Depot	Memphis, Tenn	5
831st Spec Depot	Shelby, Ohio	6
Walker Air Force Base	Roswell, N Mex	7
Scott Air Force Base	Belleville, Ill	8
Bolling Air Force Base	Washington, D C	9
Selfridge Air Force Base	Mt Clemens, Mich	10
Langley Air Force Base	Hampton, Va	11
Kearney Air Force Base	Kearney, Nebr	12
Chanute Air Force Base	Rantoul, Ill	13
Spokane Air Force Base	Spokane, Wash	14
San Bernardino Air Force Base	San Bernardino, Calif	15
Rome Air Depot, Griffiss Air Force Base	Rome, N Y	16

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HEADQUARTERS
CONTINENTAL AIR COMMAND
INTEROFFICE ROUTING SLIP

REGISTER NO				
SUSPENDED TO				
EXTENDED TO				
CLASS	ADM	MISC	HIST	PERS

FILE:

SUBJECT: Class 27 Property Selected from AMC Rpt of Utilization in Tng by ANG

NO	DATE	FROM	TO	Number and date each entry - show date of dispatch. Show staff division or office in FROM-TO columns. Sign each entry legibly - show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
1	15/9	O&T	AG	1. Noted. 2. One copy withdrawn for file in O&T. Two copies withdrawn and forwarded to DM for information and file. R. B. LIBBEY Capt., USAF Ext 2201 DOLF E. MUEHLEISEN Colonel, USAF Dir of Oprs & Tng

This is in reply to correspondence bearing AG Register No.________ which was suspended to (date)________

ConAC FORM HQ-AG 1
10 December 1948

Do not detach from correspondence

L-49-66

EXTRACT COPY
353

183

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

22 August 1949

Colonel B. M. Allison, USAF
Senior Air Instructor
54th Fighter Wing, ANG
Marietta Air Force Base
Marietta, Georgia

Dear Dick:

* * * *

Reference your comments concerning the preparation of comprehensive training programs for Air National Guard units, this Headquarters has already prepared a detailed three-year training program for each type of Air National Guard unit. These programs are arranged to indicate the actual training periods and subjects to be taught and support our ConAC training standards.

These training programs were hand-carried to Headquarters United States Air Force, 2 August 1949, and delivered to Colonel Schott, General McConnell's assistant, for coordination with the National Guard Bureau.

Our printing plant at Benjamin Harrison Air Force Base has a tremendous backlog of work which precludes the publication of these programs by Continental Air Command in the near future. However, I hope that Headquarters United States Air Force will comply with our request to have the material printed by the Government Printing Office at an early date.

* * * *

Sincerely,

CHARLES T. MYERS
Major General, United States Air Force
Vice Commander

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COPY
(353)

184

CONTINENTAL AIR COMMAND
INTEROFFICE ROUTING SLIP

Subject: Trng Programs for Armament and Photographic Volunteer Reserve Training Flights

Maj Fleming/1249

1 23Aug O&T DRF DP

1. This directorate is in the process of preparing training programs for Armament and Photographic Volunteer Air Reserve Training Flights. This project was established 15 June 1949, at which time action was taken to compile the necessary material and initiate the preparation of subject programs in accordance with paragraph 7b of proposed AF Regulation 45-23, which stated that specialized training programs would be prepared by the Continental Air Command. This project was listed in the semi-monthly "Report of Continental Air Command Projects", 30 June 1949, and in subsequent reports.

2. The primary reason for initiating the project within this directorate was to insure that the training schedules for each air force would be uniform and sufficient in scope to fully indoctrinate the volunteer air reservist in all phases of air force armament and photography. Due to the high degree of specialization required in these fields it was felt advisable that this directorate closely monitor the preparation and implementation of these training programs.

3. Reference is made to paragraph 10d, ConAC Letter 45-13, 15 August 1949. This paragraph states that ConAC Air Force Commanders are charged with the responsibility for the preparation of training programs for each type of specialized flight, as indicated by paragraph 7b, AF Regulation 45-23. In view of the fact that considerable time and effort has already been contributed toward the accomplishment of this project, it is the opinion of this directorate that the project should be continued and completed within this headquarters.

4. In the event the above is concurred in, it is recommended that the attached letters be dispatched to prevent any duplication of effort in the preparation of these programs.

s/t ROBERT A. WYS
Lt Colonel, USAF
Chief, Armament Div

DOLF E. MUEHLEISEN
Colonel, USAF
Dir of Opns & Trng

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EXTRACT COPY
210.65

DEPARTMENT of the AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
Washington 25, D. C.

25 August 1949

AFPMP-1-R

SUBJECT: Assignment and Relief of Air Instructors and Advisors

TO : Commanding General, Continental Air Command, Mitchel Air Force Base, New York

1. In order to assure continuity in the training of Air National Guard units the following policy regarding the assignment and relief of Air Instructors and Advisors will be followed.

2. In the assignment of instructors to the Air National Guard program, the dates of assignment and relief will be so fixed as to allow at least two weeks of concurrent duty of the new instructor with the old instructor in order that the new instructor may be properly instructed in his duties prior to the departure of the old instructor.

* * * *

6. Only under the most exceptional circumstances will an instructor be relieved prior to the arrival of his replacement. In any such case prior concurrence of the state Adjutant General concerned will be secured by this headquarters through the National Guard Bureau.

BY COMMAND OF THE CHIEF OF STAFF:

s/ C. D. Sannkalt
Colonel, USAF
for A. W. TINGES
Major, USAF
Office, Dir of Mil Personnel

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UNCLASSIFIED

13

25 Aug 1949

PRIORITY

FROM: CG 12th AF

TO : CG CONAC

OT 1229.

The report as required by your letter OT353, subject: Plan For Gunnery And Bombing Training For The ANG, dated 11 Aug 49 was airmailed to your HQ 23 Aug 49. One additional comment is submitted as follows: In the past 1 ANG squadron under the jurisdiction of this command has indicated a desire not to stage from a base other than home base without reimbursement to personnel concerned. If par 4D (14) and (15) of USAF Staff Study is intended to provide for such reimbursement, it is anticipated that ANG units under jurisdiction of this command will offer no objection to staging from AF bases. If reimbursement will not be available to ANG personnel incurring additional expense, then difficulties are anticipated.

DTG: 242230Z

AGTOR: 242243

MSG CEN NO: 36

AG NO: 4459

AG SUSPENSE: 30 Aug

ACTION: O & T

INFO : CG

VC

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RR JEGC

DE JEPC 7A

R 311311Z

FM HQ USAF WASHINGTON DC

TO COMGENCONAC MITCHEL AFB NY

AF GRNC

AFCRF-5A 43612 Cite AFConAC instl 22354 dtd 26 Aug 49. The policy of funding for Air National Guard costs and USAF Reserve costs when there is a joint occupancy of a facility by these Reserve forces is undergoing Air Staff review at this time. Your hq. will be advised as soon as practicable on this subject. Pnding publication of this policy current operating procedures will apply.

CFN AFCRF-5A 43612 22354 26 49
31/1330Z Aug

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ROUTING	COORDINATION	STAFF ACTIVITY:
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Request for Amendment to Air Defense Command Letter
[illegible] 353 (16 Aug 49) 1st Ind O&T/RHJ/341

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Commanding General, Ninth Air Force, Langley Air Force Base, Virginia

JDK 1. Request contained in basic communication not favorably considered for the following reasons:

a. Air Defense GCI missions are an integral part of the ORT and afford a realistic means of determining the operational efficiency of both fighter units and ground control units.

b. Invaluable training for both ground crews and air crews is accomplished during subject missions.

2. Experience gained during preceding months has indicated to this headquarters and to the Air National Guard fighter units and ground control units undergoing Operational Readiness Tests the lack of proficiency prevalent and the necessity for continuing this training.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

X-321

ConAC Form Hq-AG 5
28 March 1949

Adjutant General's Central File Copy

L-49-24

COPY

180

SUBJECT: NGB Air Memorandum 60-9, 25 Apr 49. 23 Jun 49

CSNGB-AFOTO 2nd Ind Aug 30 1949

Hqs., Depts of the Army and the Air Force, National Guard Bureau,
Washington 25, D. C.
THRU: Chief of Staff, United States Air Force, Washington 25, D. C.
TO: Commanding General, ConAC, Mitchel AFB, Long Island, New York

1. The National Guard Bureau has determined from past experience that 70% of Air National Guard accidents are the result of pilot proficiency. To eliminate these accidents it is the prerogative of the unit commanders, both Air Force and National Guard, to establish minimums above those required by the Chief of Staff, United States Air Force. These minimums may be required by the unit commander to be performed only in the tactical equipment assigned to the unit. The Flying Safety Section, USAF, has determined, from past experience, that proficiency does not come from flying fifth hours from New York to California non-stop and then return, but from the number and frequency of the flights.

2. Therefore, to eliminate pilot proficiency accidents and maintain a constant rate of proficiency from month to month, the National Guard Bureau inserted paragraph 2 and circulated NGB Air Memo 60-9. It should be hoted that the word "recommend" and "should" have been used in lieu of "request" and "will." It still remains the unit commander's prerogative to maintain unit flying requirements above the minimum outlined by Chief of Staff, USAF. Paragraph 7c, AFR 35-16 does not specifically state the minimum number of hours of required flight duty. It is further to be noted that the minimum number of hours monthly prerequisite to receiving flight pay for the Regular Air Force and the Air National Guard are not the same, but are pro rated. The provision of NGB Air Memo 60-9 establishing minimum monthly requirements is in accordance with paragraph 7b, AFR 35-16, quote, "in the accomplishment of flying duties required."

3. It is felt that the establishment of minimum monthly requirements by the National Guard Bureau backs the squadron commander in his desire to have all his pilots flying monthly. The provisions of AFR 60-2 as made applicable to the Air National Guard are the direct result of efforts of the National Guard Bureau to have a goal for the pilots to shott at, not only yearly, but also monthly. This establishes a minor mission for each pilot to accomplish and gives him a basic task to perform.

4. Reference is made to paragraph 3 of basic letter. Your attention is invited to paragraph 3, NGB Air Memo 35-2 in that pilot will be ordered before a Central Evaluation Board when the recommendations of the local boards are not concurred in. It is further impossible to convene boards of senior officers from other Air National Guard units in view of the cost involved and inability of civilian guardsmen to leave their daily livelihood.

H-295

1099

Paragraph 5, NGB Air Memo 35-2 states that when a pilot is directed to meet a Central Flying Evaluation Board, invitational orders will be requested. Invitational orders are to cover the expenses involved as a result of orders from the state Adjutant General.

5. Headquarters, USAF has instructed the National Guard Bureau that, due to the difference in personnel and the problems involved, AF Regulations could not always be written acceptable to both services. AFR 60-2 and 35-2 have not been coordinated with and approved by the Chief, National Guard Bureau as being applicable to air units of the Air National Guard in their entirety. However, National Guard Bureau Air Memorandum 60-9 and 35-2 have been coordinated with Headquarters, USAF as acceptable.

6. This bureau feels that uniform administrative policies are now in effect and that the referred to memorandums and directives meet the needs of the Air National Guard.

s/t/Kenneth F. Cramer
Major General
Chief, National Guard Bureau

H-295

8

C O P Y
325

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AFOOP-B 325 3rd Ind

Department of the Air Force, Headquarters USAF, Washington, 25, D.C.
23 Oct 49

TO: Commanding General, Continental Air Command, Mitchel Air Force Base, New York

1. Due to budgetary limitations the minimum flying requirements for the Air National Guard have been re-established to coincide with allotted funds.

2. At present AFR 60-2 and AFR 35-16 cannot be made applicable to National Guardsmen in their entirety, due to the vast difference in personnel problems. It is not necessary for National Guardsmen to appear before evaluation boards when their appearance necessitates long trips or materially interferes with their civilian livelihood. Therefore, it is necessary to make certain specific changes, which are explained in the 2nd Indorsement hereto.

BY COMMAND OF THE CHIEF OF STAFF:

st/ G. F. McGUIRE
Colonel, USAF
Chief, Operations Division
Directorate, Plans & Opns

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

190

AFCRF-2

AUG 30 1949

SUBJECT: Air National Guard Training Program

TO: Commanding General
Continental Air Command
Mitchel Air Force Base
New York

1. The Air Division, National Guard Bureau, has reviewed the Training Directives prepared by your command for the training of the Air National Guard. Following are the comments submitted regarding same and their recommendations that a conference be held to finalize the subject matter to be contained in the directive being prepared by the Bureau and the one prepared by your headquarters:

"1. a. The total training time available in Conac program is based upon unit assemblies of four (4) hours each. Although provisions are made by current directives authorizing unit training assemblies of four (4) hours duration, only a minimum of two (2) hours per week is required. The program should provide for this differentiation in basic time available by setting up an alternate procedure. This adjustment can be accomplished by reducing general military training time after the first year and reducing ground operation training time.

"b. General instructions for inaugurating and implementing this program should indicate that individual instruction is the primary phase of the program and that full time will be utilized to qualify individuals in their respective specialty prior to their entrance into section and unit training. This will not preclude some on-the-job training of a sectional or unit nature while undergoing individual training.

"2. a. The Conac program makes no provision for individual specialist training. It immediately goes into sectional and unit training. For example, only six (6) hours of sectional classroom training is allotted to propellers. In Annex 3, Ground Operational Training, an additional ten (10) hours is allotted to engine and propeller changes. A propeller specialist will need at least eighty (80) hours individual training. The Air National Guard individual specialist training program now being developed will supplement Conac program in this respect. All men should take individual specialist training until they become semi-skilled and are ready for sectional and unit training. A semi-skilled rating might also be obtained by means of former service, civilian experience or attendance at service school. In such case, he would be ready for sectional and unit training. Otherwise, he ordinarily will need the first three (3) years to complete basic military and individual specialist training.

"b. A chart for individual specialist training has not been included in Conac record forms.

"c. The Air National Guard individual specialist program is based upon the minimum two (2) hour unit training assemblies. However, additional time is desirable in order to progress more rapidly and train more thoroughly. The program can easily be expanded to include the additional time as outlined in the Conac four (4) hour per unit assembly program.

"d. The ConAC program provides forty-eight (48) hours for sectional classroom training, thirty-seven (37) hours for general military training and thirty (30) hours of operational training by specified subjects. After the first year, the general military training time can be reduced to a few hours (6 hours) and the balance (109 hours) be devoted to individual specialist training. Sixty (60) hours per annum are still left for OJT as outlined in Annex 3 to permit the section to perform its assigned tasks. Upon completion and awarding of semi-skilled rating individuals will be ready for sectional and unit training as outlined in Conac program.

"3. a. Thirty-seven (37) hours of each year is allotted to general military training and all personnel are required to participate with exception of field grade officer in certain cases. Even though the unit trains in four (4) hour assemblies, it is more desirable to devote the additional time thus made available to technical training than to repetitious general military training. If unit training assemblies are limited to two (2) hours, it will be impossible to devote more than five (5) or six (6) hours per year after first year to general military training. Also personnel with former service and those otherwise appropriately qualified, need not repeat subjects in which they are well trained but should be advanced as rapidly as their experience and ability will permit.

"4. a. The Conac and Air National Guard programs can be combined to provide for individual training but the instructions will require revision to indicate the methods and means by which this combination is to be accomplished by the unit commander.

"b. Recommend that a conference between Headquarters, Conac, and Air National Guard personnel be held to incorporate and combine the phases and content of the two (2) programs."

15

H-321

2. It is requested that you set a date, as soon as possible after 4 September, for your training group to meet at this headquarters with representatives of the Air Division, National Guard Bureau, to make the final determination of the changes in each directive and the publication of same.

BY COMMAND OF THE CHIEF OF STAFF:

L McGuire, Major
for J. P. McCONNELL
Brigadier General, USAF
Deputy Spec. Asst. for Reserve Forces

BASIC: Ltr fr Hq, CONAC, Mitchel Air Force Base, New York, 31 Aug 49,
subj: Asgmt of ANG Instructors.

AF10PPN 210.65 1st Ind. EGC/jwb

HEADQUARTERS, TENTH AIR FORCE, Benjamin Harrison AF Base, Indiana.

TO: Commanding General, Continental Air Command, Mitchel AF Base, New York.

1. Reference par 2a, basic communication. It has been the experience of this Headquarters that Air National Guard Units operating entirely without USAF instructors have not progressed on a comparable basis with units having the benefit of instructor supervision. Whereas superficial inspections might indicate that comparable progress is being made without instructors, detailed inspections by the Inspector General, this headquarters, do not support such conclusions.

2. Reference par 2b, basic communication.

a. The suggestion that the number of instructors required may be reduced in those instances where a group headquarters and one squadron of similar type are both at the same location, is concurred in. A single instructor, recommended to be the group instructor, might well perform the instructional workloads of the group headquarters and the one (1) squadron simultaneously. Such a plan would reduce instructor requirements by one (1) per group.

b. It is further suggested that the Wing Executive, as authorized by Annex IX, the Army Air Force Plan, be deleted. Resultant saving, one (1) officer per Wing.

c. It is the opinion of this Headquarters that separate instructors must be retained for the technical type units such as Aircraft Control and Warning Units, Signal Light Construction Units, and Communication Units, even though they are at the same location with a group headquarters and one (1) squadron, of tactical type.

d. The saving for this Command, based upon above deletions, and/or consolidations would be three (3) Colonels and eight (8) Lt. Colonels.

3. Reference par 2c, basic communication. It is recommended that the grade authorizations which currently exist be retained, i.e., that the instructors be of the same grade as the Unit Commander.

a. Experience has proven that instructor-state relations are more harmonious, with consequent increased instructor effectiveness, wherein the Air Instructor is assigned in the grade presently authorized.

b. Further, it has been determined that where the unit instructor is of the same grade as the Unit Commander, the supervision and instruction is more readily accepted by the Unit Commander with resultant

1st Ind to CG CONAC AF1OPPN 210.65 to Basic ltr fr Hq CONAC, Mitchel AF Base, NY. 31 Aug 49, subj: Asgmt of ANG Instructors (cont'd).

greater efficiency of operation and training.

c. However, this Headquarters is aware that it is frequently difficult to furnish instructors in the same grade as authorized in all instances. Orientation of the State Adjutant Generals concerned will enhance understanding of this situation.

FOR THE COMMANDING GENERAL:

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HEADQUARTERS TWELFTH AIR FORCE
BROOKS AIR FORCE BASE, TEXAS

SEP 30 1949

CG 210.68

SUBJECT: Assignment of Air National Guard Instructors

TO: Commanding General,
Continental Air Command,
Mitchel Air Force Base, New York.

1. Reference paragraph 2 letter your headquarters, subject as above, file Pers Man-R 210.68, dated 31 August 1949 and TWX AFCONAC Pers Man-R 25439, the following comments are submitted:

a. Experience in this Air Force area has indicated that Air National Guard units without Regular Air Force instructors make very little progress toward the M-Day goal. The only exception to the preceding statement, was in the case of the 63rd Fighter Wing Headquarters and that unit's progress is largely attributed to the fact that one of the Group Instructors devoted part of his time, as an additional duty, to Wing problems and that permanent caretaker personnel were on duty. It is strongly recommended that each Air National Guard unit, particularly Squadrons, Groups and Wings have Regular Air Force instructors on duty at all times. If instructors are not on duty, the Air Force can expect the majority of units to become negligent in following directives and in the care of government property.

b. This headquarters concurs in the suggestion that one (1) instructor only perform all instructor duties on an Air National Guard Base where there is a Group Headquarters and one (1) Squadron. It is believed that a consolidation of the Group and Squadron instructor offices under the above systems would effect a savings in personnel with little, if any, effect on the progress of the units involved. With reference to the Sergeant Instructor, SSN 791, assigned to the Group Instructor's Office, it is highly recommended that this position be filled by an Air Force Supply Technician, SSN 826. The above consolidation and change in Sergeant Instructors was effected within the Oklahoma-ANG Instructor organization and has proved very satisfactory. The reduction of one instructor in the case of consolidating Group Headquarters and Squadron Instructor Offices is the only reduction recommended by this headquarters.

c. The advisability of assigning instructors of lower grades than presently authorized to Air National Guard units has been given careful consideration. This headquarters is of the opinion that much can

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OG
Subj: Assignment of Air National Guard Instructors.

be gained by the Air Force and more progress expected from the Air National Guard if the instructor assigned has the grade equal to that of the Commanding Officer of the unit to which he is assigned. It is highly recommended that Senior Air Instructors who are, by regulation, advisors to the State Adjutants General hold the rank of Lt. Col. while on Squadron assignments and Colonel when assigned to Group and Wing positions.

2. The composition of Air National Guard Units dictates close lisison with the Regular Air Force and in view of the mission of the Air National Guard in an M-Day situation, it is believed to be false economy to consider a reduction in either the number or authorized ranks of Air Instructors.

FOR THE COMMANDING GENERAL:

GAYLARD W. MAGNESS
1st Lt USAF
Asst Adj Gen

191

HEADQUARTERS
FIRST AIR FORCE
FORT SLOCUM, NEW YORK

SEP 22 1949

IN REPLY
REFER TO: OG 210.65

SUBJECT: Assignment of Air National Guard Instructors

TO : Commanding General, Continental Air Command, Mitchel AF Base, New York

1. Reference is made to letter your headquarters, subject: "Assignment of Air National Guard Instructors", 31 Aug 49, file: Pers Man-R 210.65.

2. In compliance with paragraph 3 of above cited letter, the following remarks are submitted:

a. All of the ANG units in this Air Force area have commissioned and/or non-commissioned air instructors assigned. With the exception of a Signal Construction Company (Light) and two Fighter Squadrons, all of the units which have only a non-commissioned air instructor assigned are located on a base with another unit, or units, possessing commissioned air instructors able to handle additional units. In the case of the Signal Company the non-commissioned instructor possesses a technical MOS pertinent to his function and there appears to be no adverse criticism. One Fighter Squadron is located at a distance approximately 15 miles from the base of the Group Air Instructor and is assisted by him. The other Fighter Squadron has only recently been Federally Recognized and a commissioned instructor has been nominated to fill the authorization.

(1) It should be noted that, although the duties of an air instructor are most important and can definitely affect the efficiency of a unit, the character of an organization depends upon its commander. An effective Commanding Officer can have a good organization without an air instructor and an ineffective Commanding Officer can have a poor organization despite a good instructor. However, it is felt that the most desirable situation, and one which makes most probable the excellent organization, is an effective Commanding Officer and an effective air instructor.

b. This headquarters has been assigning instructors on the basis of one officer to each airbase containing a Group headquarters and one Squadron. This has worked out quite well except that in one case it has been found necessary to nominate another commissioned instructor for the Squadron because the Group instructor, although on the same airbase, has additional duties which require too much of his time to permit him to function effectively as instructor for the Squadron.

Subject: Assignment of Air National Guard Instructors (Cont'd)

c. It should not be necessary that the Air Instructor be of equal rank as that authorized for the unit Commanding Officer (this would require a Brigadier General in the case of a Wing). The Air Instructor exercises no command jurisdiction and can act only in the capacity of advisor. Conversely, no instructor is subject to the command of any National Guard officer or State official. An officer of the Regular Air Force should be able to perform all of his authorized functions as an instructor regardless of his rank. However, for reasons of prestige and effectiveness, it is desirable that an instructor be of a rank that is compatible with the duties of the unit Commanding Officer.

FOR THE COMMANDING GENERAL:

W. T. COLEMAN
Lt. Col., USAF
Asst Adj Gen

EXTRACT COPY
210.65

HEADQUARTERS
CONTINENTAL AIR COMMAND
Inter-Office Routing Slip

SUBJECT: Reallocation of ANG Instructor Authorizations

1 31Aug P&O O&T
DO
DP
VC

1. Recommend disapproval of basic request in view of the following:

a. The Ninth Air Force is authorized thirty-four (34) officers and seventy-two (72) airmen for duty as ANG instructors. The requirement was established and justified in 1947 by the National Guard Bureau in collaboration with Headquarters USAF and is based on the number and type of units. For the entire ANG program, one hundred and ninety-seven (197) officers and four hundred and eighteen (418) airmen spaces are authorized.

* * * *

e. It is the opinion of this office that one of the reasons the ANG program has progressed to its present state is because of the number, grades and quality of Instructors allocated and to reduce this would deter the program correspondingly.

* * * *

s/t/ LANDON

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Inter-Office Routing Slip

SUBJECT: Reallocation of ANG Instructor Authorisations

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1. Recommend disapproval of basic request in view of the following:

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* * * *

c. It is the opinion of this office that one of the reasons the ANG program has progressed to its present state is because of the number, grades and quality of Instructors allocated and to reduce this could deter the program correspondingly.

* * * *

s/t/ LANDON

1112

193

HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

31 AUG 1949

IN REPLY
REFER TO: Pers Man-R 210.65

SUBJECT: Assignment of Air National Guard Instructors

TO : Commanding General, Fourth Air Force, Hamilton Air Force Base, Hamilton, California (Same to all AF)

1. A recent study prepared by the National Guard Bureau concerning the assignment of instructors to the Air National Guard has been forwarded to the Chief of Staff, United States Air Force. This study concerns itself with the present procedures for the assignment of instructors, numbers authorized, numbers assigned, vacancies and significance of these vacancies.

2. As a result of this study, certain questions have been raised and in general all of them center about three areas of inquiry. These are:

a. Certain Air National Guard units have been without instructors for relatively lengthy periods. Yet certain of these units appear to be functioning as well as other units which have their authorized instructors assigned. The reasons for this are not immediately apparent except for the fact that these particular units without instructors may have a more interested membership. Comments on this subject are sought.

b. In an attempt to reduce the number of instructors it has been suggested that one instructor only handle the entire work on a base where there is a group headquarters and one squadron. Other views which would tend to reduce the number of instructors are desired.

c. In the past it has been generally accepted that a unit instructor should be of the same grade as that authorized for the unit commander. The feasibility of assigning instructors of lower grade than this concept would permit, is another matter for investigation and comment.

3. The Chief of Staff, United States Air Force has requested the comments of this headquarters concerning these three broad areas. It is requested that consideration be given to this matter and that your views be submitted to this headquarters at an early date.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

[illegible] MURPHY
LT. COL., USAF
ASST ADJ GEN

8 OCT 1949

Assignment of Air National Guard Instructors
PPO-210.65 (31 Aug 49) 1st Ind.

Headquarters Fourth Air Force, Hamilton Air Force Base, Hamilton, California

TO: Commanding General, Continental Air Command, Mitchel Air Force Base, New York

1. In compliance with basic communication, comments of this headquarters pertaining to the three areas of inquiry listed therein are as follows:

a. There are four Air National Guard Units in the Fourth Air Force area without officer instructors as authorized. These units consist of one Fighter Group and three Engineer Aviation Units. The three Engineer Aviation Units have suffered to a large extent in not having a qualified officer instructor assigned. Previous inspections of these units indicate that the training performed is spotty and poorly administered, which appears to be principally caused by the lack of qualified officer instructor personnel.

b. This headquarters is in agreement with the suggestion that where a group and squadron of the Air National Guard are located on one base, one instructor might serve both units. This has been true in this area in the case of a Fighter Group and a Fighter Squadron at Portland, Oregon, and is possible at Van Nuys and Alameda, California. It is believed advisable to consider also the elimination of the authorization for an executive officer to the senior wing instructor as these duties can be adequately handled by an instructor.

c. It is not recommended that lower grades be authorized, as it is extremely important that the instructor have an equal standing with the commanding officer of a unit in order to receive the respect and confidence of the personnel in that unit. All of the units have many combat experienced personnel who cannot be expected to have complete confidence in an instructor who does not at least have the experience which they possess.

2. In addition to the above, this headquarters requested the comments of its four senior Air instructors in this area. These comments are attached as inclosures 1-4 hereto.

FOR THE COMMANDING GENERAL:

[illegible]

H. L. FULLER
Lt. Col. USAF
Adjutant General

4 Incls:
1 - Comments 69th Wg Sr Adv(Wash)
2- " 61st Wg Sr Adv (Calif)
3 - " 62d Sr Adv (Calif)
4 - " Sr Adv to AG (Calif)

13814

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HEADQUARTERS
CONTINENTAL AIR COMMAND
INTEROFFICE ROUTING SLIP

FILE:

SUBJECT: Air National Guard Training Program

[illegible]GISTER NO					
[illegible]SPENDED TO					
EXTENDED TO					
CLASS	ADM	MISC	HIST	PERS	

N[illegible]	[illegible]TE	FROM	TO	Number and date each entry - show date of dispatch. Show staff division or office in FROM-TO columns. Sign each entry legibly - show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
1	2 Sept	O&T	DO VC	1. Reference the attached letter from Hq USAF. It was arranged by telephone conversation this date, that the training group would attend a conference at 1100, 7 September 1949 in the Pentagon on the subject of Air National Guard Training Directives. Request concurrence in the comments outlined in Paragraph 2 below as embodying the general tenor of the views of this headquarters.

2. The following comments are submitted on specific criticisms of the National Guard Training Directives which have been prepared and submitted to Hq USAF:

"1. a. This headquarters was instructed in a telephone conversation with Colonel Schott, Office of the Special Assistant to the Chief of Staff for Reserve Forces on 8 June 1949 to prepare National Guard Training Directives on the basis of 16 hours a month of inactive duty training and further instructed to schedule 175 hours per annum on essentially the same basis as the Air Force Reserve Training Program.

"b. It is not agreed that general instructions for inaugurating and implementing this program should indicate that individual instruction is the primary phase of the program. The National Guard units as a whole have been operating as units for a considerable period. It is considered that emphasis on individual training should be given priority only in the case of raw recruits and personnel without basic MOS training. It is further considered that the amount of individual training necessary for an individual to receive prior to participating in the program as outlined in the directives prepared by this headquarters should be left to the discretion of the unit commander.

"2. a. It is agreed that the Air National Guard Individual Specialized Training Program, if properly developed, will supplement the directives prepared by this headquarters for the units of the Air National Guard and will provide unit commanders with a guide to the individual training necessary for raw recruits and other unskilled personnel.

(Cont'd next page)

This is in reply to
correspondence bearing
AG Register No.________
which was suspended
to (date)________

ConAC FORM HQ-AG 1
10 December 1948

Do not detach from correspondence

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L-49-66

HEADQUARTERS
CONTINENTAL AIR COMMAND
INTEROFFICE ROUTING SLIP

SUBJECT: Air National Guard Training Program

STER NO
SUSPENDED TO
EXTENDED TO

CLASS	ADM	MISC	HIST	PERS

NO	[illegible]	FROM	TO	Number and date each entry - show date of dispatch. Show staff division or office in FROM-TO columns. Sign each entry legibly - show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
1	2Sept	C&T	DO VC	Cont'd. "b. No chart for individual specialized training was included in the directives prepared by this headquarters. However, such training can be recorded on the forms submitted. "c. The amount of training time which is to be required of National Guard units must be determined by Hq USAF in coordination with the National Guard Bureau. "d. It is not agreed that 6 hours a year of General Military Training would be sufficient for personnel of the Air National Guard. It is assumed that at least 4 hours of this 6 hours would have to be devoted to qualification in arms. This would provide practically no time for enhansement of the individual's general military knowledge in such subjects as Air Force concepts, special weapons, first aid, leadership and aircraft recognition. It would eventually lead to an Air National Guard inferior in general military knowledge to the Organized Air Reserve. "3. a. The same comment submitted as for 2. d. "4. a. Concur. b. Concur." T. ROSENWALD, Maj, USAF Asst Spec Proj O. Ext 4248 Concur Howard F. Nichols Col. Dep Div O&T.
2	6/9	DO	O&T	Gen Thatcher has approved. G S Brown

ComAC FORM HQ-AG 1
10 December 1948

Do not detach from correspondence

This is in reply to
correspondence bearing
AG Register No.__________
which was suspended
to (date)__________

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Inter-Office Routing Slip

SUBJECT: Equipment Shortages, ANG

1 6 Sep DRF DM 1. This letter and others that we will receive from ANG Units on equipment shortages, should not be forwarded. It should to to the I.G. to be incorporated in the whote ANG picture' letter that Hqs ConAC is now preparing.

s/ Paul Mesaris, CWO
for R. KYLE Jr.,
Colonel, USAF
DRF
Ext 1145-46

---

2 6 Sep DM IG This was being forwarded in order to get some definite answers as well as for info.

s/ A

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RR JECC

DE JEPC 207A

R 092037Z

FM HQ USAF WASH DC

TO COMGENCONAC MITCHEL AFB HEMPSTEAD NY

AF GRNC

FROM AFAFN 45464 REDR AFCONAC 23432, DTD 7 SEP 49.

IN ACCORDANCE WITH PARAGRAPH 38, AFR 173-5 AND PARAGRAPH 44, AFR 35-4820, PERDIEM RATES FOR OFFICER AND ENLISTED INSTRUCTORS WHILE ON TEMPORARY DUTY AT SUMMER ENCAMPMENTS OF THE AIR NATIONAL GUARD WAS ESTABLISHED IN PARAGRAPH 13C (2) LETTER, NATIONAL GUARD BUREAU, 1 MARCH 1949, SUBJECT: "INSTRUCTIONS AND FIELD TRAINING OF NATIONAL GUARD (AIR UNITS)" WHICH READ AS FOLLOWS:

"OFFICERS AND ENLISTED INSTRUCTORS OF THE REGULAR USAF ATTENDING FIELD TRAINING WILL BE PAID $7.00 PER DIEM, PLUS TRANSPORTATION, WHILE ENROUTE TO AND FROM SUMMER ENCAMPMENTS. FOR THE REMAINDER OF FISCAL YEAR 1949 AND FOR FISCAL YEAR 1950 THE FOLLOWING RATES ARE PRESCRIBED FOR REGULAR USAF INSTRUCTORS WHILE ACTUALLY AT CAMP/PER DIEM OF $4.00

196

COPY

PAGE TWO JEPC 207A

PER DAY WITH DEDUCTION OF $2.00 PER DAY FOR OFFICERS OR ENLISTED MEN WHEN GOVERNMENT QUARTERS ARE AVAILABLE."

AFOREQUOTED INSTRUCTIONS AMENDED, EFFECTIVE 1 JULY 1949, BY WAR DEPARTMENT MESSAGE WCL 27230 WHICH READ AS FOLLOWS:

"CONFIRMING VERBAL ORDERS OF THE CHIEF, NATIONAL GUARD BUREAU, EFFECTIVE 1 JULY 1949, THE PROVISIONS OF PARAGRAPH 13C(2), LETTER, NATIONAL GUARD BUREAU, SUBJECT/ 'INSTRUCTIONS FOR FIELD TRAINING OF NATIONAL GUARD (AIR UNITS) FISCAL YEAR 1950' IS AMENDED AS FOLLOWS: SO MUCH OF THE LAST SENTENCE AS READS 'PER DIEM OF $4.00 IS CHANGED TO READ (PER DIEM OF $7.00'."

CFN 45464 23432 7 49 38 173-5 44 35-4820 13C (2) 1 1949 $7.00 1949 1950 $4.00 $2.00 1 1949 27230 1 1949 $4.00 $7.00

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197

HEADQUARTERS TENTH AIR FORCE
Benjamin Harrison Air Force Base, Indiana

Office of the Commanding General 8 Sep 1949

353

SUBJECT: Narrative Report of Field Training Minnesota ANG Units - Duluth

TO : Commanding General, Continental Air Command, Mitchel AFB, N.Y.

1. Reference Change 2, paragraph 20.1, NGR 48, 4 May 48, the attached narrative report concerning the Minnesota ANG units, stationed at Duluth, Minnesota, is submitted. (See inclosure1)

2. In view of existing shortages of equipment, personnel and a lack of qualified personnel, as indicated by the statistical data, these units are not ready for combat service.

* * * *

s/ Paul L. Williams
t/ PAUL L. WILLIAMS
Major General, USAF
Commanding

1 Incl
a/s

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13

8 Sep 1949

ROUTINE

FROM: CG 12th AF

TO : CG CONAC

FB460 For Director of Budget

In compliance with your TWX AFCONACBUD 22593 the following FY 1950 information relative to travel requirements of this command under appropriation ANG Project 563 are submitted:

A. National Guard Summer Encampment

TRIPS	COST PER TRIP	ESTIMATED REQUIREMENTS
98	$108.21	$10,605.00

B. Administrative Inspections

175	64.91	3,109.00

C. Instructor Travel

83	12.00	996.00

D. Other Travel

76	15.50	1,182.00

The CG of the 63rd Fighter Wing has advised this HQ of his desire to hold the next summer encampment during June 1950. Should this be approved estimate requirement for this camp will be the same as in paragraph A above. The 1st quarter FY 1950 requirements are those shown in A above.

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UNCLASSIFIED 8 Sept 1949 C-44

PRIORITY

FROM: CG 9th AF, Langley AFB, Va.

TO : CG CONAC

FROM 9AF FB 0224.

Reference your message CONAC BUD 22593 dated 29 August 1949 the following estimates are submitted to cover the travel requirement for this headquarters with reference to Air National Guard activities:

Requirements for First Quarter Fiscal Year 1950

	NO OF TRIPS	COST PER TRIP	TOTAL
A. National Guard Summer Encampmant	117	51.41	6,015.00
B. Administrative Inspections	21	20.85	438.00
C. Instructor Travel	123	63.51	UNIQEMEQ
D. M Other	11	25.09	276.00
Total First Quarter	272	53.42	14,542.31

Annual Requirement For Fiscal Year 1950

	NO OF TRIPS	COST PER TRIP	TOTAL
A. National Guard Summer Encampment	122	49.59	6,050.00
B . Administrative Inspections	380	32.53	12,359.00
C. Instructor Travel	145	55.71	8,077.31
D. Other	44	25.82	27,622.31
Total Annual Requirement	692 Rpt 691	39.99	27,622.31

These amounts do not include charges for ferrying of NB aircraft as per your instructions. In these computations each traveler was considered to be one trip. Computations were based on the expectation that military aircraft

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DTG:	062145Z	ACTION:	BUD
AGTOR:	071445	INFO :	CG
MSG CEN NO:	132		VC
AG NO:	6870		AG
AG SUSPENSE:	12 Sep		IG

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8 Sept 1949

PRIORITY

FROM: CG 9th AF, Langley AFB, Va.

TO : CG CONAC

FROM 9AF FB 0224.

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Total Annual Requirement	692 Rpt 691	39.99	27,622.31

These amounts do not include charges for ferrying of NB aircraft as per your instructions. In these computations each traveler was considered to be one trip. Computations were based on the expectation that military aircraft

From 9AF FB 0224 (contd)

would be the mode of travel on all trips except for 20 per cent of the inspection trips by the Inspector General in such cases where lack of landing facilities, bad weather or lack of aircraft would prevent use of aircfaft. This 20 per cen figure was an 840.00 of the total. First Quarter total is proportionally large because the summer encampment was held during this period with the result that charges for instructor travel and expenses or ORT and other administrative inspections have been included.

DTG: 081315Z
AGTOR: 080126
MSG CEN NO: 149
AG NO: 7147
AG SUSPENSE: 13 Sept

ACTION: BUDGET
INFO : CG
VC
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9 Sept 1949

ROUTINE

FROM: CG 12TH AF

TO : CG CONAC

CG 1302 reference TWX AFCONACOT 20051 and letter your Hq, file OT 121.2, subject: "budget estimates for National Guard Field Training (form 50)" dated 11 Aug 49, the following information is submitted: a survey of the field training sites within this area indicates that San Marcos AFB comes nearer to meeting all requirements set forth in letter your Hq, file OT 210.455, subject: active duty training stations for RES Forces ORGS, than any other base available within this command . It is estimated that San Marcos AFB could be heldin standby status utilizing apporx 2 officers, 12 airmen, and 8 civilians plus a cost of $1500 to $2000 per month for supplies and utilities. Such personnel would have to be suppleimented during periods of active duty training. The estimated cost in completely opening, paying utilities, extra civilian labor and closing San Marcos during summer encampments of the reserve forces is approx $25,000. However, this Hq has been informally advised that the Air Training Command is currently in the process of closing San Marcos AFB and will have all installed equipment removed and shipped to other training command bases in approx 2 weeks. If your Hq concurs in the recommendation that San Marcos be made a permanent training site for reserve forces within this area it is requested that immed action be taken to stop the dismantling and shipping away of installed equipment now available at San Marcos. In the event any of the installed equipment is shipped away, the above estimated for opening the base for a summer encampment

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will have to be increased in proportion to the replacement cost of the equipment removed.

DTG: 082215Z

AGTOR: 090421

MSG CEN NO: 48

AG NO: 7295

AG SUSPENSE: 14 Sept

ACTION: O&T

INFO : CG

VC

AG

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

13 September 1949

PM 333.1

SUBJECT: Security at Air National Guard Installations

TO : Commanding General, First Air Force, Slocum Air Force Base, New Rochelle, New York
ATTN: Inspector General

1. This headquarters is in receipt of a number of security inspection reports of Air National Guard installations which reflect inadequate security measures being taken to protect United States Government property.

2. These reports were referred to the Chief, National Guard Bureau, Department of the Army, Washington 25, D.C., Attention: Air Force Division.

3. The reply from the Chief of the National Guard Bureau on the above mentioned correspondence is quoted for your information and guidance:

> "1. Under the terms of Section 87 of the National Defense Act, the States are responsible for the security of Government property issued to them for the use of the Air National Guard. One of the requirements for Federal Recognition is a statement from the Adjutant General that the State is able to "receive, store and protect Government property'.
>
> 2. In cases where facilities are inadequate, this Bureau will entertain requests for modifications, rehabilitation, extension or construction, as required, from the respective Adjutant General."

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

s/ V H Murphy
t/ V. H. MURPHY
Lt Col., USAF
Asst Adj Gen

Similar Ltr to CG's 4th, 9th, 10th, 12th and 14th Air Forces, ConAC

C O P Y
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ACP:285

TO&E Shortages
M&S 400 (23 Aug 49) 1st Ind

14 Sep 1949

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio

1. The shortage of TO&E equipment indicated by attached reports are indicative of a condition that is seriously hindering the training and critically reducing the combat efficiency of practically all units of the Air National Guard.

2. In view of the responsibilities delegated to this headquarters under the provisions of paragraph 3a(3)(a), AF Regulation 23-1, 11 January 1949, request that this command be furnished detailed information on the following:

a. Whether plans for the equipping of the 514 unit program of Air National Guard requires the equipping of these units in accordance with the TO&E under which they are organized.

b. Inasmuch as "Air National Guard Equipment Authorizations," previously furnished all Air National Guard units by your headquarters, do not include all TO&E property authorized by applicable TO&Es, information is requested as to thir significance.

c. Whether any additional equipment is available in Air Force stock for issue to Air National Guard units on a non-reimbursable basis.

d. Assuming that certain items of TO&E equipment become available from time to time for issue to the Air National Guard without reimbursement, information is requested as to the criteria used to determine the recipient unit.

e. Whether additional TO&E property will be made available to the Air National Guard in appreciable quantities by the inactivation of Zone of Interior and overseas bases.

f. Your estimate of the total funds that would be required to completely equip all Air National Guard units with authorized TO&E equipment.

g. Your estimate of the total FY 1950 funds that will be made available to your command for this purpose.

FOR THE COMMANDING GENERAL:

s/t/ CHARLES T. MYERS
Major General, U. S. Air Force
Vice Commander

10 Incls
n/c

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DEPARTMENTS of the ARMY and the AIR FORCE
NATIONAL GUARD BUREAU
Washington 25, D. C.

15 September 1949

Lt Gen. Ennis G. Whitehead
Commanding General
Continental Air Command
Mitchel Air Force Base
Hempstead, L.I., N.Y.

Dear General Whitehead:

In accordance with our conversation at San Marcos and at Victorville I have prepared a shortage list showing some of the major items handicapping the Air National Guard. I hope that you realize that this list is not complete and represents only a generalization. The Chief of the Air Logistics Group will visit your Headquarters in the very near future to confer with your A-4 section on shortages. He will present them a complete list which has been worked out in combination with the Air Materiel Command.

It may seem that the National Guard Bureau has failed to completely equip the respective units. This has been caused by limitations which have been placed on the Bureau. These include lack of sufficient appropriations for new equipment, limiting policies established by the Air Force and limiting priorities established by the Air Force. I recommend to you that existing Air Force policy be changed to enable the Air National Guard to obtain supplies from existing Air Force stocks on a non-reimbursable basis. If this were done, our organizations could be equipped in a very short period of time.

Respectfully yours,

s/ W. A. R. Robertson
t/ W. A. R. ROBERTSON
Colonel, USAF
Deputy Chief & Executive Officer
Air Force Division
National Guard Bureau

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HQ CONTINENTAL AIR COMD MITCHEL AFB NY

DIR BUDG HQ YSAF WASH 25, D C

N/C

ROUTINE

AFConACBud 38008 . Ref ltr your hq 3 Aug 49, subj: "Budget Estimates for NG Field Training (Form 50)" and first indorsement thereto, this hq 9 Aug 49. This hq concurred with recommendation contained in your letter on conference between ConAC AF representatives and NG Bureau representatives for the period 15 Sep to 15 Oct 49. However, ref messages AFConACBud 24630, 15 Sep 49, and AFConACBud 26235, 30 Sep 49, shortage ANG P563 funds does not permit the attendance of ConAC AF representatives at subj conference. Request auth to overobligate for this purpose pending reply to msg, this hq, AFConACBud 24630, 15 Sep 49. END.

CG ConAC

Official Buiness

s/ Edmund Lauder
t/ EDMUND LAUDER
Captain, USAF
Asst Adj Gen

N/C

Bud Lt JV Reichenbach, 7243

R

205

SR 130-315-5
AFR 45-32

Special Regulations
No. 130-315-5
Air Force Regulation
No. 45-32

DEPARTMENTS OF THE ARMY AND
THE AIR FORCE

Washington 25, D. C., *16 September 1949*

NATIONAL GUARD

SCARWAF UNITS IN AIR NATIONAL GUARD

---

1. Assignment.—National Guard SCARWAF units will be assigned to the Air National Guard.

2. Budget provisions.—The National Guard Bureau will provide in the Air National Guard Budget for all cost involved in the recruiting, organizing, equipping, maintaining and training of National Guard SCARWAF units, and they shall be continued to be carried on the Air National Guard troop basis.

3. Training.—*a.* The Department of the Army will be responsible for the supervision of the training of all National Guard SCARWAF units until such time, upon mobilization, as there exists an operational requirement for these units by the Department of the Air Force. During the time when the training of National Guard SCARWAF units is being supervised by the Department of the Army, they may, upon request of the Air Force, be required to engage with Air National Guard units in annual field training exercises, or maneuvers. During such period, the training of the units will be coordinated with that of the units to which attached.

b. The details concerning the training referred to in *a* above, the payment of instructors, transportation, etc., will be arranged by the National Guard Bureau *in accordance with policies and instructions of the appropriate departments.*

4. AUFUSAF units.—To be consistent with the current SCARWAF agreement, the personnel in AUFUSAF units shall be Army National Guard personnel (SCARWAF) assigned to duty with the Air National Guard.

[AG 325.45 (18 May 49)]

AGO 607B—Sept. 851710°—49

MAAMA: 9-28-49—4500

BY ORDER OF THE SECRETARIES OF THE ARMY AND THE AIR FORCE:

J. LAWTON COLLINS
Chief of Staff, United States Army

OFFICIAL:
EDWARD F. WITSELL
Major General
The Adjutant General

HOYT S. VANDENBERG
Chief of Staff, United States Air Force

OFFICIAL:
L. L. JUDGE
Colonel, USAF
Air Adjutant General

DISTRIBUTION:
Army:
D (except NG and ORC) plus OS Maj Comds (25); C to NG.
For explanation of distribution formula, see SR 310-90-1.
Air Force:
E; G
For explanation of distribution formula, see AFR 5-4.

USAF

AFCRF-2

SEP 1 9 1948

353 Nat G Tng

SUBJECT: Training Aids Required for Continental Air Command, Air National Guard Training Program

TO: Commanding General
Continental Air Command
Mitchel Air Force Base
New York

1. During the recent conference at this Headquarters on the training program for the Air National Guard, attention was called to the fact that there was a requirement for a number of training aids that were not currently included in the authorized training equipment of the Air National Guard.

2. It is requested that a list of training aids, necessary to implement the training program being developed by your Headquarters, be furnished this Headquarters at the earliest possible time.

BY COMMAND OF THE CHIEF OF STAFF:

LAWRENCE F. McGUIRE
Major, USAF
As[illegible], Office of Spec. Asst.
Forces

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
Washington 25, D. C.

20 September 1949

AFCRF-2

SUBJECT: Air National Guard Field Training - Calendar Year 1950

TO : Commanding General
Continental Air Command
Mitchel Air Force Base
New York

* * * *

4. Reference paragraph 4, 1st Indorsement, it is believed most expedient if the budget estimates (NGB Forms 50) accompanied by detailed field training programs which have been previously approved by the numbered Air Force concerned, are forwarded directly from the states to the National Guard Bureau. The National Guard Bureau will be instructed not to authorize field training unless these training programs are received.

BY COMMAND OF THE CHIEF OF STAFF:

s/ C. W. SCHOTT
t/ C. W. SCHOTT
Colonel, USAF
Deputy Spec Asst for Res Frcs

C O P Y
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CAC 135

EJB 103

PP JEGC

PP JEGC JEDC 222

DE JEPC 101A

P 232158Z

FM HQ USAF Washington DC

TO JEGC/ComGenConAC Mitchel AFB NY

Info Zen/Chief National Guard Bureau

JEDC/ComGenAMC Wright Patterson AFB Dayton Ohio

AG GRNC

FROM AFMSP-3 48268 Subject is disposition of USAF equipment at Dow AFB and confirmation of telecon instructions. Part I. in telecon on 19 Sep 1949 to this headquarters, Senator Smith for Governor of Maine made request that state Adj Gen of Maine be authorized to indicate equipment requirements for Air Natl Guard at Dow AFB prior to USAF redistribution shipmentx. Representatives of D/M&S your hqs were advised of the fore on same date. On 22 Sep 49 this hqs was advised by Sen Smith's office that Governor of Me was bringing equipment list to Dow AFB on 23 Sep 49. Telecon with D/M&S, your hqs, on 22 Sep 49 advised overall situation and requested ConAC representatives meet Gov of Me at Dow AFB and provide appropriate assistance and advice. Desire direct contact and/or communication between your hqs and State of Me Adj Gen or his designated representatives to obtain list of equipment desired for Air NG. Submit list of equipment requested by State of Me for Air NG at Dow AFB to CG, AMC, together with recommendations

Page two JEPC 101A

of your hqs at the earliest practicable date. Info copy of foregoing will be forwarded to Chief, NGB, CG, AMC will process referenced list in accordance with Par C, Part II, TT AFMSP-2B 58834 this hqs, dated 21 Sep 49, to CGs of AMC and ConAC. Part II. the intent of the foregoing is to provide essential logistical support to the Air NG without jeopardizing current regular USAF requirements. Advise.

CFN 22 1949 AFMSP2B-58834 21 1949

23/2245Z

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CAC 25

EJB 57

DEC 23 AM 0416
DEC 23 10 24

PP JEGC SUS DUPE

PP JEGC JUKC 222

0940
DIV
3-284

DE JEPC 161A

P 232154Z

FM HQS, USAF, UASHINGRON DC

TO JEGC/ COMGENCONAC MITCHEL AFB NEU YORK

INFO JUKC/ COMGENSAC OFFUTT AFB OMAHA NEBRASKA

AF GRNC

PRIORITY

FROM AFCRF 48292

IN THE INTEREST OF MAINTAINING AMICADLE RELATIONS BUTUEEN THE AIR FORCE AND MILITARY AUTHORITIES OF THE STATE OF NEU HAMPSHIRE, IT IS REQUESTED THAT A SENIOR OFFICE OF YOUR HEADQUARTERS OF HEADQUARTERS, FIRST AIR FOIE VISIT THE ADJUTANT GENERAL OF NEU HAMPSHIRE (GENERAL BOUEN) AT THE EARLIEST PRACTICADLE DATE TO ADVISE AND ASSIST HIM IN MATTERS PERTAINGING TO OBTAINING FOR THE AIR NATIONAL GUARD OF NEU HAMPSHIRE OF CERTAING SUPPLIES AND EQUIPMENT NOU ON HAND AT GRENIER AIR FORCE BASE. THE FOREGOING SUPERSEDES PREVIOUS ARRANGEMENTS AND DIRECTIVES IN THIS MATTER.

CFN AFCRF 48292

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210

OFFICE OF THE AIR INSPECTOR
158th Fighter Squadron
GEORGIA AIR NATIONAL GUARD
Hunter Field, Savannah, Georgia

27 September 1949

SUBJECT: Restrictions in Flying Time

TO : Commanding General
Fourteenth Air Force
Orlando Air Force Base
Orlando, Florida

1. In compliance with letter, GSNGB-AFOTO, National Guard Bureau, dated 9 September 1949, subject: "Restrictions in Flying Time" a maximum flying time of 10 hours per assigned Jet Aircraft per month is effective immediately.

* * * *

3. It is requested that this problem be given consideration with the view towards recommending to higher headquarters that this restriction be lifted as it interferes with the primary mission of the Air National Guard.

s/ Shannon Christian
t/ SHANNON CHRISTIAN
Lt Colonel, USAF
Air Instructor

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211

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

29 September 1949

O&T 353

SUBJECT: Training Directives for the Air National Guard

TO : Special Assistant for Reserve Forces, Headquarters United States Air Force, Washington 25, D.C.

* * * *

2. Information is requested as to the date when this headquarters may expect formal concurrence in the proposed training directives for the Air National Guard, which were presented to representatives of your headquarters and the National Guard Bureau on 2 August 1949. Verbal concurrence in these directives was expressed by Colonel F. C. Evans of your office on 8 September 1949.

* * * *

FOR THE COMMANDING GENERAL:

s/ Bruce H. Gemmel
t/ BRUCE H. GEMMEL
Captain, USAF
Asst Adj Gen

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Hq Continental Air Command   Unclassified

CG Fourth Air Force   Priority   Priority

Special Ass't for Reserve Forces Hq USAF Wash D C
Chief, National Guard Bureau, Wash D C

40083 . Reference is made to message, your headquarters, AAFC 1257, 30 September 1949. This headquarters has been advised by Headquarters USAF that your proposal to use Santa Rosa Naval Air Station as a field training site for the 61st and 62nd Fighter Wings, California ANG, is not acceptable due to the existence of leases to civilian agencies which the Navy does not desire to revoke. Paragraph 2. The following action will be taken to determine an alternative field training site for the wings cited above: Sub-paragraph a. Headquarters USAF is presently determining from the Strategic Air Command whether Victorville AFB can be made available to the Air National Guard. Sub-paragraph b. This headquarters is querying Air Training Command and AMC concerning the possibility of utilizing Mather AFB and McClellan AFB. It is requested that your headquarters determine what costs to the National Guard Bureau would accure if Mather AFB or McClellan AFB is selected. Sub-paragraph c. It is further requested that the possibility of using Hamilton AFB be determined and that estimates of cost to the National Guard Bureau for the use of Hamilton AFB also be submitted. Paragraph 3. This headquarters has also been advised by Headquarters USAF that Boise Air Terminal, Boise, Idaho, will be used as a field training site for the 60th Fighter Wing in lieu of Walla Walla Airport, Washington. Paragraph 4. It is requested that preliminary cost estimates be submitted for the cost to the National Guard Bureau for the operation of Boise in addition to the cost estimates requested in paragraphs 2b and c above.

CG ConAC

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HEADQUARTERS
FOURTEENTH AIR FORCE
ORLANDO, FLORIDA

30 SEP 1949

DR 120/62

SUBJECT: Budget Estimate for Air National Guard Field Training (Form 50)

TO: Commanding General
Continental Air Command
Mitchel Air Force Base
New York

121.2 NG

Reference message AFCONACOT 20051, 6 August 1949, and letter your headquarters, O&T 121.2, dated 11 August 1949.

1. a. Eglin auxiliary fields number one (1), two (2), three (3), six (6), and seven (7).

b. Orlando Air Force Base. The 154th Aircraft Control & Warning Group (ANG), trained at Orlando Air Force Base with the 539th Aircraft Control & Warning Group (USAF). The 539th and Orlando are both scheduled for inactivation.

c. Pope Air Force Base. It is recommended that the 154th Aircraft Control & Warning Group (ANG), train with the 502d Tactical Control Group (USAF). For better utilization of equipment it might be necessary to place squadrons of the 154th at Shaw Air Force Base and Turner Air Force Base to train with squadrons of the 502 at those stations. As the ultimate organization, and location of the 502d is unknown at present, this can be for planning only.

d. (1) Tentative dates for the 54th Fighter Wing less the 154th Group are 9 July 1950 through 23 July 1950.

(2) Tentative dates for the 154th are 6 August 1950 through 19 August 1950.

2. Concurrence or non-concurrence in the location of field training sites is listed below by states.

Concur	Non-Concur
Tennessee	CO, 54th Fighter Wing (ANG)
North Carolina	South Carolina
	Mississippi
	Florida

No Further Action
Perm Copy of Basic and Send W/D for additional action
R L Libby Capt

~~11088~~ 11090 RB

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Budget Estimate for Air National Guard Field Training (Form 50) Cont'd

3. a. Site surveys of the following possible field training sites, other than Eglin, are attached as follows: Gulfport - Incl 1; Orlando - Incls 2, 3, and 4.

b. Some of the items listed in these surveys are believed by this headquarters to exceed the minimum requirements for a field training site. Such examples are the rehabilitation of the railroad and the reroofing of warehouses at Gulfport. These were included in the survey for planning and could be deleted if not desired by Air National Guard units.

4. a. It is believed that funds required, other than pay and allowances of Air National Guard personnel, will be approximately the same as for CY 1949. The resident USP&DO (Fla) does not have this figure at present as he is awaiting information from Eglin. This can be furnished at a later date if desired.

b. It is believed that approximately the same number of Air National Guard personnel will attend field training during CY 1950 as attended during CY 1949. Due to increase in pay just passed by Congress, this headquarters in unable to estimate fund requirements for pay at this time. Consolidated costs from CY 1949 Forms 50 can be submitted if desired

5. This headquarters has arranged for a conference with all state authorities to be held at Marietta Air Force Base, 31 October 1949, to 2 November 1949. Ninth Air Force has been so notified.

6. It is believed that all instances of non-concurrence shown in 2 above can be resolved at this conference. The primary reason for non-concurrence was that the State Adjutants General and the Commanding Officer, 54th Fighter Wing wanted to wait until the conference to finalize their plans.

7. The primary objections expressed by some units to utilizing the Eglin area, are the lack of recreational facilities and the congestion in air space. It is believed that the congestion can be relieved by proper SOP's and air discipline. The lack of recreational facilities will still be a problem.

8. As Eglin is the only area meeting the established criteria, this headquarters strongly recommends its selection for field training sites during CY 1950.

FOR THE COMMANDING GENERAL:

Thomas K. McGehee
THOMAS K. McGEHEE
Colonel, USAF
Deputy for Reserve Forces

4 Incls
  1. Gulfport Area
  2. Orlando Area
  3. Orlando Area
  4. Orlando Area

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C O P Y
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(c Oct 49)

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ETB/fmp

HQ CONTINENTAL AIR COMMAND MITCHEL AFB NEW YORK UNCLASSIFIED

CG, TENTH AF BENJAMIN HARRISON AFB FORT BENJAMIN HARRISON INDIANA ROUTINE
ATTN: GENERAL WILLIAMS

AF10HA 71 UNCLASSIFIED

AFConACBud 38415 . Reurmsg AF10HA 71, which requested additional Air National Guard travel funds to be used in connection with inspections of Air National Guard units. No funds under appropriation Air National Guard, project 563 are available within this command and auth cannot be granted your hqs to incur obligations under this appropriation and project. Hq USAF has recently informed this hqs of its tentative annual authorization for this purpose and at the end of the first three months of this fiscal year, ConAC Air Forces have already far exceeded this annual authorization. Hq USAF has been informed of the fund situation existing within this command and have been informed that all ConAC Air Forces have been directed to cease all inspections of Air National Guard units. Until additional funds are made available from Hq USAF or auth granted to incur additional obligations, no auth can be granted your hqs to incur additional obligations for Air National Guard travel. END.

CG, ConAC
Official Business

UNCLASSIFIED

s/ V. R. Murphy
t/ V. R. MURPHY
Lt Col., USAF
Asst Adj Gen

Bud E T Bydala, Maj, USAF 7112 1 1

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HQ CONTINENTAL AIR COMMAND MITCHEL AFB NY UNCLASSIFIED

COMMANDING GENERAL AIR MATERIEL COMMAND
Wright-Patterson AFB Ohio ATTN: MCMSXB 4

Priority Priority

MCMSXB4-10-394, Oct UNCLASSIFIED

ANG BUREAU, AF DIV AIR ORG & TNG GP
Hq USAF Wash DC

OPERATIONS DIV DC/S for Operations
Hq USAF Wash DC

AF OFF in CHARGE 8th Air Depot Inc
Sebring Apt Florida

AFConAC M&S 38834 . Reur MCMSXB4-10-394, 242120Z. ADO Crew Request-ConAC-NG-No 106 for T-6D acft 41-34321 applying on Project ANG9ST-15. Be advised that this Hq can take no repeat no action to pick up ANG acft on this or other existing ANG projects until NG funds are made aval. This Hq has repeatedly requested allocation of nec ANG funds fr USAF; however, no further allocation s have been made to date. In view of the foregoing, action on all crew requests for ANG acft will be held in abeyance pending receipt of nec tvl funds. END

CG ConAC

Official Business

s/ Bruce H. Gemmel
t; BRUCE H. GEMMEL
Captain, USAF
Asst Adj Gen

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M&S CWO R W Dalton/meh 2120

1 1

C O P Y
121.2

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

AInsp 121.2 4 October 1949

SUBJECT: Unavailability of Air National Guard Funds

TO : The Inspector General, United States Air Force,
Washington 25, D. C.
ATTENTION: The Air Inspector

1. Be advised that funds presently available to this command under appropriations for the Air National Guard travel and inspection have been exhausted.

2. The unavailability of such funds preclude the accomplishment of staff visits, annual air inspection of 507 Air National Guard tactical units and the 49 annual inspections of State USP&DO's. This command is charged by law to accomplish the annual inspections stated above.

3. Annual air inspections of the Air National Guard must be performed during the period 1 October through May. These units are so numerous that inspection of them must be spread over the entire period and permits little or no compacting of schedules. Thus, units which are scheduled but not inspected during the second quarter, probably will not be inspected later in this fiscal year.

4. Air Forces of this command have been informed that inspection of Air National Guard activities will be held in abeyance pending further appropriation of Air National Guard funds to defray inherent costs.

5. In this connection reference is made to messages AFConACBud 24630 and AFConACBud 25607, both of which state the inability of this command to carry on ANG functions involving travel without allocation of additional funds.

s/t/ CHARLES T. MYERS
Major General, U. S. Air Force
Vice Commander

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

A Insp 353 4 October 1949

SUBJECT: Report of Completed Field Training for Air Units.

TO : Commanding General, Air Proving Ground, Eglin Air Force Base, Florida.

1. This headquarters has been directed by Headquarters United States Air Force to investigate allegations concerning inadequate services and facilities which were contained in the report on completed field training of the 159th Fighter Squadron and attached units, held at Pierce Auxiliary Field No. 2, Eglin Air Force Base, Florida.

2. It is requested that permission be granted an officer of this command, assigned to Headquarters Fourteenth Air Force, to conduct the inquiry within your command to the extent necessary. The officer selected will call personally at your headquarters prior to initiating the inquiry. A copy of the letter from Headquarters United States Air Force is attached.

t/ CHARLES T. MYERS
Major General, U. S. Air Force
Vice Commander

1 Incl:
1 Cy ltr Hq USAF
AFCRF-2, 21 Sep 49

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IRS
Subject:

1. 30 Oct 49 IG to VC

1. Hq USAF desires that the alleged inadequate messing and housing facilities at Eglin Auxiliary Field No. 2 for the 158th and 159th ANG Squadrons during their active duty training period be investigated and appropriate corrective action be taken if warranted. 14th Air Force is directed to comply and complete an informal investigation. Since this concerns another command, the matter is also brought to their attention for authority to investigate.

2. Since a Regular Air Force activity comes under investigation, it is held the Regular USAF travel funds should be used. The ANG is the complainant only in this case.

s/ EDGAR L. SELZER
Colonel, USAF

COPY

Reference Material for Training Members of the ANG

O&T 353 (10 Aug 49) 3rd Ind 4 - OCT 1949 O&T/RBL/341 2201

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Special Assistant for Reserve Forces, Headquarters United States Air Force, Washington 25, D. C.

1. There is a definite need for home study extension courses for airmen of the Air National Guard. This headquarters recently advised the Air University of this requirement and recommended that additional courses under Phase 1, Part B, of the Air Force extension course program (See Air University Publication "Air Force Extension Course Catalog", 1949 Edition) be developed to implement MOS training for airmen of the Air National Guard. In reply, the Air University has advised this headquarters that such an extension course program is under study in that headquarters but is being delayed by the lack of a complete airmen's career guide.

2. During a recent conference concerning Continental Air Command training directives for the Air National Guard, representatives of this command were advised by National Guard Bureau Training Officers that the National Guard Bureau is preparing, at considerable expense, an individual or basic training program to be used in conjunction with the Continental Air Command unit training directives soon to be disseminated to all Air National Guard organisations. It is requested that the National Guard Bureau review the basic letter to determine whether their training program will fill the need for home study courses. If this is not the case, it is recommended that home study courses be developed through the combined efforts of the Air Training Command and the Air University. It is felt that airmen extension courses should be integrated with the overall extension course program of the Air University.

3. This headquarters concurs with the recommendation of the Twelfth Air Force, contained in paragraph 2 of the preceding indorsement, that home study courses be considered a prerequisite for promotion of officers and airmen.

FOR THE COMMANDING GENERAL:

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Prepared By Capt. Libbey

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HEADQUARTERS
FOURTEENTH AIR FORCE
ORLANDO, FLORIDA

DR 220.49/15

9 OCT 1949

SUBJECT: Restrictions in Flying Time

TO: Commanding General
Continental Air Command
Mitchel Air Force Base
New York

210.41 Flying [illegible]

1. This headquarters has not received National Guard Bureau GSNGB-AFOTO, dated 9 September 1949, subject, Restrictions in Flying Time. Upon discussing this with the Air Instructor, 158th Fighter Squadron, ANG, it was determined that this restriction is apparently temporary and will last only until about 1 January 1950. It was also determined that this restriction is caused by critical shortage of F-80 parts. Inclosed letter from the Air Instructor, 158th Fighter Squadron, ANG, is for your information.

2. It is the opinion of this headquarters that no action is indicated at the present time, but if this restriction continues it is believed that the operational effectiveness of Air National Guard units equipped with F-80 aircraft will be affected.

FOR THE COMMANDING GENERAL:

THOMAS K. McGEHEE
Colonel, USAF
Deputy for Reserve Forces

1 Incl
Cy ltr, 158th
Ftr Sq, ANG,
subj as above

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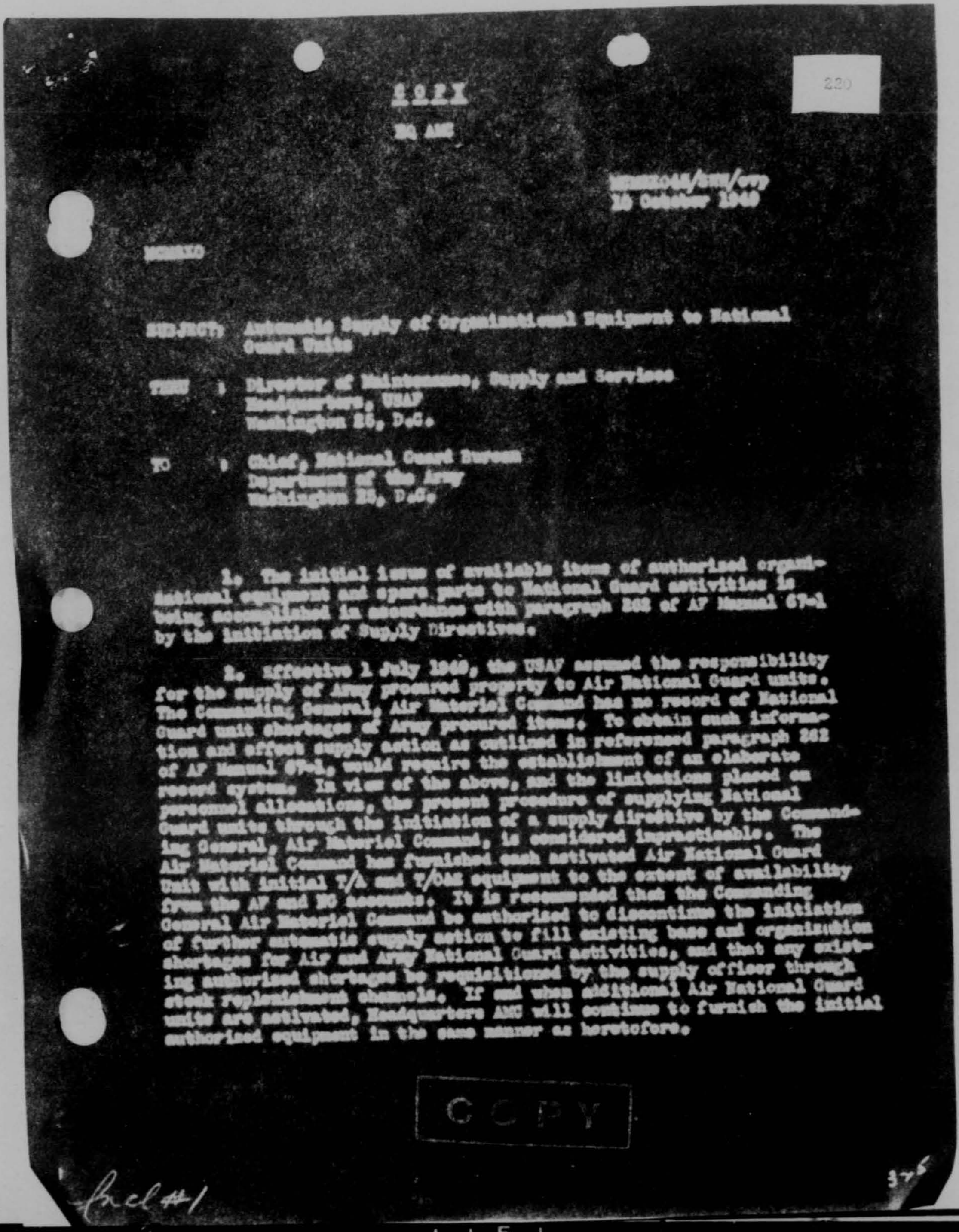

220

C O P Y

HQ AMC

[illegible]
15 October 1949

MCMSXO

SUBJECT: Automatic Supply of Organizational Equipment to National Guard Units

THRU : Director of Maintenance, Supply and Services
Headquarters, USAF
Washington 25, D.C.

TO : Chief, National Guard Bureau
Department of the Army
Washington 25, D.C.

1. The initial issue of available items of authorized organizational equipment and spare parts to National Guard activities is being accomplished in accordance with paragraph 262 of AF Manual 67-1 by the initiation of Supply Directives.

2. Effective 1 July 1949, the USAF assumed the responsibility for the supply of Army procured property to Air National Guard units. The Commanding General, Air Materiel Command has no record of National Guard unit shortages of Army procured items. To obtain such information and effect supply action as outlined in referenced paragraph 262 of AF Manual 67-1, would require the establishment of an elaborate record system. In view of the above, and the limitations placed on personnel allocations, the present procedure of supplying National Guard units through the initiation of a supply directive by the Commanding General, Air Materiel Command, is considered impracticable. The Air Materiel Command has furnished each activated Air National Guard Unit with initial T/A and T/OAE equipment to the extent of availability from the AF and NG accounts. It is recommended that the Commanding General Air Materiel Command be authorized to discontinue the initiation of further automatic supply action to fill existing base and organization shortages for Air and Army National Guard activities, and that any existing authorized shortages be requisitioned by the supply officer through stock replenishment channels. If and when additional Air National Guard units are activated, Headquarters AMC will continue to furnish the initial authorized equipment in the same manner as heretofore.

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Incl #1

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Ltr AMC, dtd 20 Oct 49, to Ch, NGB, "Automatic Supply of Organizational Equipment to National Guard Units"

3. With the assignment of a new type and model of aircraft to an Air National Guard activity, Headquarters AMC will coordinate with the National Guard Base Supply Officer to determine if assistance is required in establishing an initial range of peculiar spare parts, spare engines and ground handling equipment. This procedure parallels current action taken to support USAF activities.

4. In the event the above recommendations are approved, the current shortages of T/A and T/OAE equipment authorizations for Air and Army National Guard activities will be requisitioned in accordance with paragraph 270 of AF Manual 67-1 and paragraph 26E of subject manual will be revised accordingly. If the above is concurred in by the National Guard Bureau, it is requested that the National Guard Bureau dispatch appropriate instructions to Air and Army National Guard activities. Headquarters AMC will advise AMAS accordingly.

FOR THE COMMANDING GENERAL:

C. W. HAHN
Lt Colonel, USAF
Assistant for Operations
Supply Division

325

220

C O P Y

SUBJECT: Automatic Supply of Organizational Equipment to National Guard Units

AFMSP-22 (220.3) 1st Ind

Dept of the Air Force, Hq USAF, Washington 25, D.C. 27 October 1949

TO: Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio

1. This Headquarters concurs in your recommendation that automatic supply action to fill existing base and organization authorized equipment shortages for National Guard activities be discontinued. Attached is a copy of the self-explanatory letter from this Headquarters to the Chief, National Guard Bureau notifying him of the foregoing and requesting that the National Guard Bureau inform all Army and Air National Guard activities of this procedure for requisitioning their shortages of authorized equipment.

2. Revise paragraph 262 of AF Manual 67-1 as necessary to conform to this plan. Also, advise the Air Materiel Areas of supply action to be taken on National Guard requisitions.

3. This Headquarters is furnishing an information copy of this correspondence and the attached inclosure to the Commanding General, Continental Air Command for his information and guidance.

BY COMMAND OF THE CHIEF OF STAFF:

2 Incls
  1 - Cpy ltr to Chief, NGB,
      dtd 21 Oct 49
  2 - Cpy ltr to ConAC, dtd
      27 Oct 49

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3-5

220

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

AFMSP-2F/M.J.Kumft/ee/73654
21 Oct 49

AFMSP-2E (320.3)

21 October 1949

SUBJECT: Supply of Equipment to the National Guard

TO: Chief, National Guard Bureau
SS USA
Washington 25, D.C.

1. The Air Force furnishes initial issues of materiel to National Guard activities in accordance with Paragraph 262 of AF Manual 67-1. This is done by supply directives prepared at the Air Materiel Command. These cover initial issue of available items of authorized organizational equipment and spare parts to your units.

2. On 1 July 1949 the Air Force took over responsibility for supplying Army-procured property to Air National Guard units. The Commanding General, Air Materiel Command has no record of National Guard shortages of Army-procured items. It would be necessary to set up an elaborate record system to get this information and to take supply action as called for by paragraph 262, AF Manual 67-1.

3. It is impractical to continue the procedure of supplying National Guard units by means of having AMC prepare an automatic supply directive for each unit. This is due both to personnel shortages in the USAF and to the lack of information as to what authorized items have not been furnished to the National Guard units.

4. The Air Materiel Command has furnished each activated Air National Guard unit with its authorized initial T/A and T/O&E equipment to the extent permitted by stock in the Air Force and National Guard accounts. If and when a new type and model of aircraft is assigned to an Air National Guard activity, Headquarters, Air Materiel Command will coordinate with the Air National Guard Base Supply Officer through your Bureau, to determine if assistance is required in establishing an initial range of peculiar spare parts, spare engines and ground handling equipment. This procedure parallels current action taken to support USAF activities.

5. This Headquarters has authorized the Commanding General, Air Materiel Command to discontinue taking further automatic supply action to fill existing base and organization authorized equipment shortages for Air and Army National Guard activities. This makes it necessary that any existing shortages of authorized equipment within your units be requisitioned, by the National Guard Supply Officer concerned, in accordance with paragraph 270, AF Manual 67-1. The Air Force is revising paragraph 262 of AF Manual 67-1 to conform to the above. It is contemplated that Air National Guard requisitions for shortages of authorized equipment will be used by Headquarters, Air Materiel Command, together with presently available information, to compute quantitative materiel requirements for the Air National Guard.

AFMSP

AFMSP-SS/H.J.Rumft/eo/73656
21 Oct 49

AFMSP-SS (320.3)
Subject: Supply of Equipment to the National Guard

21 Oct 49

6. It is requested that your Bureau inform all Army and Air National Guard activities of this new procedure for requisitioning their shortages of authorized equipment. The Air Materiel Areas have been informed of this arrangement and are expecting to receive the National Guard requisitions that will be submitted as a result thereof.

FOR THE CHIEF OF STAFF:

JACK G. PITCHER
Colonel, USAF
Chief, Supply Division, D/M&S
Office, Deputy Chief of Staff,
Materiel

ROUTING | COORDINATION | STAFF ACTIVITY

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[illegible] 121.2

SUBJECT: Fund Requirements, Appropriation Air National Guard, Project 563

TO : Comptroller, Headquarters USAF, Washington 25, D. C.

1. Reference is made to your message AFABF-B-1 165, dated 5 October 1949, which establishes a tentative annual funding program for this command under Appropriation Air National Guard, Project 563 in the amount of $63,008.00. This is the first notification this command has received establishing even a tentative annual funding program for travel expenses incurred in connection with Air National Guard activities.

2. This tentative annual funding program is insufficient to cover the requirements of this command as estimated obligations will have been incurred as of 30 September 1949 in the amount of $74,820.00, against this annual program. Attached herewith is a summary outlining the total funds required by this command under subject appropriation and project for specific purposes. It will be noted that the total requirement of this command for National Guard travel funds for FY 1950 is $145,200, of which an estimated 66.8% is to be used in connection with operation and administration of Air National Guard summer camps.

3. Obligations estimated to be incurred by this command as of 30 September 1949 are in excess of those available by allocations since first quarter allocations were not received by this headquarters until 5 August 1949. No suballocation of these funds to ConAC Air Forces were planned by this headquarters until receipt of your letter of instructions dated 10 August 1949, subject: "Funding Programs, Fiscal Year 1950", which was received by this headquarters on 16 August 1949. Reference is made to Report on Status of Allocations for the month ending 31 July 1949, as submitted by this headquarters which reported obligations under subject appropriation and project in the amount of $17,293.79. Actual obligations were incurred in the amount of $48,854.21 for the month of August and $8,672.00 is estimated for September or estimated total cumulative obligations for the first quarter of $74,820.00. Lacking a first quarter funding program from your headquarters until 37 days after the start of the quarter, sufficient planning could not be accomplished to stay within first quarter allocation of $19,502 and it is assumed that prior to receipt of your first quarter allocations and letter of instructions, obligations had already been incurred in excess of the amount allocated in accordance with your message AFAFF-B 31346, 30 June 1949 which authorized obligations to cover minimum essential requirements.

FOR DIRECTORATE USE

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Coordinated With ____

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Fund Requirements, Appropriation Air National Guard, 563

4. Subordinate Air Force Headquarters and installations of this command received no first quarter suballocations or fund allotments until September and were operating without suballocations and allotments during the first two months of the first quarter. Upon receipt of Reports of Status of Suballocations from Air Force Headquarters for the month ending 31 August 1949 indicating an overobligation of available funds, this Headquarters directed ConAC Air Forces to cease all activity requiring the use of Air National Guard travel funds and informed your headquarters of this action by our messages [illegible] 25007, 23 September and [illegible] 26235, 30 September. No detailed schedule by activity is available in this headquarters at this time covering actual obligations incurred by subordinate Air Force Headquarters and installations. However, obligations during the first quarter of this fiscal year are included in the attached budget estimate, which was prepared on the basis of information received from ConAC Air Forces.

5. In order to insure that no additional obligations are recorded under appropriation Air National Guard, Project 563, by this command, all inspections of Air National Guard units, administration travel in connection with Air National Guard activities and ferrying of Air National Guard aircraft have ceased, pending receipt of additional funds for these purposes.

6. The discrepancy which you refer to in your message cited in paragraph 1, above, which existed in our Reports on Status of Allocation as of 31 August 1949 has been corrected by submission to your headquarters of a "Corrected" Report on Status of Allocations, submitted to your headquarters the day following submission of the original report. Reference is made to this corrected copy furnished your headquarters, which indicates total cumulative obligations as of 31 August 1949 amounting to [illegible]7,[illegible]27.75 under object class [illegible] and [illegible]31.0[illegible] under object class [illegible] or total obligations under subject appropriation and project of [illegible]57,[illegible]. These reported cumulative obligations were based on consolidation of five (5) Air Force reports and this headquarters estimate of the sixth, or remaining Air Force; since the reports for one Air Force were not submitted in time for inclosure in this command's consolidated report furnished your headquarters. The actual cumulative obligations as of 31 August 1949, as reported by all Air Forces is [illegible]. Your headquarters was informed by our message [illegible] 24035, 15 September 1949 [illegible] of 31 August [illegible],000.00.

CHARLES T. MYERS
Major General, U. S. Air Force
Vice Commander

Coordinated orally with Gen Sandee, Comptroller.

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APPROPRIATION NATIONAL GUARD P563 TRAVEL FY 1950

ACTIVITY	COMMAND TOTAL	PERCENTAGE OF GRAND TOTAL
National Guard Encampments		
No. of Trips	630	
Cost per Trip	$ 79.00	
Estimated Requirements FY 1950	$ 50,000.00	
1st Qtr Requirements	$ 50,000.00	66.8
Actual Obligations - 1 Jul - 31 Aug	$ 44,184.00	
B. **Inspection Travel**		
No. of Trips	1,376	
Cost per Trip	$ 19.00	
Estimated Requirements FY 1950	$ 26,000.00	
1st Qtr Requirements	$ 7,000.00	9.5
Actual Obligations - 1 Jul - 31 Aug	$ 6,282.00	
C. **Instructor Travel**		
No. of Trips	549	
Cost per Trip	$ 23.00	
Estimated Requirements FY 1950	$ 12,900.00	
1st Qtr Requirements	$ 3,745.00	5.0
Actual Obligations - 1 Jul - 31 Aug	$ 3,315.00	
D. **Administrative Travel**		
No. of Trips	363	
Cost per Trip	$ 22.00	
Estimated Requirements FY 1950	$ 8,000.00	
1st Qtr Requirements	$ 2,000.00	2.7
Actual Obligations - 1 Jul - 31 Aug	$ 1,786.00	
E. **Ferrying of Aircraft**		
Estimated Requirements FY 1950	$ 48,300.00	
1st Qtr Requirements	$ 12,075.00	16.0
Actual Obligations - 1 Jul - 31 Aug	$ 10,581.00	
Total Estimated Requirements FY 1950	$ 145,200.00	
Total Estimated 1st Qtr Requirements	$ 74,820.00	100.0
Obligations - 31 August 1949	$ 66,148.00	

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ETB/fmp

HQ CONTINENTAL AIR COMMAND MITCHEL AFB NEW YORK UNCLASSIFIED

COMPTROLLER HQ USAF WASHINGTON 25, D. C.

PRIORITY

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AFConACBud 38321 . Ref ltr this hqs dtd 11 Oct 49, subj: "Fund Requirements, Appropriation Air National Guard, Project 563". The Air National Guard Association Convention is to take place at Montgomery, Alabama on 25, 26, 27 Oct. This command desires to send senior Air National Guard instructors and representatives from this hqs and ConAC Air Forces. Attendance of ConAC personnel is very desirable, particularly military personnel from the Fourteenth AF, since the Air National Guard Association Convention will be held in that area. Ref par 5, our referenced ltr, which states that all travel in connection with Air National Guard activities have ceased within this command due to lack of available funds. In order to send ConAC representatives to attend the convention at Montgomery, req this hqs be granted auth to incur obligations under appropriation Air National Guard, project 563 for this purpose.

CG ConAC

Official Business

s/ V. R. Murphy
t/ V. R. MURPHY
Lt Col., USAF
Asst Adj Gen

UNCLASSIFIED

Bud E T BAYDALA, Maj, USAF 7112

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JEP 232A

R 112210Z

FM HQ USAF, WASHINGTON DC

TO JEGC/COMGENCONAC MITCHEL AFB, NEW YORK

AF GRNC

FOR COLONEL ABBOTT FROM AFMAI 1232 REFERENCE TELEPHONE CONVERSATION THIS DATE, USAF POLICY IS NOT TO RETAIN OR ACQUIRE BASES SOLELY FOR THE USE OF AIR NATIONAL GUARD UNLESS SUCH RETENTION OR ACQUISITION IS WITHOUT COST TO USAF.

AFMAI 1232

11/2245Z

EXTRACT COPY

Location of Air National Guard Units — 17 Oct 1949
P&O 322 (1 Sep 49) — 3rd Ind — CNS/sma/13 Oct 49

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: The Adjutant General of the State of Missouri, Jefferson City, Mo.

1 Radar Calibration Detachments are assigned directly under Wing Headquarters. It is not the intent of Continental Air Command directory to indicate assignment of these units to the Aircraft Control and Warning Groups.

* * * * *

FOR THE COMANDING GENERAL:

J. H. BLOSS
Lt. Col., AGD (USAF)
Asst. Adj. Gen.

Incl w/d

C O P Y
353

CSNGB-AFOTT 5th Ind

Hqs, Depts. of the Army and the Air Force, National Guard Bureau,
Washington 25, D.C., 19 Oct 1949

TO: Chief of Staff, United States Air Force, Washington 25, D.C.

1. The recommendations as listed in the basic communication have value and merit and the National Guard Bureau appreciates the study that has been put into these recommendations in an attempt to improve the entire Air National Guard Training Program.

2. Headquarters Continental Air Command, the National Guard Bureau and the Air Training Command have at the present time under preparation practically all of the projects as listed in the basic communication. Detailed training programs for individual, sectional, and unit training will be forthcoming as soon as arrangements can be completed for the printing of such programs. The Air Training Command has under study extension courses or home study courses covering the same fields. It is believed that with the introduction of these materials, the Air National Guard Training Program will be uniform, stabilized, and provide a basis upon which individuals and units can be trained in the shortest possible time.

FOR THE CHIEF, NATIONAL GUARD BUREAU:

s/t/ PETER N. REMINGTON
Colonel, USAF
Chief, Air Orgn & Tng Gp
Air Force Division
National Guard Bureau

EXTRACT COPY
353

226

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

19 Oct 1949

O&T 353

SUBJECT: Animated Panl Mock-ups for Air National Guard

TO : Special Assistant for Reserve Forces, DCS/O, Headquarters USAF, Washington 25, D.C.

1. It is recommended that Animated Panel Type Mock-ups, similar to those being procured for the Air Reserve, be made available to Air National Guard Units. These mock-ups are recommended for issue on a basis of one of each type system per Group pertinent to the type aircraft assigned. It is further recommended that a minimum "use period" of one (1) year be considered in procurement planning.

* * * *

FOR THE COMMANDING GENERAL:

2 Incls:
1-Cy Photographs
Animated Panel Mock-ups
2-Inst Guides

s/ Bruce H. Gemmel
t/ BRUCE H. GEMMEL
Captain, USAF
Asst Adj Gen

COPY
121.2

227

HQ CONTINENTAL AIR COMMAND, Mitchel AFB, New York UNCLASSIFIED

SPECIAL ASSISTANT for RESERVE FORCES
Hq USAF, Washington, DC

PRIORITY
X

AFConACBud 39141 . Reference is made to Part 2, message Headquarters USAF, AFABF-B-1 3989, 27 October 1949. Request this headquarters be furnished $350.00 under Project ANG 563. This amount necessary for seven dollars ($7.00) a day per diem, five (5) air instructors, for approximately ten (10) days. Unless these funds are made available, it will be necessary for this headquarters to cancel conference scheduled for 8 November concerning revision of the Air Instructor's Manual. END

CG ConAC
Official Business

s/ Edmund Lauder
t/ EDMUND LAUDER
Captain, USAF
Asst Adj Gen

UNCLASSIFIED

O&T/Capt R/BLibbey/mfn 5142 1 1

Oct 49

Dept Air Force
Hq USAF, Wash.
to: CG ConAC MAFB
fr: Col C. W. Schott
subj: Personnel Programming for Air Natl Gd.

file 210

(on 2)

Mat S 430, 22 October 1949
Subject: Pre-camp Mess Training for Air National Guard Units

C&T 353 (22 Oct 49) 1st Ind

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

THRU: Special Assistant for Reserve Forces, Headquarters United States
Air Force, Washington 25, D. C.

TO : Chief, National Guard Bureau, Washington 25, D. C.

1. It is urged that every effort, commensurate with the availability of funds, be made to insure that Air National Guard mess personnel are adequately indoctrinated prior to next year's field training periods. It is believed that the employment of Quartermaster General Mess Instruction Teams would greatly aid in this indoctrination.

2. It is requested that the information desired by the First Air Force concerning detailed procedures for processing National Guard Form 41 be forwarded to this headquarters for dissemination to all Air Forces. In this connection, it is recommended that pre-camp mess instruction be given to supervisory personnel of each of the field training locations where the Air National Guard will operate a mess. It is believed that this instruction can be consolidated for the personnel of the wings that will use the same summer encampment location.

FOR THE COMMANDING GENERAL:

JH Bloss

A-321

EXTRACT COPY
333.1

230

MS-7 333.1 ANG - 8 Sep 1949
Subject: Report of Annual Inspection of Ammunition and Ammunition Storage Facilities at Idaho Air National Guard, Gowen Field, Boise, Idaho

M&S 333.1 (8 Sep 49) 5th Ind 28 Oct 49

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Commanding General, Fourth Air Force, Hamilton Air Force Base, Hamilton, California

RE0/et
27 Oct

1. Reference is made to paragraph 2c (1), basic report. Desire this headquarters be advised of action taken by Idaho Air National Guard to comply with requirements of paragraph 3b (3), National Guard Regulation 75-17, 18 July 1949.

2. Above referenced regulation permits the temporary storage of high explosives and other hazardous types of ammunition, provided approval has been obtained from Headquarters, USAF and Chief, National Guard Bureau. Permanent stockage is not authorized.

* * * *

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

s/t/ M. G. FERGUSON, Jr.
Colonel, USAF
Director of Maintenance, Supply & Services

221

HEADQUARTERS TENTH AIR FORCE
Benjamin Harrison Air Force Base, Indiana

AF10PRO 352 JT/cs

SUBJECT: Associate Course in Fighter Gunnery

TO: Commanding General
Continental Air Command
Mitchel Air Force Base
New York

1. This Air Force presently has under its jurisdiction seven (7) Fighter Groups and nineteen (19) Fighter Squadrons of the Air National Guard. During the recent summer encampments for the calender year 1949, it was apparent to observers from this Headquarters that these units were not qualified in the newer methods of fighter gunnery.

2. This Command has thirty-two (32) Regular USAF officers assigned as instructors to these Air National Guard units. The large majority of these instructors are not well versed in the latest methods, tactics, and techniques of fighter gunnery, due to assignments with non-tactical units and attendance at schools prior to their present assignments. It is the opinion of this Headquarters that these instructors should be given a refresher course in fighter gunnery in order to better qualify them to instruct the Air National Guard units in fighter gunnery.

3. In view of the above, this Headquarters recommends that a concentrated four or five weeks course in fighter gunnery be inaugurated at Las Vegas, Nevada, in conjunction with the present fighter gunnery course established at that station. Such a course would enable Air National Guard instructors to attend without being absent from their units for a three months period as is required by the present course. It would enable these instructors to acquire and maintain a high degree of proficiency in the latest methods and techniques of fighter gunnery and thus, through instruction, assure the Air National Guard units of higher standards of proficiency than is now possible.

352

17

AF10P[illegible] 352
Subject: Associate Course in Fighter Gunnery

4. In the event that such an associate course is made available to Air National Guard instructors, this Headquarters requires a yearly quota of thirty (30) officers.

[illegible]

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FOR DIRECTORATE USE

Prepared By RLJ
Capt. Libbey
Coordinated With

RECORD CLASSIFICATION

Non Record
Permanent P
Temporary
Until

B/AF10FFO 352, 31 October 1949,
Subject: Associate Course in Fighter Gunnery

O&T 353 (31 Oct 49) 1st Ind RBI/mfn

H, CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Director of Requirements, Headquarters USAF, Washington 25, D. C.

1. This headquarters concurs in the proposal contained in paragraph 3, basic letter.

2. The Air National Guard represents a majority of the fighter forces available to this command for the air defense of the nation on "M-Day". The effective supervision of Air National Guard training is mandatory. The aerial gunnery training of the Air National Guard organization is now limited, due to lack of range facilities, to firing during the two (2) week summer field training period, plus year round use of Regular Air Force range facilities which are located within the operational range of the Air National Guard squadrons. It logically follows that this limited gunnery training must be supervised by well qualified USAF Air Instructors.

3. If a consolidated four (4) week fighter gunnery course is established for USAF Air Instructors, this command will have an initial requirement of approximately 100 officers. One-third (1/3) of this requirement will recur yearly.

FOR THE COMMANDING GENERAL:

14

C O P Y

AFPTI Nov 25, 1949

SUBJECT: Short Gunnery Course for Air National Guard

TO : Commanding General
Air Training Command
Scott Air Force Base
Belleville, Illinois

1. Attached copy of correspondence from the Continental Air Command proposes establishment of a short course in fighter gunnery, in order to qualify USAF officers as instructors with Air National Guard units.

2. This headquarters has previously advised the National Guard Bureau that limitations of budget preclude expansion of the Fighter Gunnery Program at Las Vegas. If the proposed reduction in duration of the course can be made without unduly compromising the quality of graduates, however, the savings effected should permit accelerated production of gunnery instructors. Apparently, the shortage of qualified gunnery instructors within the Air National Guard is so critical as to warrant consideration of some sacrifice of quality in order to secure quantity.

3. The Air National Guard has also been advised that the course at Las Vegas does not provide for fighter guhnery training in conventional type aircraft, and that limitations in personnel and facilities will not permit transitioning of pilots in jet fighters to qualify them for gunnery training.

4. It is requested that your headquarters study the proposed plan for a reduced Fighter Gunnery Course for Air National Guard instructors and furnish your comments and recommendations to this headquarters.

BY COMMAND OF THE CHIEF OF STAFF:

1 Incl
Cy ltr fr Hq 10th AF
to ConAC dtd 31 Oct 49,
subj: Associate Crse in
Ftr Gunnery, w/2 Inds.

t/Louis E. Coira
Colonel, USAF
Deputy, Individual Trng. Div.
Directorate of Trng.

EXTRACT COPY
353

233

Sunday Unit Assemblies
AFCRF-2 6th Ind 31 Oct 49

Department of the Air Force, Hq., USAF, Washington 25, D.C.

TO: Commanding General, Continental Air Command, Mitchel AFB, N.Y.

1. The request contained in the first indorsement to the basic letter to defer the requirement for the units of the Air National Guard in the Duluth area to perform two four-hour unit training assemblies during one calendar day once each month beginning 1 November 1949 is approved. The requirement for this type of training is deferred until the completion of adequate training facilities. The Chief, National Guard Bureau has been notified of this action this date.

* * * *

BY COMMAND OF THE CHIEF OF STAFF:

s/ C. W. Schott
t/ C. W. SCHOTT
Colonel, USAF
Dep Spec Asst for Res Frcs

1 Incl
n/c

1172

Maj. Weart
233

NGB Cir 15

NGB CIRCULAR
No. 15

DEPARTMENTS OF THE ARMY AND
THE AIR FORCE
WASHINGTON 25, D. C., *1 November 1949*

USE OF THE DAILY SICK REPORT (WD AGO FORM 5) BY THE NATIONAL GUARD

1. **General.**—Effective immediately upon receipt of this circular, each unit of the National Guard (Army and Air) will initiate the use of and maintain the Daily Sick Report (WD AGO Form 5).

2. **Reason for maintenance of report.**—The administration of Public Law 108, 81st Congress, necessitates the use of the Daily Sick Report. Since important decisions in the adjudication of claim for benefits may hinge on the unit records, this report must be maintained as an accurate and valid record of the members of the National Guard who suffer an injury or contract a disease, or are hospitalized as the result of an injury or disease incurred or contracted in line of duty while engaged in a period of authorized inactive duty training with or without pay.

3. **Procedure.**—This unit record will be maintained as prescribed in AR 345–415, as amended, with the following exceptions:

a. Entries will be made in the Daily Sick Report only when the individual concerned suffers an injury or contracts a disease or is hospitalized as the result of an injury or disease while in a military status, i. e., while participating in an authorized period of inactive duty training with or without pay.

b. Entries in the line of duty columns will not be completed until the line of duty investigation has been made and the completed WD NGB Form 60 has been submitted to the unit commander.

4. **Entries in Daily Sick Report and Morning Report.**—Care will be exercised to insure that the entries in the Daily Sick Report and the entries made in the Morning Report (WD AGO Form 1), pertaining to the same individual, agree in all details particularly the date shown as the date "when taken sick." (*WD AGO Form 1 will replace NGB Form 107 on or about 1 February 1950 in Army units.*)

[CSNGB-PL 300.5 (Proposed) NGB (8 Sep 49)]

BY ORDER OF THE SECRETARIES OF THE ARMY AND THE AIR FORCE:

KENNETH F. CRAMER
Major General
Chief, National Guard Bureau

OFFICIAL:
R. G. ERVIN
Colonel, NGB
Executive
National Guard Bureau

AGO 1007B—Nov. 851718°—49

U. S. GOVERNMENT PRINTING OFFICE: 1949

C O P Y
360.1

234

Restrictions in Flying Time 1 Nov 49
AFCRF-2 2nd Ind
Department of the Air Force, Hq. USAF, Washington 25, D.C.

TO: Commanding General, Continental Air Command, Mitchel AFB, New York

1. The Chief, National Guard Bureau, has been requested to forward to your Hq and to the numbered Air Forces under your command, copies of the letter referred to in the basic letter.

2. The units of the Air National Guard have been advised that the restrictions will continue through the month of November and that it is anticipated that these restrictions will be removed on or about 1 December 1949.

BY COMMAND OF THE CHIEF OF STAFF:

s/ C. W. Schott
t/ C. W. SCHOTT
Colonel, USAF
Deputy Spec Asst for Res Forces

Chg Travel Funds

R

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

4, 5, 6 November 1949

Headquarters Continental Air Command Diary and Project Report

I ADJUTANT GENERAL

Section I
Diary

1. Civilian Personnel Excused for Voting. Civilian personnel may be excused for voting purposes for a period of approximately two (2) hours on Tuesday, 8 November 1949. The period may be extended somewhat if circumstances warrant. (UNCLASSIFIED)

2. Armistice Day. Friday, 11 November 1949, will be observed as a holiday for military and civilian personnel. The headquarters will operate on a holiday schedule. Air Force Commanders have been so advised. (UNCLASSIFIED)

3. Staff Visit Report. The following Staff Visit Report has been received and is available for reference in the AG Unclassified Files:

Officer Making Visit	Unit Visited
Chaplain (Lt Col) T. P. Finnegan, USAF	Hq Tenth Air Force Benjamin Harrison AFB Ft Benjamin Harrison, Ind.

Section II
Projects

Negative

II COMPTROLLER

Section I
Diary

1. Establishment of ROTC Commutation Rates. A message has been received from Hq USAF which establishes commutation in lieu of subsistence rates for members of Advanced Course, Senior Division, ROTC, at $ .90 per day per student effective 1 July 1949. Msg also establishes commutation in lieu of uniforms at $90.00 r 2 year period for advanced course students, Senior Division and $25.00 per year r student for basic students, Senior Division (UNCLASSIFIED)

Section II

Projects

Negative

III DEPUTY FOR PERSONNEL

Section I

Diary

1. USAFI Conference. Owing to budget restrictions the USAFI conferences in Madison, Wisconsin, will be discontinued 18 November 1949. Conferences originall scheduled during the remainder of November and December 1949 are cancelled. (UNCLASSIFIED)

Section II

Projects

Negative

IV DEPUTY FOR OPERATIONS

Section I

Diary

1. Processing of Motion Picture Photography. Information has been received from Headquarters USAF indicating that Headquarters AMC has been granted authority to process certain motion picture photography currently being accomplished by an Air Force Reserve Training Center unit on active duty in the Tenth Air Force area. (UNCLASSIFIED)

2. Local Flying Areas. Letters sent to all AFs recommending that two local flying areas be established at jet fighter bases. The first and smaller area would be for flying proficiency flights, test hops and normal training missions. The second and larger should have a radius equal to the radius of action of the fighters based there. Authority is contained in AFR 55-19, 15 Feb 46. The purpose of the large local flying area is to enable jet fighters to perform realistic intercept missions in conjunction with GCI stations without being confined to a small area and without having to file a Form 23. (UNCLASSIFIED)

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THIS PAGE IS UNCLASSIFIED

3. Gunnery Training - 20th and 31st Fighter Group. Squadrons of the 20th Fighter Wing will engage in intensive air-to-air-to-ground gunnery and bombing training at Eglin Aux. Fld. No. 2 during period 10 Nov 49 to 31 Jan 50. Squadrons of 31st Fighter Wing will engage in similar training and operate from Eglin Aux. Field No. 6 during period 1 Nov to 15 Dec 49. Provided adequate rescue facilities can be obtained for the air-to-air range at Myrtle Beach, S. C., units of the 20th Fighter Wing will operate from Shaw AFB, beginning 1 Dec 1949 utilizing Myrtle Beach air-to-air range and Fort Jackson air-to-ground range. (UNCLASSIFIED)

4. Control Tower Operators. Information received from Hq USAF that AACS would furnish four control tower operators to Floyd Bennett Field (UNCLASSIFIED)

5. A-3 Emission on Freq. for AC&W Use. Forwarded request to Hq USAF for authority to use A-3 emission on all frequencies assigned for AC&W use. (UNCLASSIFIED)

6. Deployment of AC&W Units. Prepared and forwarded to the numbered Air Forces letter regarding deployment of certain AC&W units to be activated and reorganized. (UNCLASSIFIED)

7. Temporary Freq. Authorization. Received temporary frequency authorization from Hq USAF to permit 122nd AC&W Squadron, Benjamin Harrison AFB to operate in the allocated FCC television channel at 209 mc/s. Authorization expires 15 Jan 50 and request for renewal must be in Hq USAF by 1 Jan 50. Authorization and related information forwarded to Hq Tenth Air Force. (UNCLASSIFIED)

8. Approval of T/D's and T/DA's. The following listed T/D's and T/DA's were approved by the VC, 3 Nov 49:

	Off	AM	Civ	GR
Hq ConAC	327	655	350	350
33d Ftr Wg	16	367	212	78
2476th Base S/S	6	172	14	4

(UNCLASSIFIED)

Section II

Projects

Negative

V

DEPUTY FOR MATERIAL

Section I

Diary

1. Project AFEOSC-10, Delivery of C-82A Aircraft to USAFE. Information received from CG, Atlantic Div, MATS, Westover AFB, indicates that difficulties are being encountered in arranging with USAFE for required navigator personnel for the 27 acft, to be released to subject project on 20 Nov 49. "Port of Call" dates for these 27 acft will be furnished this hq as soon as sufficient navigators become available. (UNCLASSIFIED)

2. Project CNCOSC-16 - Delivery of C-54D Acft to 62nd TC Wg. Info recd from 62nd TC Wg indicates that acft are arriving that unit short certain items of 263C equipment that are essential to perform Troop Carrier missions. Unsatisfactory Report regarding these shortages have been submitted and required items requisitioned. Twenty-five C-54D have been delivered or are enroute to 62nd TC Wg as of this date. (UNCLASSIFIED)

3. Modernization of F-84B/C Type Acft. Status of this program is as follows:

a.	F-84B acft delivered to Republic:	
	From Shaw AFB	73
	From Dow AFB	73
	Total	146
b.	F-84C acft delivered to Republic	
	From Turner AFB	78
	From Otis AFB	47
	Total	125
c.	Modernized F-84C acft delivered to Otis AFB:	
	Project ADC9SF-113	32
	Project CNCOSF-30	17
	Total	49

(UNCLASSIFIED)

4. Project ADC9ST-8 - 135 Each T-7 Acft for AFRTC Program. Nineteen aircraft have been received on this project as of this date. (UNCLASSIFIED)

5. Project ADC9ST-9 - 78 Each T-11 Aircraft for AFRTC Program. Nineteen aircraft have been received on this project as of this date. (UNCLASSIFIED)

6. Project DOM 1760 - 289 Each C-46 Tupe Aircraft for AFRTC Program. Two hundred forty-seven acft have been received on this project as of this date. (UNCLASSIFIED).

7. Equipping 2233rd AFRTC, Mitchel AFB. The following action has been take to equip this unit:

a. Instructed Fourteenth AF to prepare 12 C-46D acft, located Birmingham, Ala., for transfer to Mitchel AFB earliest possible date.

b. One C-46D acft, recently released on Project DOM 1760, assigned to this unit.

c. Instructed Tenth AF to prepare 3 C-46D acft, located at O'Hare AFB, for transfer to Mitchel AFB at earliest possible date.

d. Five T-7 acft, recently released on Project ADC9ST-8, assigned this unit.

e. Required T-11 acft will be assigned to this unit as they are released on Project ADC9ST-9. (UNCLASSIFIED)

8. Project STOOST-15 - 148 Each Reserve T-6C Acft for Special USAF Requirement. Forty-four acft have been released to this project as of this date. Thirty-two additional acft have been reported to AMC for release to this project. (UNCLASSIFIED)

9. Project CNC9PC-98 - 83 Each C-119B Aircraft for 314th TC Wg. Three acft have been reported to this headquarters by AMC as being available for pickup and delivery. Information received from 314th TC Wg, however, revealed that these acft are still grounded due to propeller difficulties and that delivery cannot be accomplished until after 8 Nov 49. (UNCLASSIFIED)

10. National Guard Travel Funds. In telephone conversation, 4 Nov 49, Miss Posner, ADO USAF, advised that $125,000 of NG travel funds is being allotted to ConAC for purpose of ferrying ANG acft. (UNCLASSIFIED)

11. Follow-up on F-84 and F-86 AOCP and ANCR Requests by Hq AMC. Hq AMC informed this command and applicable AMC supply activities that due to increased emphasis on present B-36, B-50, F-84 and F-86 programs, that many additional priority requests will probably be submitted for acft spares by all commands. Item by item, follow-up on AOCP and ANCR is now being accomplished by Hq AMC on B-36 and B-50 acft and soon will become effective for F-84 and F-86 acft. A maximum effort will be expended by all concerned to process all priority requests without delay. This information has been disseminated for necessary action to all ConAC Air Forces concerned. Hq AMC has been requested to monitor similar type follow-up action for F-82 acft assigned to this command. (UNCLASSIFIED)

12. Supplies for Support of 3 B-45 Aircraft at Biggs AFB. Twelfth AF advised to have 1st TT Sq submit necessary requisitions for acft spares, special tools and ground handling equipment for support of 3 B-45 acft being assigned to the 1st TT Sq. (UNCLASSIFIED)

13. Type A-1B Sight Assembly. AMC has been requested to clarify supply procedures necessary to obtain A-1B gunsight spare parts. AMC advised this hq, 19 Aug 49, that spare parts were available at WRAMA, whereas information received from Ninth AF indicates that items are not available at WRAMA. AMC was also requested to clarify supply procedures for obtaining A-1C gunsight spare parts. (UNCLASSIFIED)

14. Transfer Authority to Move T/A Equipment from Ft Benjamin Harrison to Selfridge AFB. Authority has been received from Hq AMC for the Tenth AF to transfer such T/A equipment as is considered essential and necessary for their operation at Selfridge AFB. Tenth AF Hq has been directed to furnish Hq AMC thru this hq with a list of all regulated or controlled items transferred. (UNCLASSIFIED)

15. Radio from AMC on Subject of Depot Repair of AN/TPS-10. AMC advised that all radar sets evacuated to depot for repair would be shipped to zonal depot, Warner Robins in this case. Shipment in accordance with TO. 00-25-11 Activities will be advised when directed to evacuate sets. (UNCLASSIFIED)

16. AC&W Site, Niagara. Certificate of Necessity has been signed by the Secretary of the Air Force and further action can now be taken. The Directorate of Installations is now in the process of checking the list of permanent AC&W sites for possible difficulties in site acquisition and construction. (UNCLASSIFIED)

17. ANG Equipment at Dow AFB. Recd call from Hq USAF, advising 11 items have been selected by the ANG from list of equipment at Dow AFB. Equipment will be issued on memo receipt and handled by AMC through their AMA'S. (UNCLASSIFIED)

Section II

Projects

Negative

VI DEPUTY FOR RESERVE FORCES

Section I

Diary

Negative

Section II

Projects

Negative

VII INSPECTOR GENERAL

Section I

Diary

Negative

Section II

Projects

Negative

VIII AIR SURGEON

Section I

Diary

Negative

Section II

Projects

Negative

IX PUBLIC INFORMATION OFFICE

Section I

Diary

1. Press Tour on Training Exercises. At the direction of Headquarters USAF a telephone call was made to the Fourth Air Force to discuss the possibilities of a press tour on the training exercises in the northwest area. No press tour planned at this time. Second release regarding participation of RCAF units was received from USAF and relayed to Fourth Air Force. (UNCLASSIFIED)

Section II

Projects

Negative

Neal J O'Brien
NEAL J. O'BRIEN
Colonel, USAF
Adjutant General

DISTRIBUTION:
Staff
CG, TAC
CG, EADF
CG, WADF
Info cy ea AF

SECURITY REMINDER

"Contractors are responsible that all classified projects allotted to subcontractors or agents are fully protected by a security agreement." (par 4d, AFR 205-1)

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C-49

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FM THE AIR INSPECTOR HQUSAF WASHINGTON DC

TO HQ CONAC MITCHEL AFB NY

AF GRNC

AFCAI-4A 667 PD ATTN FLYING SAFETY OFFICER PD SPECIAL ASSISTANT FOR RESERVE FORCES OF THIS HEADQUARTERS IS CONDUCTING A CONFERENCE ON THE PROBLEMS OF THE NATIONAL GUARD ARISING FROM AFR 62-14 CMA AFL 62-21 CMA ANG MEMO 60-4 AND CONAC REGULATIONS PERTAINING TO REPORTING AND ROUTING OF AIRCRAFT ACCIDENT INFORMATION PD THIS CONFERENCE IS TO BE HELD AT 1000 HRS ON 4 NOV 49 IN RM 5C 938 CMA PENTAGON BLDG PD YOUR ATTENDANCE IS REQUESTED PD OTHERS ATTENDING WILL INCLUDE REPRESENTATIVES FROM NATIONAL GUARD BUREAU CMA SPECIAL ASSISTANT FOR RESERVE FORCES AND FLYING SAFETY DIVISION THIS HEADQUARTERS PD CONFIRMATION IS REQUESTED SIGNED OLD END

28/2000Z

REPOKE 31/1740Z

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COPY

16 September 1949
Subject: Coordination of Training of Air National Guard Units

O&T 325 (16 Sep 49) 4th Ind 8 Nov 1949 RBL/mfn

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Special Assistant for Reserve Forces, Headquarters United States
Air Force, Washington 25, D. C.

1. This headquarters concurs with the directives contained in the National Guard Bureau Letter, "Reorganization of the Air National Guard AC&W Program under USAF Interim Air Defense", 15 August 1949, included as an inclosure to the basic letter, as they are necessary to modify Air National Guard AC&W organizations in order that they will more effectively support the Air Defense Plan of the United States Air Force.

2. Reference is made to paragraph 6 of the letter cited in paragraph 1 above. It is recommended that communication equipment be authorized for two (2) VHF air-ground channels. This is the same policy as established for regular AC&W squadrons. If this equipment is made available, the early warning station will be able to handle a ground control intercept in an emergency.

3. Further reference to the preceding 3rd Indorsement. This Headquarters has never been officially informed of the current reorganization of Air National Guard AC&W organizations; however, a letter has been received from the National Guard Bureau, "Training Air National Guard AC&W Units During Regular Drill Periods at USAF Permament Radar Installations under USAF Interim Air Defense Plan", 1 September 1949, in which the National Guard Bureau requested this headquarters to furnish a list of regular AC&W sites which, because of their proximity to like Air National Guard AC&W sites, could be used by the Air National Guard during drill period training. This information was furnished by 1st Indorsement to the letter cited above on 24 September 1949 (Classification "Secret"). In addition, it was pointed out that it would be necessary for Headquarters USAF to modify paragraph 3, Air Force Letter 205-25, in order that Air National Guard personnel may be authorized to have access to classified information during their drill periods. It was also urged that the National Guard Bureau immediately initiate action to have security investigations conducted on all Air National Guard personnel to have access to "Secret" information. The current status of these matters is requested.

4. It is further requested that this headquarters be advised of the current status of the Air National Guard AC&W reorganization, to include designations and locations of additional AC&W organizations authorized to organize and the status of procurement of additional communications equipment to be made available to the Air National Guard. Upon receipt of this

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Coordination of Training of Air National Guard Units
O&T 325

information, this headquarters will make formal announcement of the new Air National Guard AC&W program to the Continental Air Command and Air Forces. The Air Forces will be directed to implement concurrent Air National Guard-Regular Air Force AC&W training, in any areas where this is physically possible.

FOR THE COMMANDING GENERAL:

J.H. BLOSS
Lt. Col., AGD (USAF)
Asst. Adj. Gen.

1184

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Basic ltr fr Air Instr 132nd AC&W Sq, The Armory, Mpls, Minn, dtd 16 Sept 49.
subj: Coord of Training of ANG Units

AFCRF-2 5th Ind Jan 9 1950

Dept of Air Force, Hq. USAF, Washington 25, D. C.

TO: Commanding General, Continental Air Command, Mitchel Air Force Base,
New York

1. This Headquarters approves the retention of equipment as per request until such time as the T/O&E equipment authorized this unit, now on procurement by the National Guard Bureau, is delivered by the manufacturers. The National Guard Bureau has concurred in this decision and is so advising the subject organization.

2. The reorganization of the ANG AC&W units is based upon the requirements of the United States Air Defense System. It is believed that this is a sound basis and outweighs other considerations such as running practice interceptions. This, too, will be possible when the Air Force Interim AC&W Program is completed. There are several regular Air Force radar stations planned in the St. Paul area with a regular Air Force control center to be constructed at Ft. Snelling, Minnesota.

3. Reference is made to paragraph 3, 4th indorsement to basic letter, The current reorganization of the ANG AC&W organization was transmitted officially to the Commanding General, Air Defense Command on 4 November 1948 by 3rd indorsement to Hq. ADC letter dated 20 April 1948, file J 381, subject: "Reorganization of Air National Guard Aircraft Control and Warning Units." Further, a conference was held on 4 March 1949 at this Headquarters in which several minor revisions were made. Col. I.F. Stinson and Capt. J.L. Lombardo were nominated to represent your Headquarters (reference AFCONACRG 4147, 1 March 1949).

4. Inclosures 2 and 3 contain information requested by paragraph 4, 4th indorsement to basic letter. Inclosures 4 and 5 contain procurement and repair programs for FY 1950 in the total amount of $3,228,866 which have been directed by letter from the National Guard Bureau to the Commanding General, Air Materiel Command, dated 13 December 1949.

BY COMMAND OF THE CHIEF OF STAFF:

C. R. SCHOTT
Colonel, USAF
Deputy Spec. Asst. for Reserve Forces

5 Incls:
1 - n/c
added
2 - Ltr fr NGB dtd 20 Oct 49
3 - ANG AC&W Organization
4 - ANG Sig. Corps Equip Program FY 50
5 - ANG Sig Corps Equip Repair Program
FY 50

DIARY

8 November 1949

1. Ferrying of ANG Aircraft. Rec'd telephone call from the ADO, USAF, who stated that ConAC would be required to ferry 97 each F-84 type aircraft from Republic Avn Corp to ANG units in the near future. Advised USAF that no action could be taken by this hq to ferry these aircraft until NG travel funds are made available.

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FIRST AIR FORCE, MITCHEL AFB, NY 9 Nov 49 1100 UNCLASSIFIED

PRIORITY

CO, DOW AFB, BANGOR, MAINE
CO, 33RD FTR WG, OTIS AFB, FALMOUTH, MASS

MCMSXO 42-18-88

CG, CONAC, MITCHEL AFB, NY (COURIER)
USP&DO, STATE OF MAINE, CAMP KEYES, AUGUSTA, MAINE (NGB)

AF1AFM&S 440 PD IN ACCORDANCE WITH MSG MCMSXO42-11-88 CMA HQ AMC DATED 4 NOV 49 CMA AFMSP-3-49075 DATED 20 SEPT 49 AND AFCONACM&S 39858 CMA THE FOLLOWING IS DIRECTED CLN THE ACCOUNTABILITY FOR THE EQUIPMENT INDICATED AS ESSENTIAL OPERATING EQUIPMENT BY THE MAINE NATIONAL GUARD EXCEPT 08-D ITEMS BE TRANSFERRED TO OTIS AFB PD REFERENCED EQUIPMENT WILL BE PLACED ON MEMORANDUM RECEIPT FROM OTIS TO THE USP&DO OF MAINE PENDING RECEIPT OF INFORMATION FROM HQ USAF RELATIVE TO ITEMS AND QUANTITIES TO BE TRANSFERRED TO THE MAINE AIR NATIONAL GUARD PD ITEMS OF 08-D EQUIPMENT WILL BE TRANSFERRED TO THE MAINE NATIONAL GUARD IN ACCORDANCE WITH 2ND INDORSEMENT FROM HQ AMC DATED 2 NOV 49 TO LETTER FROM HQ 1ST AF SUBJECT CLN ESSENTIAL OPERATING EQUIPMENT BY THE MAINE AIR NATIONAL GUARD CMA DATED 22 OCT 49 PD END

No further action necessary 545 Con Ac

CG, 1AF

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10 NOV 1949

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W. E. ATWATER
Major, USAF
Asst Adj Gen

M&S Maj PCN/es 2153

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ITCHEL AFB, NY 9 Nov 49 1100 UNCLASSIFIED

PRIORITY

HQ FIRST
, BANGOR, MAINE
FTR WG, OTIS AFB, FALMOUTH, MASS

MCMSXO 42-18-88

CG, CONAC, MITCHEL AFB, NY (COURIER)
USP&DO, STATE OF MAINE, CAMP KEYES, AUGUSTA,MAINE (NGB)

AF1AFM&S 440 PD IN ACCORDANCE WITH MSG MCMSXO42-11-88 CMA HQ AMC DATED 4 NOV 49 CMA AFMSP-3-49075 DATED 20 SEPT 49 AND AFCONACM&S 39858 CMA THE FOLLOWING IS IRECTED CLN THE ACCOUNTABILITY FOR THE EQUIPMENT INDICATED AS ESSENTIAL OPERATING EQUIPMENT BY THE MAINE NATIONAL GUARD EXCEPT 08-D ITEMS BE TRANSFERRED TO OTIS AFB PD REFERENCED EQUIPMENT WILL BE PLACED ON MEMORANDUM RECEIPT FROM OTIS TO THE USP&DO OF MAINE PENDING RECEIPT OF INFORMATION FROM HQ USAF RELATIVE TO ITEMS AND QUANTITIES TO BE TRANSFERRED TO THE MAINE AIR NATIONAL GUARD PD ITEMS OF 08-D EQUIPMENT WILL BE TRANSFERRED TO THE MAINE NATIONAL GUARD IN ACCORDANCE WITH 2ND INDORSEMENT FROM HQ AMC DATED 2 NOV 49 TO LETTER FROM HQ 1ST AF SUBJECT CLN ESSENTIAL OPERATING EQUIPMENT BY THE MAINE AIR NATIONAL GUARD CMA DATED 22 OCT 49 PD END

CG, 1AF

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10 NOV 1949

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M&S Maj PCN/es 3680 2153

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[illegible], USAF
Asst Adj Gen

ROUTING	COORDINATION	STAFF ACTIVITY
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FOR DIRECTORATE USE

Prepared By RDL
Capt. LIBBEY

Coordinated With

RECOMMENDATION

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Until

ConAC Form Hq-AG 5
28 March 1949

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10 Nov 49
O&T/RDL/msm/2201

HQ CONAC MITCHEL AFB NY

UNCLASSIFIED

SPECIAL ASST FOR RESERVE FORCES HQ
USAF WASH 25 DC

PRIORITY
2

AFConACOT 40082 PD Ref is made to conference between Maj Gen Myers and Brig Gen McConnell at this hq on 9 Nov 49, concerning ANG fld trng sites in the First and Ninth AF areas. The First AF adv that the CGs of the 52d and 67th Ftr Wgs and all State Adj Gen concerned violently oppose the plan to utilize Dover-McGuire-New Castle area as fld trng sites. Principal objections follow: Sub-par a[illegible]. Time lost due to travel; sub-par h[illegible]. Excessive travel costs involved. sub-par [illegible]. The fact that tower, fire fighting and crash facilities, plus other service facilities of the parent ANG organizations of Dow AFB and Grenier AFB are available at those locations but would have to be made available at Dover. sub-par d[illegible]. Only Ft. Dix air-to-ground range will be available in the Dover area. Par 2. In view of the present conflict between the proposed fld trng dates of the ANG units of Ninth and First AF areas, it is recommended that the orig plan of First AF to use Stewart AFB, Grenier AFB and Dow AFB, be concurred in by all State auth, be approved in lieu of Ninth AF fld trng sites. Par 3. Both Ninth AF and First AF

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ROUTING	COORDINATION	STAFF ACTIVITY
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		Instl
		DRF
		Res
		ROTC
		ANG

HQ COMAC MITCHEL AFB NY **UNCLASSIFIED**

SPEC ASST FOR RESERVE FORCES HQ **PRIORITY**
USAF WASH 25 DC **X**

(2D PAGE)

agreed that the establishment of dates mutually acceptable to ANG State auth concerned for use of Dover AFB is impossible. If your hq and/or the Natl Guard Bureau do not approve of First AF's plan, cited in par 2 above, it will be necessary for the Natl Guard Bureau to establish the fld trng dates for use of Dover and direct the 82d and 67th Ftr Wgs to participate in fld trng in the Dover area. Par 4. Ur final decision in this matter is requested at an early date. End

CG, ComAC

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Coordinated With ______

RECORD EVALUATION

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OFFICIAL BUSINESS

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[illegible] (USAF)

[illegible]

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CAF/Capt. LIBBEY/ mam/8891
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ComAC Form Hq-AG 5
28 March 1949

Adjutant General's Central File Copy

L-49-246

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9AF 325, 10 November 1949
Subject: Air National Guard Summer Encampment for 1950

O&T 325 (10 Nov 49) 1st Ind RBI/mfn

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Special Assistant for Reserve Forces, Headquarters United States Air Force, Washington 25, D. C.

1. Reference is made to message, this headquarters, AFConACOT 40082, 10 November 1949, in which it was pointed out that the Commanding Generals of the 52nd Fighter Wing, New York Air National Guard and the 67th Fighter Wing, Massachusetts Air National Guard, have objected to the proposal of utilizing the Dover Air Force Base area as a field training site for their wing. If your headquarters approves the proposal to utilize bases in the First Air Force area for the wings cited above, it will be possible for the 53rd Fighter Wing, Pennsylvania Air National Guard, to train in the Dover area during the month of August.

2. This headquarters has no objection to the use of Lockbourne Air Force Base by the 55th Fighter Wing, Ohio Air National Guard, providing suitable arrangements can be made for aerial gunnery training. In this connection, it is pointed out that the use of the lower Lake Huron air-to-air gunnery range and the Ft. Knox, Kentucky air-to-ground gunnery range will necessitate the establishment of adequate safety corridors or the use of staging bases. This headquarters will request the Ninth Air Force to work in conjunction with the Tenth Air Force in establishing the necessary arrangements in this connection.

3. This headquarters will also request the Ninth Air Force to submit cost estimates to the National Guard Bureau for the use of Lockbourne Air Force Base as a field training site.

4. The use of New Castle County Airport, Wilmington, Delaware, by the 53rd Fighter Wing was originally proposed by the Ninth Air Force but was deleted in the conference cited in paragraph 3 of the basic letter for reasons of economy. It is recommended that this decision be reconsidered and that Newcastle Air Force Base be used in conjunction with Dover Air Force Base. The Ninth Air Force has estimated that the cost to the National Guard Bureau for the use of Newcastle is $19,350.

5. This headquarters does not consider the conference suggested in paragraph 3a of the basic letter necessary inasmuch as your headquarters has already indicated that a conference will be held between Continental Air Command Air Forces, this headquarters and the Special Assistant for Reserve Forces sometime during the period 16 November through 15 December (See paragraph 2d of letter, your headquarters,

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Air National Guard Summer Encampment for 1950
O&T 325

"Budget Estimates for National Guard Field Training (Form 50)", 3 August 1949). Information is requested as to when and where this conference will be held.

FOR THE COMMANDING GENERAL:

CHARLES T. MYERS
Major General, United States Air Force
Vice Commander

242

OG 353 9th Ind
Subject: Training of Airmen of the Air National Guard

HEADQUARTERS TWELFTH AIR FORCE, Brooks Air Force Base, Texas
NOV 14 1949
TO: Commanding General, Continental Air Command, Mitchel Air Force Base, New York

1. This headquarters has been aware of the necessity for a training plan to qualify Air National Guard personnel, especially those without prior military service, in appropriate MOS's. Requests have been sent to the Indoctrination Division of the Air Training Command, Lackland Air Force Base, Texas and also to the Commanding General, Air Training Command, Scott Air Force Base, Illinois, for course outlines, lectures and lists of necessary training aids for numerous courses appropriate to the Air National Guard units. The Indoctrination Division at Lackland has available all the required material for Course Number 52100, USAF Basic Training, Military, and it is believed they can fulfill existing requirements for this particular course. To date, no acknowledgement has been received from Headquarters, Air Training Command, concerning the requests of this headquarters.

2. Regarding the formulation of a training plan discussed in basic communication, this headquarters has been informed that such a plan is being prepared under the supervision of the National Guard Bureau.

3. A training plan suited to the requirements of the Air National Guard units under Twelfth Air Force supervision is necessary. If these units can be used as a criteria then a standarized training program, to qualify personnel in Military Occupational Specialties is a definite requirement for Air National Guard units throughout the country. Since the initiation of such a training program to standarize training throughout the entire Air National Guard would extend beyond the limits of Twelfth Air Force supervision, it is recommended by this headquarters that the National Guard Bureau create such a training program peculiar to the needs of the Air National Guard. If such a program were initiated and put into action, the Air National Guard will be better trained and better prepared to go into action on "M Day".

4. It is recommended that this correspondence be forwarded to the National Guard Bureau for their consideration.

FOR THE COMMANDING GENERAL:

A. J. CUPPER
Captain, USAF
Asst Adj. Gen

1 Incl:
n/c

2 Hist

243 R

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

14 November 1949

Headquarters Continental Air Command Diary and Project Report

I ADJUTANT GENERAL

Section I

Diary

1. Conference on Records Administration. Captain Frederick W. Gerhard, Captain Leon J. Windsor and WOJG Otis C. Turner of this division have been selected to represent this command at a conference on Records Administration at the Kansas City Records Center, Kansas City, Missouri on 16 and 17 November 1949. (UNCLASSIFIED)

2. Staff Visit Reports. The following Staff Visit Reports have been received and are available for reference in the AG Unclassified Files:

Officer Making Visit	Unit Visited
Lt Col Allen A. Futral	Directorate of Instl, Hq USAF
Captain Alan W. Wilber	52d Ftr Wg, McGuire AFB, Trenton, NJ
Major Charles S. Heflin	Dept of Forests and Waters, Educational Building, Harrisburg, Pa.

Section II

Projects

Negative

II COMPTROLLER

Section I

Diary

Negative

Section II

Projects

Negative

III DEPUTY FOR PERSONNEL

Section I

Diary

Negative

Section II

Projects

Negative

IV DEPUTY FOR OPERATIONS

Section I

Diary

1. GCA for Sweetbriar. Received message from Hq USAF stating that GCA would be provided at Whitehorse, Canada, for the duration of Exercise Sweetbria. This is to be implemented under the original plan. Fourth Air Force, Alaskan Air Command, Allied Air Force Commander for Sweetbriar have been notified. (RESTRICTED)

2. Restriction on Philadelphia Area. Message received 14 Nov from USAF states that no Air Force or National Guard aircraft are to be cleared for landing within a 50 mile radius of Philadelphia, Pa. except those specifically cleared by Hq USAF. From 1200 to 1700 EST on 26 Nov, no military a/c will fly within a 3 mile radius of the Municipal Stadium, Philadelphia, except aircraft patrol furnished by this headquarters. The Navy Dept. is issuing a similar directive for Navy aircraft. This Command will furnish a continuous patrol in the area and will report any aircraft violating the above restriction, to Hq USAF. (UNCLASSIFIED)

3. Special Training of Radar Mechanics. Request for special training for 20 radar mechanics on AN/APQ-26 radar set has been approved by Hq USAF. Personnel are being trained by the Air Training Command and commencing 15 Feb 1950, these personnel will be available for assignment to the 52d and 325th Fighter Groups. (UNCLASSIFIED)

4. Freq. for Operation of Voice Circuit Between TAC & TAF. Two frequencies for operation of a voice circuit between TAC, Langley AFB and TAF, Pope AFB furnished Tactical Air Command. (UNCLASSIFIED)

5. Fighter Aircraft Channelization. Standard Fighter Aircraft Channelization for use by fighter aircraft committed to the defense of the U.S. submitted to Hq USAF for approval. (UNCLASSIFIED)

Section II

Projects

Negative

V DEPUTY FOR MATERIEL

Section I

Diary

1. Exercise Portrex. Received message from Air Materiel Command authorizing the use of 100-octane fuel in jets participating in Exercise Portrex. The message also states that availability of large external tanks for F-84 type aircraft is questionable; therefore, a stop at Guantanamo will be mandatory on the trip from Miami to Ramey AF Base. (RESTRICTED)

2. Projects for Construction at McGuire AF Base. 2nd Indorsement to Hq USAF forwarding five projects totaling $116,500 for approval and funding for alteration, maintenance and modification work required at McGuire AF Base to accommodate the 52nd Fighter Wing. (UNCLASSIFIED)

3. Aircraft Reconditioning Requirements, Last Half FY 50. In message MCMMXC32-11-202, AMC requested subject requirements for this command be forwarded not later than 1 December 1949 so that the Depot Work Program could be planned accordingly. These requirements are to be in addition to those completed by or scheduled to depots during the first half of FY 50. Aircraft desired for DIR must be listed by type and model, total quantity, desire monthly input schedules, and precedence. In order that AMC can be furnished with accurate information in the manner requested, a priority message was dispatched to all ConAC air forces requesting this headquarters be furnished prior to 20 Nov 49 with total number of T-6, T-7, T-11 and C-45 type aircraft in their command that require reconditioning together with desired input schedules and precedence listing. Only these types are being considered since projects are presently in effect to modernize or recondition all other type aircraft assigned this command except B-29s. It is intended to automatically include all assigned B-29 aircraft as number 1 precedence since these aircraft were received in a severely deteriorated condition. (UNCLASSIFIED)

4. Authorization and Issue of Life Rafts. Letter written to all ConAC Air Forces on current USAF policy of authorization and issue of life rafts. This letter outlines procedures to be followed in the requisitioning and issue of life rafts and also lists instructions for replacement of life raft accessory kits. (UNCLASSIFIED)

5. J-35A-13AC Jet Engines for Otis AF Base. Hq AMC has directed MAAMA to install 29 modification kits on J-35A-13AC jet engines and to ship the modified ones to Otis AF Base. Otis AF Base has been advised of this action. (UNCLASSIFIE

6. Ammunition for O-5 Series Demonstration, Camp Campbell, Ky. Message was received from AMC which indicated Ordnance depots that would supply ammunition for this demonstration. Ninth Air Force was instructed to contact Blue Grass and Letterkenny Ordnance Depots to effect air pick-up. (UNCLASSIFIED)

7. Modified F-1A Refueling Trailers for Langley Air Force Base. Advised Headquarters, Ninth Air Force, that four (4) each F-1A Trailers modified for jet fuel have been ordered shipped to Langley Air Force Base from San Antonio Air Materiel Area. Authorized direct contact for follow-up purposes and requested this headquarters be advised upon receipt. (UNCLASSIFIED)

8. Test Equipment for AN/CPS-5 and TPS-1. Approved request from First Air Force for test equipment for AN/CPS and TPS-1 radar sets. (UNCLASSIFIED)

9. Availability of AN/APN-12. Queried Fourth and Fourteenth Air Forces on availability of AN/APN-12 on temporary loan or permanent basis. Hq USAF wants this equipment for Air Sea Rescue. (UNCLASSIFIED)

10. Reinstallation of Liaison Radio Equipment. Requested AMC to reinstall liaison radio equipment in certain TC-46 aircraft which were received by units of the Ninth Air Force less this equipment. (UNCLASSIFIED)

11. Supply of Common Items to Small AF Detachments. Hq AMC has directed that all T/A 21 clothing and equipment will be obtained from the nearest USAF installation, pending a change to AFM 67-1. AMC has been queried and requested to reconsider this directive, since some AF detachments such as instructors on duty with AFROTC units are located great distances from an AF installation and yet may be close to any Army installation. AMC has replied that their directive was not intended to conflict with any existing directives; however, they have still not answered our question with reference to these small detachments continuing to obtain common items from an Army installation, if such a system is feasible and economical. Their attention will be invited to AFR 67-32 which prescribes the procedure to be followed in transferring supply items between departments. (UNCLASSIFIED)

12. Repair Kits for F-84D Aircraft. Query of the Republic Corp revealed that the first shipment of kits for repair of F-84D aircraft with cracked wing skin at Shaw and Hamilton AF Bases were air expressed to those stations on 11 November 1949. Remainder of repair kits required should be air expressed to same bases on or about 21 November 1949. (UNCLASSIFIED)

13. Direct Couplings for AN/CPS-5. Letters to all except Ninth Air Force requesting location and serial numbers of all AN/CPS-5 radar sets requiring direct coupling kits between wave guide and magnetron. This coupling necessary with moving target indicators. AMC requested information. (UNCLASSIFIED)

Section II

Projects

1. Title and description: Survey of ConAC Real Estate Holdings to determine those which can be declared surplus during FY 1950. (UNCLASSIFIED)

Priority 2

Status: Project has been completed.
Started: 11 July 1949
Completed: 10 Nov 1949
Project Officer: Major R. Pastor

VI DEPUTY FOR RESERVE FORCES

Section I

Diary

Negative

Section II

Projects

Negative

VII INSPECTOR GENERAL

Section I

Diary

1. ORT of 56th Ftr Gp at Selfridge AFB, Michigan. Inspection team from this office left for operational readiness test of 56th Ftr Gp at Selfridge AF Base, Michigan, to be conducted 14 - 18 Nov 49. (UNCLASSIFIED)

2. Inspection of Pope AFB, Fort Bragg, N.C. Inspector General of First Region is making inspection of Pope AF Base, Fort Bragg, N.C., 27 Nov - 2 Dec. (UNCLASSIFIED)

Section II

Projects

Negative

VIII AIR SURGEON

Section I

Diary

Negative

Section II

Projects

Negative

IX PUBLIC INFORMATION OFFICE

Section I

Diary

1. Msg fr USAF re Improvement of Community Relations. The following message has been received from Hq USAF and is quoted for the information and compliance of all personnel of this headquarters: "It is to the manifest interest of the individual commander to further improve community relations as well as AF Public Relations in the area or region of his station or command. One of the most effective and least expensive means of accomplishing that end is through the medium of public appearances and speeches by senior and general officers. Such engagements are considered to be in line of official duty. Commanders are requested to encourage qualified personnel of their commands to accept appearances and speaking engagements at meetings of reputable civic organizations when to do so will not interfere with the performance of more important duties. Any statements involving controversial subjects, foreign relations, United Nations, Atlantic Pact, and new developments will be submitted to this headquarters for clearance prior to delivery." (UNCLASSIFIED)

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Hq ConAC Diary and Proj Rpt

2. Lecture at Tinker AFB, Oklahoma City, Oklahoma. At the request of Commanding Officer, Headquarters, 1800th AACS Wing, Tinker Air Force Base, ahoma City, Oklahoma, a 20 minute lecture on the history, mission and function ConAC was prepared. (UNCLASSIFIED)

Section II

Projects

Negative.

V E Murphy

V. E. MURPHY
Lt Col, USAF
Asst Adj Gen

DISTRIBUTION:
Staff
CG, TAC
CG, EADF
CG, WADF
Info cy ea AF

SECURITY REMINDER

"Information classified higher than RESTRICTED will not be discussed over the telephone". (Par 6b, AFR 205-1).

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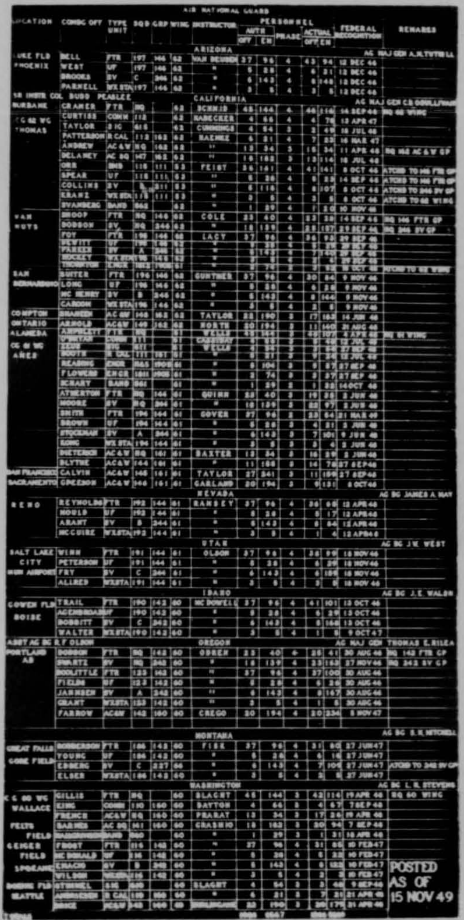
DIARY

15 November 1949

3. Ferrying of ANG Aircraft. Sufficient funds have been made available to this command to accomplish required ferrying of ANG aircraft thru 31 Dec 49. Crew requests that have been held in abeyance are being issued this date.



AIR NATIONAL GUARD

LOCATION	COMDG OFF	TYPE UNIT	SQD	GRP	WING	INSTRUCTOR	PERSONNEL AUTH OFF	PERSONNEL AUTH EN	PHASE	ACTUAL OFF	ACTUAL EN	FEDERAL RECOGNITION	REMARKS
						ARIZONA							AG MAJ GEN A.M. TUTHILL
LUKE FLD PHOENIX	BELL	FTR	197	146	62	VAN DEUSEN	37	96	4	43	94	12 DEC 46	
	WEST	UF	197	146	62	"	5	28	4	6	21	12 DEC 46	
	BROOKS	SV	C	246	62	"	6	143	4	8	148	12 DEC 46	
	PARNELL	WX STA	197	146	62	"	3	5	4	3	5	12 DEC 46	
SR INSTR COL BUDD PEABLEE						CALIFORNIA							AG MAJ GEN C.B. [illegible]
BURBANK	CRAMER	FTR	HQ		62	SCHMID	45	144	4	46	116	14 SEP 46	HQ 62 WING
CG 62 WG THOMAS	CURTISS	COMM	112		62	HABECKER	4	66	4	4	78	13 APR 47	
	TAYLOR	SIG	615		62	CUMMINGS	4	54	3	2	49	18 JUL 46	
	PATTERSON	R CAL	112	162	62	RAENEZ	6	21	4	7	23	16 MAR 47	
	ANDREW	AC&W	HQ	162	62	"	13	34	3	15	34	11 APR 46	HQ 162 AC & W GP
	DELANEY	AC SQ	147	162	62	"	16	182	3	13	114	18 JUL 46	
	ORR	BMB	115	111	63	FEIST	36	161	4	41	141	8 OCT 46	ATCHD TO 146 FTR GP
	SPEAR	UF	115	111	63	"	5	28	4	8	23	14 SEP 46	ATCHD TO 146 FTR GP
	COLLINS	SV	[illegible]	211	63	"	6	118	4	8	107	8 OCT 46	ATCHD TO 246 SV GP
	KRANZ	WX STA	115	111	63	"	3	5	4	3	5	8 OCT 46	ATCHD TO 62 WING
	SVANBERG	BAND	562		62	"	1	29	4	1	20	10 NOV 46	
VAN NUYS	SHOOP	FTR	HQ	146	62	COLE	23	40	4	23	28	14 SEP 46	HQ 146 FTR GP
	DODSON	SV	HQ	246	62	"	18	139	4	28	137	29 SEP 46	HQ 246 SV GP
	FOY	FTR	195	146	62	LACY	37	96	4	36	93	29 SEP 46	
	DEWITT	UF	195	146	62	"	5	28	4	5	25	29 SEP 46	
	PARKER	SV	A	246	62	"	6	143	4	7	140	29 SEP 46	
	HOCKEY	WX STA	195	146	62	"	3	5	4	3	4	29 SEP 46	
	THORNTON	ENGR	1812	1908	61	"	8	74	3	3	52	18 OCT 46	ATCHD TO 62 WING
SAN BERNARDINO	SUITER	FTR	196	146	62	GUNTHER	37	96	4	30	84	9 NOV 46	
	LONG	UF	196	146	62	"	5	28	4	6	28	9 NOV 46	
	MC HENRY	SV	B	246	62	"	6	143	4	8	144	9 NOV 46	
	CARDON	WX STA	196	146	62	"	3	5	4	2	5	9 NOV 46	
COMPTON	SHAHEEN	AC SQ	148	162	62	TAYLOR	22	190	3	17	163	14 JUN 46	
ONTARIO	ARNOLD	AC&W	149	162	62	NORTH	20	194	3	11	140	21 AUG 46	
ALAMEDA	[illegible]	FTR	HQ		61	WELLS	45	144	3	45	107	4 APR 46	HQ 61 WING
CG 61 WG AMES	O'BRYAN	COMM	111		61	CASSIDAY	4	66	3	6	46	12 JUL 46	
	[illegible]	SIG	611		61	WELLS	4	54	3	3	56	27 SEP 46	
	BOOTH	R CAL	111	161	61	"	6	21	3	9	24	12 JUL 46	
	READING	ENGR	1865	1905	61	"	8	104	3	9	57	27 SEP 46	
	FLOWERS	ENGR	1811	1905	61	"	3	74	3	3	37	27 SEP 46	
	SCHARY	BAND	561		61	"	1	29	3	1	23	14 OCT 46	
	ATHERTON	FTR	HQ	144	61	QUINN	23	40	3	19	25	2 JUN 46	
	MOORE	SV	HQ	244	61	"	18	139	3	22	97	2 JUN 46	
	SMITH	FTR	194	144	61	GOVER	37	96	3	23	64	21 MAR 49	
	BROWN	UF	194	144	61	"	5	28	3	4	21	2 JUN 46	
	STOCKMAN	SV	A	244	61	"	6	143	3	7	101	9 JUN 46	
	LONG	WX STA	194	144	61	"	3	5	3	3	4	2 JUN 46	
	DIETERICH	AC&W	HQ	161	61	BAXTER	13	34	3	16	29	2 JUN 46	
	BLYTHE	AC&W	144	161	61	"	11	188	3	14	78	27 SEP 46	
SAN FRANCISCO	CALVIN	AC&W	145	161	61	TAYLOR	27	341	3	11	199	27 SEP 46	
SACRAMENTO	GREESON	AC&W	146	161	61	GARLAND	20	194	3	9	131	8 OCT 46	
						NEVADA							AG BG JAMES A. MAY
RENO	REYNOLDS	FTR	192	144	61	RAMSEY	37	96	4	36	98	12 APR 46	
	MOULD	UF	192	144	61	"	5	28	4	5	17	12 APR 46	
	ARANT	SV	B	244	61	"	6	143	4	6	84	12 APR 46	
	MC GUIRE	WX STA	192	144	61	"	3	5	4	1	4	12 APR 46	
						UTAH							AG BG J.W. WEST
SALT LAKE CITY MUN AIRPORT	WINN	FTR	191	144	61	OLSON	37	96	4	36	99	18 NOV 46	
	PETERSON	UF	191	144	61	"	5	28	4	6	29	18 NOV 46	
	FRY	SV	C	244	61	"	6	143	4	6	186	18 NOV 46	
	ALLRED	WX STA	191	144	61	"	3	5	4	3	5	18 NOV 46	
						IDAHO							AG BG J.E. WALSH
GOWEN FLD BOISE	TRAIL	FTR	190	142	60	MC DOWELL	37	96	4	41	101	13 OCT 46	
	AGENBROAD	UF	190	142	60	"	5	28	4	6	29	13 OCT 46	
	BOBBITT	SV	C	242	60	"	6	143	4	8	166	13 OCT 46	
	WALTER	WX STA	190	142	60	"	3	5	4	1	5	9 OCT 47	
ASST AG BG R.F. OLSON						OREGON							AG MAJ GEN THOMAS E. RILEA
PORTLAND AB	DODSON	FTR	HQ	142	60	OBREN	23	40	4	25	41	30 AUG 46	HQ 142 FTR GP
	SWARTZ	SV	HQ	242	60	"	18	139	4	23	162	27 NOV 46	HQ 242 SV GP
	DOOLITTLE	FTR	123	142	60	"	37	96	4	37	100	30 AUG 46	
	FIELDS	UF	123	142	60	"	5	28	4	6	26	30 AUG 46	
	JANNSEN	SV	A	242	60	"	6	143	4	8	167	30 AUG 46	
	GRANT	WX STA	123	142	60	"	3	5	4	1	5	30 AUG 46	
	FARROW	AC&W	142	160	60	CREGO	20	194	4	20	234	5 NOV 47	
						MONTANA							AG BG S.H. MITCHELL
GREAT FALLS GORE FIELD	ROBBERSON	FTR	186	142	60	FISK	37	96	4	31	60	27 JUN 47	
	YOUNG	UF	186	142	60	"	5	28	4	6	16	27 JUN 47	
	EDBERG	SV	C	227	66	"	6	143	4	7	106	27 JUN 47	ATCHD TO 242 SV GP
	ELSER	WX STA	186	142	60	"	3	5	4	3	5	27 JUN 47	
						WASHINGTON							AG BG L.H. STEVENS
CG 60 WG WALLACE	GILLIS	FTR	HQ		60	SLAGHT	45	144	3	42	114	19 APR 46	HQ 60 WING
	KING	COMM	110	160	60	DAYTON	4	66	3	4	67	7 SEP 46	
	FRENCH	AC&W	HQ	160	60	PRARAT	13	34	3	17	26	19 APR 46	
FELTS FIELD	BARNES	AC SQ	141	160	60	GRASHIO	18	182	3	20	94	7 SEP 46	
	[illegible]	BAND	560		60	"	1	29	3	1	31	18 APR 46	
GEIGER FIELD	FROST	FTR	116	142	60	"	37	96	4	31	85	10 FEB 47	
	MC DONALD	UF	116	142	60	"	5	28	4	6	22	10 FEB 47	
SPOKANE	[illegible]	SV	B	242	60	"	6	143	4	8	122	10 FEB 47	POSTED AS OF 15 NOV 49
	WILSON	WX STA	116	142	60	"	3	5	4	2	3	10 FEB 47	
BOEING FLD SEATTLE	[illegible]	SIG	640		60	SLAGHT	4	54	3	3	46	9 SEP 46	
	[illegible]	R CAL	110	160	60	"	6	21	3	7	21	21 APR 46	
	[illegible]	AC&W	143	160	60	[illegible]	22	190	3	20	175	21 APR 46	
							[illegible]	[illegible]		[illegible]	[illegible]		

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

15 November 1949

O&T 353

SUBJECT: Use of Mather Air Force Base as an Air National Guard Field Training Site

TO : Commanding General, Air Training Command, Barksdale Air Force Base, Louisiana

1. This headquarters has been directed by Headquarters USAF to establish detailed arrangements for Air National Guard field training activities during the Calendar Year 1950.

2. Mather Air Force Base, because of its proximity to naval aerial gunnery ranges in the San Francisco area, is considered a desirable field training site for the 61st and 62nd Fighter Wings, California Air National Guard.

3. It is requested that this headquarters be advised whether Mather Air Force Base may be considered as a possible Air National Guard field training site under the following conditions:

a. All costs incurred by the use of this base by Air National Guard organizations will be borne by the National Guard Bureau.

b. In the event that housing facilities are not available, tentage areas will be utilized.

c. Only one (1) of the Air National Guard wings cited above will train at Mather Air Force Base at a time (61st Fighter Wing - 5 August through 19 August; 62nd Fighter Wing - 20 August through 2 September).

d. It is anticipated that Mather Air Force Base will be used in conjunction with Hamilton Air Force Base; therefore, it will not be necessary to accommodate an ehtire Air National Guard Wing.

4. In the event that your headquarters approves the use of Mather Air Force Base, the Fourth Air Force will be requested to survey that installation to determine what construction and additional facilities must be made available by the National Guard Bureau.

5. It is requested that this headquarters be advised of your decision in this matter at an early date.

FOR THE COMMANDING GENERAL:

t/ CHARLES T. MYERS
Major General, United States Air Force
Vice Commander

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Basic Ltr Hq ConAC, Mitchel AFB, N.Y., O&T 353, 16 Nov 49, Subj "Use of Mather AFB as an Air Nat'l Guard Fld Trng Site"

GR

680.3 3rd Ind

13 Feb 49

Headquarters, Air Training Command, Scott Air Force Base, Illinois

TO: Commanding General, Continental Air Command, Mitchel Air Force Base, New York

* * * *

2. In view of the projected training program scheduled at Mather Air Force Base, in addition to the limitations outlined in 2nd Indorsement, it is not deemed advisable to consider Mather Air Force Base as a possible Air National Guard field training site.

FOR THE COMMANDING GENERAL:

s/ C. H. Caldwell
t/ C. H. CALDWELL
Brigadier General, USAF
Chief of Staff

Copy furnished:
CG Mather AFB

248

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

AFCRF-2

SUBJECT: Air Instructors for Air National Guard Units

NOV 10 1949

TO: Commanding General
Continental Air Command
Mitchel Air Force Base
New York

210.65 NG

1. Discussions with a number of Air National Guard Commanders from the Squadron to the Wing level, also with a number of Air Instructors (both officers and airmen), indicate that these instructors have been assigned to the Air National Guard in the past without previous experience with civilian components and are not thoroughly briefed on their duties and responsibilities as Air National Guard instructors.

2. A large number of presently assigned instructors will be completing their initial tour of duty as such within the next six months. It is felt very desirable that every effort be exerted to take advantage of the experience gained by these officers and airmen to improve the training standards of the Air National Guard and effect a better understanding between it and the Regular Air Force.

3. The following suggestions are offered regarding procedures in order to provide more adequate briefing and guidance to Air Instructors who will be assigned to such duty in the future and to those instructors presently assigned without proper indoctrination:

a. Call a conference at which all Air Instructors will be requested to attend (both officers and airmen). The instructors of the various levels of command from the squadrons to the wing, each to have separate discussions on the problems pertaining to their particular echelon of command. A small working committee should be appointed for each level and type of organization to draw up recommentations and suggestions to be incorporated in an Instructors' Manual which will be available as a guide to all instructors. This manual to be amended from time to time as the mission or the equipment or organization of the Air National Guard might be changed.

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AFCRF-2
Air Instructors for National Guard Units

It is recommended that representatives be invited to participate in this conference from this Hqs, from the numbered Air Forces, the National Guard Bureau, representative Air National Guard Commanders of the various echelons of command, and representative State Adjutants General, selected by the National Guard Bureau.

b. Establish an Instructors' Indoctrination Course that would be conducted periodically for a five-day period at Conac Hqs where groups of officers and airmen who were to be assigned as instructors in the near future would be given a very thorough indoctrination in their future duties. The manual referred to above could well be used as the principle text during this course of instruction, supplemented with oral advice and instructions especially as related to the public relations and political aspects of these instructors' assignments. The establishment of this course at Conac level is especially recommended in order to provide uniformity of policies throughout the entire United States.

4. Your comments on the above recommendations are requested at your earliest convenience.

BY COMMAND OF THE CHIEF OF STAFF:

C W Schott

C. W. SCHOTT
Colonel, USAF
Deputy Spec. Asst. for Reserve Forces

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2 248

(AFCRF-2 16Nov49)
Subject: Air Instructors for Air National Guard Units

MilPers-1-E 210.65 (16Nov49) 1st Ind. 14 DEC 1949

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Special Assistant for Reserve Forces, Headquarters USAF, Washington
25, D. C.

1. While some of the suggestions offerred are worthy of implementation, it is considered impracticable to inaugurate a series of conferences at this headquarters requiring the attendance of approximately 172 officer and 500 sergeant instructors to accomplish all the proposals setforth. There are no travel funds presently available for such an undertaking.

2. The need for such an indoctrination has been previously recognized by this headquarters as evidenced in our letter RG210.65, 10 May 49, subject: Indoctrination of Newly Assigned Air Instructors, (copy attached), which was disseminated to all ConAC Air Force Commanders. The procedure outlined therein has been implemented by your headquarters by placing newly assigned Air Instructors on five (5) days TDY at the appropriate headquarters of the numbered air force, prior to reporting to duty station, as requested in our message AFConACPP-E 10426, 9 May 49, (copy attached).

3. The procedure to allow an overlapping of two (2) weeks between the arrival of the new instructor and the release of the rotating instructor was further implemented as outlined in your letter, AFP P-1-R, 25 Aug 49, subject: Assignment and Relief of Air Instructors and Advisors. This procedure, presently in effect, affords the new instructor additional indoctrination encompassing local problems and political aspects of the unit. Similarly, sergeant instructors are normally relieved from 30 to 60 days after the arrival of replacements.

4. A conference was recently held at this headquarters, comprised of six (6) senior Air Instructors, representing each of the ConAC Air Forces, for the purpose of reviewing an Air Instructors Manual, based on a draft prepared by the staff of this headquarters. This Manual, a standardized guide for all Air Instructors, has now been edited and the final draft is expected to be ready for forwarding to the National Guard Bureau, through your headquarters, for coordination at an early date.

5. In view of the foregoing, it is recommended that no additional indoctrination be considered until the new Air Instructors Manual has been evaluated at your headquarters and sufficient time has elapsed in order to appraise the results of procedure indicated in paragraph 3.

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(AFCRF-2 16Nov49)
Subject: Air Instructors for Air National Guard Units

MilPers-1-E 210.65 (16Nov49) 1st Ind. (Cont)

6. Attached for your information is a roster of Air Instructors scheduled for rotation between 30 September 1950 and 1 April 1951. This rotation period in consonance with the plan approved by your 1st Indorsement, AFPMP-1-R, 25 Oct 48 to our letter, PP210.65, 5 Oct 48, subject: Rotation of Air National Guard Instructors, was established to preclude the release of Air Instructors during field training exercises.

7. At the present time only three (3) Air Instructors are scheduled for rotation prior to 1 April 1950. Efforts are being made by this headquarters to locate replacements at an early date. The indoctrination of these instructors will be accomplished as outlined in the foregoing.

FOR THE COMMANDING GENERAL:

W. Murphy

3 Incls:
1. Cy ConAC ltr, RG210.65
   10May49
2. Cy msg, AFConACPP-E 10426,
   9May49
3. List of Air Instrs

Air Instructors for Air National Guard Units
AFCRF-2 **2nd Ind.** DEC 22 1949

Department of the Air Force, Hq. USAF, Washington 25, D. C.

TO: Commanding General, Continental Air Command, Mitchel AFB. N.Y.

1. This Headquarters concurs with recommendations contained in paragrah 5, 1st Indorsement.

2. It is suggested that the preparation of the Instructors' Manual be expedited as rapidly as possible.

BY COMMAND OF THE CHIEF OF STAFF:

3 Incls
n/c

C W Schott
C. W. SCHOTT
Colonel, USAF
Deputy Spec. Asst. for Reserve Forces

AG:
Perm. Record
MR. [illegible]

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

REPLY
FER TO:
RG 210.65

10 May 1949

SUBJECT: Indoctrination of Newly Assigned Air Instructors

TO : Commanding General, First Air Force, Fort Slocum, New York
(Identical Letter sent to all ConAC Air Forces)

1. Several informal inspections of Air National Guard bases by the United States Air Force Inspector General revealed certain cases where newly assigned air instructors were not fully cognizant of their duties and responsibilities. In order that this condition may be rectified, it is directed that in the future all newly assigned air instructors be required to participate in a five day indoctrination period within your headquarters prior to reporting for duty to the Air National Guard unit. The indoctrination received during this period should be sufficiently broad in scope to insure that the air instructor has a thorough knowledge of the overall Air National Guard program, a clear understanding of the problems encountered by your headquarters in implementing the Air National Guard program, and finally, the air instructor should receive a complete briefing of the individual circumstances that he will encounter at his assigned unit.

2. It is suggested as a method of insuring complete indoctrination that the air instructor be allowed to observe for several days the actual staff functions being executed in your air force headquarters to implement the Air National Guard program. Such activities as arrangements for Air National Guard field training, the procurement of air-to-air and air-to-ground bombing and gunnery facilities, and the assistance that your headquarters is offering Air National Guard organizations in securing supply items are suggested as a few of the many activities which the newly assigned air instructor should be thoroughly familiarized.

3. As an additional indoctrination method, it is recommended that where possible, the tour of duty of the retiring air instructor be allowed to overlap that of the newly assigned air instructor for a period of at least two (2) weeks in order that the new air instructor may be completely briefed on the individual problems of his unit.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

/s/t/ V. E. MURPHY
Lt. Col., USAF
Asst Adj Gen

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VC
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FM CG 12AF BROOKS AFB TEX

CG CONAC MITCHEL AFB NY

AF GRNC

CG 1580.

REFURMSG AFCONAC 39926.

THIS HQ HAS NO RECORD OF RECEIPT OF UR MSG AFCONAC 38290. THE SUMMARY OF OBSERVATIONS, COMMENTS, CRITICISMS AND RECOMMENDATIONS ON THE PRESENT AF PROGRAM FOR ANG UNITS IS BEING AIR-MAILED TO UR HQ THIS DATE. END

CG 1580 39926 38290

10/1943Z

PRIORITY

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353 4th Ind RRC/jmr

HQ 181ST FTR SQ, Tex-ANG, Hensley Fld, Tex., 21 November 49

THRU: CO, 136th Fighter Group, Tex-ANG, Hensley Fld, Tex.

TO: Chief, National Guard Bureau, War Dept., Washington 25, D.C.

* * * *

3. The proper storage of ammunition is a vital concern to me and I can see no sufficiently corrective action at my level. The magazine allocated to ANG for storage was too small and now can't be used at all due to condition of repair. For the past year we have only been able to comply to a limited degree to the existing regulations regarding storage of ammunition. This means we usually move this material from building to building in an attempt to temporarily comply to some extent. As a unit with an "M" day mission, it is mandatory that we have access to ammunition. The AFRTC at Hensely Field has been unable to assist us with this problem as has the Naval Air Station. Out last attempt was to attempt to utilize facilities of Carswell Air Force Base, firty miles away. Results of these efforts were also negative (inclosure #1).

* * * *

s/ Robert H. Cheney, Jr.
t/ ROBERT H. CHENEY, Jr.
Lt Col., AF, Tex-NG
Commanding

1 Incl
Ltr to Carswell AFB &
1st Ind thereto (6 Oct 49)
Subj: Storage of Ammo.

CAC198
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PP JEGC

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O+T
5-22

DE JWQC 68F
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[illegible] 16 PM 5 40

FM CG 4AF HAMILTON ADBHAMILTON CALIF
TO CG CONTINENTAL AIR COMMAND MITCHEL AFB N Y

AF GRNC

PRIORITY

4AFOT 1484 REURMSG AFCONACOT 39963 PD INFORMATION IS REQUESTED AS TO WHETHER REGULAR USAF AND EXTENDED ACTIVE FUTY RESERVE OFFICER PILOTS ON DUTY WITH AIR NATIONAL GUARD UNITS ARE LIMITED AS TO THE AMOUNT OF FLYING TIME THEY MAY ACCUMULATE WHILE FLYING ANG AIRCRAFT AS INSTRUCTOR PILOTS FOR THE GUARD PD END

CFN 4AFOT 1484

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C O P Y
121.2

Mrs M Behr/72/43/cmp

FB 120, 15 Nov 49
Transportation of Property to Air National Guard

25 Nov 49

Bud 121.2 (15 Nov 49) 1st Ind

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio

1. Attention is invited to information contained in basic letter which states that your Command is no longer responsible for funding shipments of Air National Guard property. Verification is requested relative this matter.

2. Information is requested as to whether procedures outlined in Part I, Section XXVII of USAF Manual 67-1, "Supply to National Guard" is still in effect. If instructions have been modified or rescinded, it is requested that this Headquarters be advised of current procedures and regulations governing funding for shipments of property to the Ait National Guard. Funds are not available at this Command for this prupose.

FOR THE COMMANDING GENERAL:

s/ Bruce H. Gemmel
t/ BURCE H. GEMMEL
Captain, USAF
Asst Adj Gen

Info cy to:
CG 14AF

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314.7 - AG Diaries (Hist)

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

28 November 1949

Headquarters Continental Air Command Diary and Project Report

I AIR ADJUTANT GENERAL

Section I

Diary

1. History of the 12th AF. Extracts from the history of the 12th AF which pertain to the utilization of mobilization assignees have been received and are being forwarded for information and review to staff agencies concerned. (UNCLASSIFIED)

2. Visit of Survey Team. This office was visited by three representatives of the Air Adjutant General's Office, USAF, namely Major C. O. Mason, Captain R. P. Strange (formerly assigned to this office) and Mr. F. X. Thornton. The object of their visit is to collect information pertaining to the printing and publication needs of the peacetime Air Force, and to study present facilities and methods with a view to reducing the cost of these functions. (UNCLASSIFIED)

3. Staff Visit Report. The following staff visit report has been received and is available for reference in the AAG Unclassified Files:

Officer Making Visit	Unit Visited
Major F. Forchtner, USAF Major B. Gradwell, USAF. Directorate of Personnel Services	Hq Fourth AF, Hamilton AFB McChord AFB, Washington

Section II

Projects

Negative.

II COMPTROLLER

Section I

Diary

1. Cost Control Procedures. Mr. George Lamar, Field Procedure Examiner. of the Cost Control Division, this headquarters, will visit the following units to perform an examination of the Cost Control Procedures:

Unit	Date
Hq Fourteenth Air Force	5 Dec - 12 Dec 1949
2589th AFRTC, Marietta AFB	13 Dec - 21 Dec 1949

2. Cost Control Procedures. Mr. Kenneth Fisher, Field Procedure Examiner of the Cost Control Division, this headquarters, will visit the following units to perform an examination of the Cost Control Procedures:

Unit	Date
Hq Twelfth Air Force	2 Dec - 12 Dec 1949
2596th AFRTC, Hensley Field	13 Dec - 22 Dec 1949

3. Staff Memo 170-1. Reference Staff Memo 170-1, "Extracts of Cost Control Reports", staff agencies desiring an examination of particular functional operating costs of these units should direct their requests to Major R. A. Shane, Ext 1219.

Section II

Projects

Negative.

III DEPUTY FOR PERSONNEL

Section I

Diary

1. Renaming of Municipal Airports. Letters have been dispatched to ConAC Air Forces in accordance with AF Reg 900-3 reference special request from Hq USAF concerning the renaming of municipal airports in major cities of the United States in honor of deceased World War II heroes. Air Reserve and/or Air National Guard organizations stationed in the vicinity of the municipal airport concerned are charged with preparation of a formal plan and recommendation concerning the redesignation when such is contemplated. (UNCLASSIFIED)

2. AFL 36-3. Telephone inquiry received from Hq USAF concerning early returns on personnel selected for conversion to a non-rated status under AF Letter 36-3. This information is needed to project the strength of the Air Force at Hq USAF for FY 1951. It appears that approximately 95% of those officers on the list will elect to remain on EAD in a non-rated status. (UNCLASSIFIED)

3. Field Board Proceedings. Hq USAF has authorized delay until 26 Dec 49 for submission of Field Board Proceedings under provisions of AF Reg 36-15 for Distinguished Military Students and Graduates, Air ROTC, for appointment as Second Lieutenant, USAF. (UNCLASSIFIED)

4. Air National Guard. The following information contained in 4th Ind, Hq USAF, AFPMP-8D, 17 Nov 49, to letter, AF10PFR 201/1, Hq Tenth AF, subject: Career Brief National Guard Officers, 12 Sep 49, is being disseminated to the Air Forces:

"1. The National Guard Bureau has been granted authority to requisition Master Personnel Records through the Air Adjutant General, this hq.

2. In view of the above completion of WD NGB Form 47 (Career Brief Air National Guard Officer) will no longer be required." (UNCLASSIFIED)

Section II

Projects

Negative.

IV DEPUTY FOR OPERATIONS

Section I

Diary

1. Exercise Portrex. Received message from Commander, Air Force Forces (Portrex) that Hq. Air Force Forces Portrex, opened at Pope Air Force Base, Fort Bragg, North Carolina at 0001 hours, 24 November 1949. (UNCLASSIFIED)

2. Loss of Monomoy Point Bombing & Gennery Range to the Air Force. Due to the loss of the Monomoy Point Bombing and Gunnery Range, air-to-ground gunnery, dive-bombing and rocket firing have been deleted from the mission assigned to the 33rd Fighter Group. (UNCLASSIFIED)

3. ANG Field Training Conference. A conference will be convened in this hqs on 9 Dec 49. Representatives of the NGB, the Special Asst for Reserve Forces, Hqs USAF, and each of the ConAC Air Forces, will discuss and firm up the ANG Field Training plans for CY 1950. (UNCLASSIFIED)

Section II

Projects

Negative.

V DEPUTY FOR MATERIEL

Section I

Diary

1. Reparable R-3350-57/57A/57M/57AM Engines. Hq AMC has requested that all reparable R-3350-57/57A/57M/57AM engines be shipped at once to AMC Depots for overhaul. R-3350-57/57A engines to go to OCAMA and R-3350-57M/57AM engines to SMAMA. (UNCLASSIFIED)

2. J-47-13 Engines for Langley AFB. This hq requested Hq AMC to expedite delivery of 58 J-47-13 engines to Langley AFB for immediate installation in F-86 and B-45C type aircraft. Hq AMC has advised that 56 engines are being shipped direct to Langley AFB from the contractor and 12 additional engines are on back-order for Langley AFB from OCAMA. This total of 68 engines will take care of Langley's present requirement and still allow a small quantity for stock purposes. (UNCLASSIFIED)

3. Initial Issue of F-86 Maintenance Spares, Special Tools and Ground Handling Equipment to the 33rd Ftr Wg, Otis AFB. In answer to a query from this hq, Hq AMC has advised that a 75-day level of F-86 maintenance spares is being furnished Otis AFB on AF Supply Directive 85847-MA. Deadline date established for arrival of this material at Otis AFB is 5 Dec 49. Special tools and ground handling equipment will be furnished concurrently with arrival of aircraft. (UNCLASSIFIED)

4. Travel by MATS. Completed arrangements with Hq MATS for ConAC ferry pilots to utilize MATS Air transportation when dispatched to pick up aircraft. Ferry pilots will automatically be assigned a number 2 priority upon presentation of proper orders. These orders must state travel by military aircraft is authorized and/or directed and must specify that personnel are engaged in a ferry mission. Foregoing arrangements made primarily for personnel who will be ferrying F-86A aircraft to Otis AFB. (UNCLASSIFIED)

5. Service Test of the A-1B Gunsight. Msg was sent to AMC, requesting information as to dates CG, AMC, plans to attend subject test, to be conducted at Eglin AFB commencing 1 Dec 49, so that CG, ConAC, can be informed. (UNCLASSIFIED)

6. Transfer of Excess Snow Plows from Grenier to Moses Lake AFB. Rec'd authority from AM to transfer 2 each Rotary Snow Plows (Klauer) from Grenier to Moses Lake. Requested Hq First AF to take action to ship the equipment in a serviceable condition. (UNCLASSIFIED)

7. Fire-Fighting Equipment for City of Bangor, Me. Rec'd and forwarded to Hq AMC a supplemental list of equipment required by the City of Bangor in the event it acquires Dow AFB. (UNCLASSIFIED)

8. Supply Priority S-1. Hq AMC has authorized supply priority S-1 for all phases of the ConAC Ground Radar Network. This authorization is applicable for any item required or project required to keep existing ConAC Radar Network Stations in fully operational status. In addition, this authorization is applicable to all phases of the installation of 16 each AN/CPS-6B radar sets to increase the existing net. (UNCLASSIFIED)

9. Refuel of Jet Aircraft with AN-F-48 Fuel (Gasoline). In response to query from this hq as to whether micronic filter kits are required on refueling units used to service gasoline type fuel to jet aircraft, information has been received from Hq AMC to the effect that fuel filter kits are required on all refueling units servicing jet aircraft regardless of type of fuel serviced. (UNCLASSIFIED)

10. Retention of Printing Equipment Now Located at Orlando AFB with Authority to Ship Mitchel AFB. Requested authority Hq AMC to retain and ship a plate whirler and opaque table now located at Orlando and excess to Fourteenth AF requirements. (UNCLASSIFIED)

11. Ordnance Department Safety Bulletins. AMC has been requested to furnish USAF policy governing publications containing ammunition safety regulations which are applicable to USAF bases. The Ordnance Safety Manual and Ordnance Department Safety Bulletins are not applicable to USAF bases, yet they contain many changes to basic safety regulations which would be advantageous to ConAC bases. Currently, TM 9-1900 is the only publication which must be complied with by USAF activities. (UNCLASSIFIED)

12. Vehicular Field Maintenance. Ltr to all Air Forces stating economically reparable vehicles requiring overhaul of assemblies will be returned to a serviceable condition by field maintenance facilities through replacement with serviceable assemblies. Repairs, exclusive of overhaul of assemblies, such as frame straightening, reupholstering, etc., which are beyond the capabilities and facilities of Air Force installations, will be performed at a nearby Government installation or commercial concern on a reimburseable basis. (UNCLASSIFIED)

13. C-119B. Informal information rec'd reveals that AMC has okayed test-flight of 15 aircraft for 5 hours each to check propellers. If propellers function properly, flow of C-119B's to ConAC will commence. As of 25 Nov 49, 7 aircraft had completed test-flights with no trouble. (UNCLASSIFIED)

14. F-86 Starter-Generator Bearings. U-4A report rec'd Monday discloses Fourth Ftr Gp grounded 24 Nov VOCO due to starter-generator bearing failures. Ascertained by telephone to Ninth AF that emergency UR was sent to AMC who replied that replacement accessories were being sent direct from factory. AMC has been queried by priority wire (info cy to Twelfth AF and 81st Ftr Wg) whether replacement units are subject to same failure and whether other J-47 engines are likely to develop same trouble. In one case the starter-generator pad tore off the accessory section causing complete loss of engine oil. (UNCLASSIFIED)

Section II

Projects

Negative.

VI INSPECTOR GENERAL

Section I

Diary

1. Annual Air Inspection of Hq 9th AF. Inspection team, this office, departed for Langley Air Force Base, Virginia, to conduct Annual Air Inspection of Hq Ninth AirForce 28 November - 2 December 1949.

Section II

Projects

Negative.

VII PUBLIC INFORMATION OFFICE

Section I

Diary

1. Directors of Meteorology for Portugal and Azores. At request of Foreign Liaison USAF, made arrangements for Professor Ferreria, Director of Meteorology for Portugal and Mr. Agostinc, Director of Meteorology for the Azores for hotel and theatre reservations in New York.

THIS PAGE IS UNCLASSIFIED

Hq ConAC Diary and Proj. Rpt.

2. Arrival of Secretary Symington. Handled publicity regarding arrival of Secretary Symington in jet aircraft.

3. Interview of Jet Pilot on CBS. Completed arrangements for interview of jet pilot on CBS, 1 December.

4. Arrival of Chaplain (Maj. Gen.) Carpenter. Arrangements for the accommodation of Chaplain (Maj. Gen.) Carpenter, Chief of Air Chaplains, arriving Wednesday, 30 November.

Section II

Projects

Negative.

ASS'T FOR RESERVE FORCES AND AIR SURGEON
Sections I and II - Negative.

VEMurphy
V. E. MURPHY
Lt. Col., USAF
Asst Air Adj General

DISTRIBUTION:
- Staff
- CG, TAC
- CG, EADF
- CG, WADF
- Info cy ea AF

SECURITY REMINDER

"If safeguards for TOP SECRET and Registered Matter are not available, matter so classified will be kept under the surveillance of an armed guard when it is not in use". (para 13a (3), AFR 205-1).

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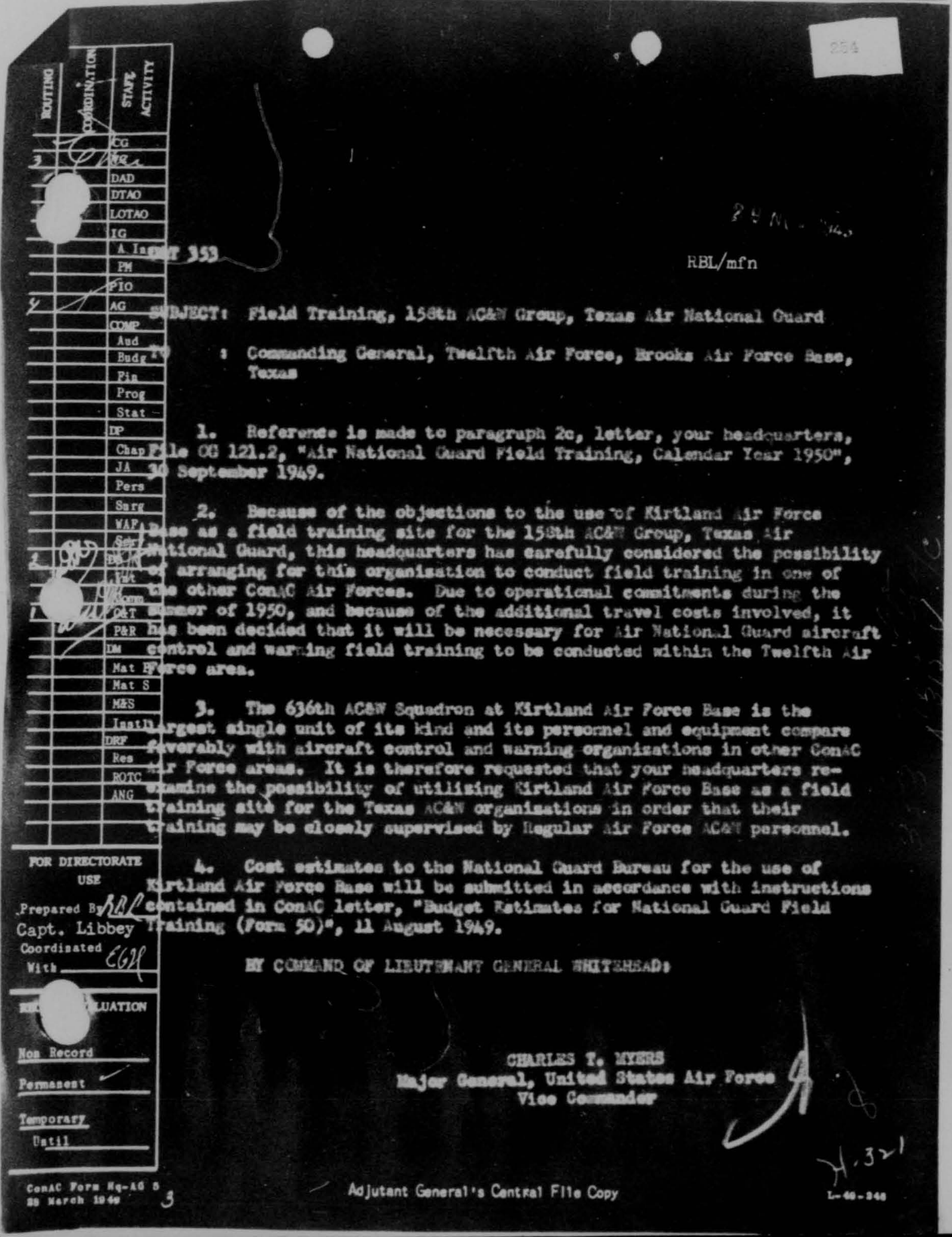

254

ROUTING	COORDINATION	STAFF ACTIVITY
		CG
3		VC
		DAD
		DTAO
		LOTAO
		IG
		A Ins
		PM
		PIO
4		AG
		COMP
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		Budg
		Fin
		Prog
		Stat
		DP
		Chap
		JA
		Pers
		Surg
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		Ser
2		DS
		Int
		Comm
1		O&T
		P&R
		DM
		Mat P
		Mat S
		M&S
		Instl
		DRF
		Res
		ROTC
		ANG

T 353

29 N

RBL/mfn

SUBJECT: Field Training, 158th AC&W Group, Texas Air National Guard

TO : Commanding General, Twelfth Air Force, Brooks Air Force Base, Texas

1. Reference is made to paragraph 2c, letter, your headquarters, File CG 121.2, "Air National Guard Field Training, Calendar Year 1950", 30 September 1949.

2. Because of the objections to the use of Kirtland Air Force Base as a field training site for the 158th AC&W Group, Texas Air National Guard, this headquarters has carefully considered the possibility of arranging for this organisation to conduct field training in one of the other ConAC Air Forces. Due to operational commitments during the summer of 1950, and because of the additional travel costs involved, it has been decided that it will be necessary for Air National Guard aircraft control and warning field training to be conducted within the Twelfth Air Force area.

3. The 636th AC&W Squadron at Kirtland Air Force Base is the largest single unit of its kind and its personnel and equipment compare favorably with aircraft control and warning organizations in other ConAC Air Force areas. It is therefore requested that your headquarters re-examine the possibility of utilizing Kirtland Air Force Base as a field training site for the Texas AC&W organisations in order that their training may be closely supervised by Regular Air Force AC&W personnel.

4. Cost estimates to the National Guard Bureau for the use of Kirtland Air Force Base will be submitted in accordance with instructions contained in ConAC letter, "Budget Estimates for National Guard Field Training (Form 50)", 11 August 1949.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

CHARLES T. MYERS
Major General, United States Air Force
Vice Commander

FOR DIRECTORATE USE

Prepared By RBL
Capt. Libbey
Coordinated With EGH

RECORD EVALUATION

Non Record
Permanent ✓
Temporary
Until

ConAC Form Hq-AG 5
28 March 1949

3

Adjutant General's Central File Copy

H.321

L-49-346

EXTRACT COPY
(353)

Disposition of Training Periods
DP 353 (25 Sept 49) 3rd Ind.

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York, 29 Nov 1949

TO: Commanding General, Tenth Air Force, Benjamin Harrison AFB, Fort Benjamin Harrison, Indiana

1. Inactive duty training pay is authorized for "unit training". Message, AFConACFin 23063 provides that Tactical Squadrons will not be divided into teams. This is as intended.

* * * *

3. It is suggested that the problem of fulfilling night flying requirements be solved by scheduling pilots for individual training without pay or that the Tactical Squadrons be scheduled for night training from time to time.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

1 Incl (in trip)
n/c

st/ V. E. MURPHY
Lt. Col., USAF
Asst Adj Gen

EXTRACT COPY
(353)

2 O&T DP Compr

* * * *

2. In this regard it would appear advisable to permit authorized inactive duty training assembly periods, for pay purposes, to be expanded to six (6) hours per period. One training day would consist of no more than 2 periods of six (6) hours duration each. This arrangement would allow the twelve (12) hour day to be divided into three (3) periods of four (4) hours each, i.e., morning, afternoon and night, utilizing combinations of morning and afternoon, afternoon and night or morning and night training periods. USAFR TO&E unit personnel would receive a maximum of eight (8) hours of training, for pay purposes, in one day. To facilitate training, units can be divided into flights commensurate with scheduled training periods.

* * * *

1 Incl.
Ltr, 1st & 2nd Ind.,
1 Incl (in trip)

s/t/ E. H. MACNEILL,
Major, USAF
Ext. 6136

s/t/ DOLF E. MUEHLEISEN
Colonel, USAF
Director of Opns & Trng.

---

3 9Nov DP Comp O&T

* * * *

2. Week-end training with entitlement to two days pay for one days participation was authorized to promote unit training. It is believed that attainment of special proficiency flying time contributes little, or nothing, to unit training as such. If the Wing, and AFRTC commander can arrange the two drills of a single day at such times as will allow the pilots to get night flying time during the course of the drill I see no objection to that. If this cannot be done I suggest that the pilots be scheduled for additional individual training without pay for this purpose. Promotion and retirement credits accrue for such additional training.

s/t/ C. R. LANDON
Colonel, USAF
Ext 1102

EXTRACT COPY

COPY
(353)

H. A. Sedlak, Captain

5 15Nov FIN COMPR

1. Par. 6a (2), AFR 45-10, states that officers with T/O&E or TD assignments will not receive inactive duty training pay for attendance at any unit training assembly at which less than 60 per cent of the assigned strength of the unit was present.

2. Par. 3d, AFR 45-10, defines a "unit training assembly" as a duly authorized and scheduled period of instruction conducted by a USAFR T/O&E, TD unit, or corollary unit. Such unit training assembly will be of at least two hours' duration and normally will be four hours duration.

3. Par. 2d, AFR 45-10, provides that not more than one unit training assembly will be authorized for pay purposes for each calendar day unless the total or aggregate duration of such participation is at least eight hours. When such participation is at least eight hours, not more than two unit training assemblies will be authorized in any one day.

4. From the above quoted directives, it appears that officers must attend unit training assemblies at which 60 per cent of the assigned strength of the unit was present. Where such requirements are not met, no pay accrues to such officers. This also applies to those cases where two unit training assemblies are authorized and attended on the same day.

5. In the case presented, if the training assemblies were authorized for a period from 0800 to 2100 and during this period 60 % of assigned strength was present, those individuals participating in at least 8 hours would be entitled to payment for 2 training assemblies.

s/t/ O. E. DELLINGER
Lt. Col., USAF.

---

8 22Nov DP DO

* * * *

2. The question at hand is not what <u>can or cannot</u> be done, it is a matter of what <u>should</u> be done within the intent of pertinent regulations.

3. AFRTC Wings are paid for "unit training" and paragraph 3d, AFR 45-10 certainly cannot be interpreted as intending to provide for a period of training of approximately 6 1/2 hours during which time individuals could wander in and out so long as the minimum time requirement is met by each.

LANDON
1102

COPY
(353)

H. A. Sedlak, Captain

5 15Nov FIN COMPR

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s/t/ O. E. DELLINGER
Lt. Col., USAF.

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8 22Nov DP DO * * * *

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LANDON
1102

COPY
(353)

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

30 November 1949

O&T 353

SUBJECT: Training of Airmen of the Air National Guard

TO: Commanding General, Twelfth Air Force, Brooks Air Force Base, Texas

1. Reference is made to letter from Headquarters National Guard Airbase, Texas Air National Guard (Hensley Field, Dallas, Texas) entitled "Training", 3 October 1949, with nine (9) subsequent indorsements. The information and recommendations contained in the basic letter and 5th Indorsement present a clear picture of the Air National Guard training problems. This headquarters is therefore forwarding this correspondence to the National Guard Bureau, through The Special Assistant for Reserve Forces, Headquarters USAF.

2. Your attention is invited to paragraph 2, National Guard Bureau 5th Indorsement to basic letter from the Office of the Air Instructor, 125th Fighter Squadron, Oklahoma Air National Guard, File 325.521, "Reference Material for Training Members of the Air National Guard", 10 August 1949. This paragraph states that action is now being taken to provide Air National Guard organizations with individual, sectional and unit training programs and, in addition, that the Air Training Command has studied possibility of developing airmen extension courses.

3. In view of the positive need for home study materials for airmen of the Air National Guard to supplement individual and unit airbase training programs, this headquarters has recommended to Headquarters USAF that an extension program be developed at an early date.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

st/ BRUCE H. GEMMEL
Capt., USAF
Asst Adj Gen

6 October 1949
Subject: Training of Airmen of the Air National Guard

2 - DEC 1949

O&T 353 (6 Oct 49) 10th Ind

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Special Assistant for Reserve Forces, Headquarters United States Air Force, Washington 25, D. C.

1. The basic letter and subsequent indorsements details Air National Guard training problems originally submitted to your headquarters by 3rd Indorsement to basic letter, Office of the Air Instructor, 125th Fighter Squadron, Oklahoma Air National Guard, Subject: "Reference Material for Training Members of the Air National Guard", 10 August 1949.

2. As individual and unit training programs for the Air National Guard have now been developed by the National Guard Bureau and this headquarters, the remaining link in the Air National Guard training program chain is the preparation of home study extension courses for airmen.

3. This correspondence is forwarded to your headquarters because it re-emphasizes the requirement for an airmen's extension program in the Air National Guard. This headquarters has been informally advised by the Career Development and Classification Division, DC/P, Headquarters USAF, that a firm airmen's career guide may not be forthcoming for some time. It is therefore recommended that consideration be given to placing a requirement upon the Air University and the Air Training Command for the immediate development of extension courses for airmen in those SSN's which are considered firm.

FOR THE COMMANDING GENERAL:

1 Incl:
n/c (1 cy w/d)

V. R. MURPHY
LT. COL., USAF
ASST ADJ GEN

EXTRACT COPY
353

O&T/LtCol Dempster/6136/afj

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

3 December 1949

O&T 353

SUBJECT: Transition Training of Air National Guard Personnel in F-84 Type Aircraft

TO : Commanding General, Fourteenth Air Force, Robins Air Force Base, Georgia

1. Headquarters USAF has directed this command to accomplish the transition training of fifty (50) pilots and one hundred fifty (150) mechanics of the Air National Guard in F-84 type aircraft. It is the further desire of Headquarters USAF that this training be initiated on 5 December 1949.

2. The 20th Fighter Group at Shaw Air Force Base and the 31st Fighter Wing at Turner Air Force Base will accomplish this training. The initial class (class A) consisting of ten (10) pilots and thirty-six (36) airmen to start on 5 December 1949, will be trained at Shaw Air Force Base. The duration of the initial class will be three (3) weeks. The second class (Class B) to start on the 3rd of January 1950 and all classes thereafter will consist of five (5) pilots and eighteen (18) airmen at each of the two (2) bases and will be of two (2) weeks duration.

* * * *

3. In order to accomplish the above the following action has been taken:

a. One (1) F-84 MTU, together with instructors, is presently enroute to Shaw Air Force Base and will arrive on or before 5 December 1949.

b. A second F-84 MTU, with instructors, will arrive at Turner Air Force Base prior to 3 January 1950.

c. Four (4) F-84's will be transferred from the 33rd Fighter Group, Otis Air Force Base, to Shaw Air Force Base on or about 5 December 1949. Four (4) additional F-84's will be transferred between 5 December 1949 and 10 December 1949 to Shaw Air Force Base. Eight (8) additional F-84's will be transferred to Turner Air Force Base prior to 2 January 1950.

Transition Training of Air National Guard Personnel in F-84 Type Aircraft
O&T 353 (cont'd)

4. The following general information is forwarded:

a. Transition training for the Air National Guard pilots is to consist of not more than twenty (20) flying hours per pilot.

b. The Air National Guard transition training will be supported from Regular Air Force stocks. A detailed item by item account will be kept of all supplies, including fuel, used to support this project. Based on these records, Headquarters USAF will obtain reimbursement from the National Guard Bureau at a later date.

c. The assignment of instructor pilots for this Air National Guard transition training will be given priority over Regular USAF transition training and check-outs.

d. Required F-84 aircraft parts and supplies will be diverted from Otis Air Force Base to Turner Air Force Base for aircraft utilized in this training.

e. Upon completion of this program, the sixteen (16) aircraft will be transferred to the appropriate Air National Guard bases and at that time turned over to the Air National Guard.

f. The National Guard Bureau have issued instructions that their most qualified pilots will be selected for this transition training.

* * * *

h. Regular USAF unit aircraft (F-84's) will not be utilized for Air National Guard transition training when a shortage of designated "in-commission" training aircraft exists. However, T-33 aircraft assigned to Fourteenth Air Force will be made available for this transition training.

i. Flying hours utilized by the Air National Guard pilots in effecting this transition will not be charged to the Fourteenth Air Force allocation of flying hours for F-84 and T-33 aircraft.

* * * *

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

s/ V. R. Murphy
t/ V. R. MURPHY
Lt Col., USAF
Asst Adj Gen

259

T-49

2379

DO

5-5Dec

CAN 177

1

BF62

RR JEGC

1949 NOV 29 PM 6:39

DE JWTEF 60

R 292020Z

FM CG 12AF BROOKS AFB TEX

TO CG CONAC MITCHEL AFB NY

AF GRNC

DO 1625

INFO HAS BEEN RECD FR AIR FORCE DIV, NATIONAL GUARD BUREAU, THAT THE 188TH FTR SQ (ANG) WILL CONVERT TO F-80 ACFT IN JAN 1950 AND THAT NO OTHER ANG UNITS WITHIN THE TWELFTH AF ARE SCHEDULED TO CONVERT TO JETS PRIOR TO 1 SEPT 1950. THIS HQ HAS STARTED PLANNING PHASE FOR CONVERSION OF 188TH FTR SQ TO F-80 ACFT, HOWEVER, NO OTHER ACTION CONTEMPLATED, PENDING CONFIRMATION FR YOUR HQ. IT IS REQUESTED THAT THIS HQ BE FURNISHED ALL INFO AVAILABLE ON THIS PROJECT IN ORDER THAT NECESSARY LOGISTICAL AND TRAINING ASSISTANCE CAN BE GIVEN ANG UNITS CONCERNED. END

CFN DO 1625 188TH F-80 1950 1 1950 188TH F-80

29/2140Z

CAC 158

260

C

2547

EJB 154
PP JEGC
[illegible]EGC JEDC JEDHC JEDHZ 444

[illegible] NOV [illegible] 5:16

5 Dec

DE JEPC 17A
P 301648Z
FM HQ USAF WASHINGTON DC
TO JEGC/COMGEN CONAC MITCHEL AFB NY
INFO JEDC/COMGEN AIR MATERIEL COMMAND WRIGHT-PATTERSON AFB DAYTON OHIO
JEDHC/COMGEN AIR TRAINING COMMAND SCOTT AFB ILL
JEDHZ/CO 3499TH MOBILE TRAINING GP CHANUTE AFB ILL

PRIORITY

AF GRNC

333

[illegible]M AFCRF 9187 1 SUBJECT IS TRANSITION TRAINING ON F-84 AIRCRAFT FOR PERSONNEL OF AIR NATIONAL GUARD. 2 TRAINING WILL BE UNDER SUPERVISION OF CONAC AND WILL BE CARRIED OUT AT SHAW AIR FORCE BASE SOUTH CAROLINA AND TURNER AIR FORCE BASE GEORGIA IN ACCORDANCE WITH THE FOLLOWING SCHEDULE: A FIRST CLASS OF 10 PILOTS AND 36 GROUND CREW WILL COMMENCE AT SHAW 5 DECEMBER 1949 AND TERMINATE ON 22 DECEMBER 1949. B SECOND CLASS OF TWO SECTIONS EACH COMPOSED OF 5 PILOTS AND 18 GROUND CREW WILL COMMENCE AT SHAW AND TURNER ON 3 JANUARY 1950 AND TERMINATE ON 17 JANUARY 1950. C THID CLASS OF TWO SECTIONS EACH COMPOSED OF 5 PILOTS AND 18 GROUND [illegible] WILL COMMENCE AT SHAW AND TURNER ON 1ZP JANUARY 1950 AND TERMINATE ON 24

7-46 1950. D FOURTH CLASS WILL COMMENCE ON 17 JANUARY AND TERMINATE ON 31 JANUARY 1950 SAME PERSONNEL DISTRIBUTION AND LOCATIONS AS SECOND AND THIRD CLASSES. E. FIFTH CLASS WILL COMMENCE ON 24 JANUARY AND TERMINATE ON 7 FEBRUARY 1950 SAME PERSONNEL DISTRIBUTION AND LOCATIONS AS SECOND THIRD AND FOURTH CLASSES. 3 F-84 AIRCRAFT FOR TRANSITION OF PILOTS WILL BE FURNISHED BY CONAC FROM STOCKS AT OTIS AFB WHICH AT COMPLETION OF TRANSITION TRAINING WILL BE FERRIED TO APPROPRIATE AIR NATIONAL GUARD BASES IN ACCORDANCE WITH INSTRUCTIONS FROM THIS HQ AND AIRCRAFT AT THAT TIME WILL BE TURNED OVER TO ANG. 4 T-33 AIRCRAFT ASSIGNED TO NAC WILL BE MADE AVAILABLE FOR THIS TRANSITION TRAINING. 5 LOGISTICAL SUPPORT WILL BE FURNISHED BY CONAC AND SEPARATE RECORDS WILL BE KEP IN ORDER THAT ADJUSTMENTS MAY BE MADE AT A LATER DATE IF NECESSARY. 6 CONAC WILL NOT REPEAT NOT ABSORB WITHIN ITS EXISTING ALLOCATION OF FLYING HOURS THE ADDITIONAL FLYING HOURS UTILIZED BY ANG PILOTS ON F-84 AND T-33 AIRCRAFT IN EFFECTING THE TRANSITION. 7. CONAC WILL MAINTAIN CAREFUL ACCOUNT OF FLYING TIME ACCUMULATED BY ANG PILOTS IN EFFECTING TRANSITION AND WILL REPORT TO THIS HQ WITHOUT DELAY THE NAME AND UNIT ASSIGNMENT OF EACH INDIVIDUAL PILOT AND NUMBER OF FLYING HOURS TO BE ASSESSED AINST HIM IN ORDER THAT APPLICATION MAY BE MADE AGAINST THE LLOCATION OF FLYING TIME TO THE ANG BASE TO WHICH THE INDIVIDUAL PILOT IS ASSIGNED. T-33 AND F-84 HOURS WILL BE REPORTED SEPARATELY.

PAGE THREE JEPC 17A

8 SINCE CRASH HELMETS AND HIGH PRESSUREOXYGEN MASKS HAVE NOT BEEN
ISSUED TO NATONAL GUARD UNITS DESTINED TO RECEIVE F-84 S IT WILL BE
NECESSARY FOR CONAC TO LOAN THIS EQUIPMENT TO NATIONAL GUARD PILOTS
WHILE BEING TRANSITIONED. 9 NATIONAL GUARD BUREAU WILL BE RESPONSIBLE
FOR ARRANGING TRANSPORTATION OF PILOTS AND GROUND CREW TO AND
ROM SCHOOLS IN ACCORDANCE WITH THE ABOVE SCHEDULE AND FOR TEIR
ADMINISTRATION PAY ORDERS ETC. 10 NATIONAL GUARD BUREAU WILL
ISSUE INSTRUCTIONS REQUIRING NATIONAL GUARD PILOTS WHO WILL REPORT
FOR TRAINING TO BRING THEIR OWN PARACHUTES AND FLYING CLOTHING.
NATIONAL GUARD BUREAU WILL INSTRUCT AIRMEN REPORTING FOR TRANSITION
TRAINING TO BRING THEIR INDIVIDUAL TOOL SETS LESS SPECIALIZED TOOLS
FOR F-84AIRCRAFT. 11 AIR TRAINING COMMAND WILL BE RESPONSIBLE
FOR THE LOCATION OF ONE F-84 MOBILE TRAININGUNIT TOGETHER WITH
INSTRUCTORS AT SHAW AFB PRIOR TO 5 DECEMBER 1949 KAND ONE ADDITIONAL
F-84 M.T.U. TOGETHER WITH INSTRUCTORS AT TURNER AFB PRIOR TO 3 JANUARY
50. 12 CLASSES IN PHYSIOLOGICAL INDOCTRINATION FOR ALL PILOTS
UNDERGOING TRANSITION WILL BE HELD AT WRIGHT-PATTERSON AFB IN
ACCORDANCE WITH THE FOLLOWING SCHEDULE A IMMEDIATELY PRECEDING
EACH CLASS WITH THE EXCEPTION OF THE FIRST TWO CLASSES ON THE
FOLLOWING DATES 9 JANUARY 1 JANUARY AND 23 JANUARY 1950.
B PHYSIOLOGICAL INDOCTRINATION FOR THE FIRST CLASS WILL BE HELD ON

ADMINISTRATIVE ARRANGEMENTS TO ENABLE

PAGE FOUR JEPC 17A

PILOTS UNDERGOIN TRANSITION TO MEET THESE SCHEDULES FOR PHYSIOLOGICAL
INDOCTRINATION. 13. NEW SUBJECT: ALL OTHER PILOTS OF THE AIR NATIONAL
GUARD HEREAFTER BEING TRANSITIONED AT ANG BASES FOR JET TYPE
AIRCRAFT WILL PRIOR TO BEING CHECKED OUT ON JET AIRCRAFT ATTEND A
OURSE IN PHYSIOLOGICAL INDOCTRINATION AT AN AIR FORCE BASE CLOSEST
TO THEIR HOME STATION IN ACCORDANCE WITH SCHEDULES TO BE PUBLISHED
BY THE NATIONAL GUARD BUREAU. 14. NEW SUBJECT: CONAC WILL
FERRY OTHER F-84 AIRCRAFT FROM FACTORY DELIVERY POINT TO AIR
NATIONAL GUARD BASES IN ACCORDANCE WITH A SCHEDULE PUBLISHED BY THIS
HQ. FERRY PILOTS WILL NOT REPEAT NOT ACCEPT ACCOUNTABILITY FOR
THESE AIRCRAFT. AIR MATERIEL COMMAND WILL RETAIN AIRCRAFT
ACCOUNTABILITY UNTIL AIRCRAFT IS SIGNED FOR BY APPROPRIATE
ACCOUNTABLE OFFICER OF THE ANG. NATIONAL GUARD BUREAU WILL BE
RESPONSIBILE THAT AN ACCOUNTABLE OFFICER IS AVAILABLETO SIGN FOR
E AIRCRAFT IMMEDIATELY UPON DELIVERY

30/2010Z

CAC 50

261

F-47

1949 NOV 28 PM 10:01

2246
DM
2-1 Dec

EJB 25
PP JEGC
PP JEDC JEGC 222

DE JEFC 62A
P 282102Z
FM HQ USAF WASHDC
TO JEDC/COMGENAMC WRIGHT PATTERSON AFB DAYTON OHIO
INFO JEGC/COMGENCONAC MITCHEL AFB NY

PRIORITY

F-84

AF GRNC

FROM AFMSP-2A 8750 CONFIRMING TELEPHONE CONVERSATION COL FINN AND REPRESENTATIVE THIS HQ TODAY, DESIRE PRIORITY ACTION BE TAKEN TO PROVIDE NECESSARY ENGINES AND SPARE PARTS AT TURNER AND SHAW FOR SUPPORT OF EIGHT EACH F-84C ACFT BEING USED FOR TRAINING NATIONAL GUARD PERSONNEL DURING THREE MONTHS PERIOD STARTING 5 DEC. EACH CLASS RUNS FOR THREE WEEKS. UNDERSTAND HERE YOUR COMMAND HAS ARRANGED FOR COMGENCONAC TO FERRY CONAC

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

ACFT FROM OTIS AF BASE AND WILL RETAIN ACCOUNTABILITY UNTIL
TRANSFER TO NATIONAL GUARD IS EFFECTED. IN VIEW OF UNDERSTANDING
THAT CERTAIN SPARES PECULIAR TO THE F-84C ACFT ARE NOT NOW

PAGE TWO JEPC 62A

AVAILABLE AT SHAW AND TURNER BUT COMMON SPARES ARE IN
PLACE. UNLESS YOUR COMMAND CAN EFFECT DELIVERY OF REQUIRED ENGINES
SPARES TO BOTH TURNER AND SHAW NOT LATER THAN 5 DEC, DESIRE
COMGEONAC COOPERATE FULLEST EXTENT BY PROVIDING MINIMUM RANGE
OF SPARES TO SHAW AND TURNER FOR EIGHT ACFT AT EACH POINT.
NECESSITY FOR STARTING PROGRAM ON 5 DEC WILL PROBABLY REQUIRE
AIRLIFT THESE SPARES FROM OTIS OR ANY AVAILABLE SOURCE.
EARLY ADVICE IS DESIRED IF ANY UNSURMOUNTABLE OBSTACLES ARE
APPARENT THAT WILL SERIOUSLY INTERFERE WITH THIS PROGRAM
CFN AFMSP-2A 8750 F-84C 5 5 5

28/2220Z

COPY
(353)

DEPARTMENT OF THE AIR FORCE
OFFICE OF THE SENIOR AIR INSTRUCTOR
NEW MEXICO NATIONAL GUARD
P.O. Box 495
Albuquerque, New Mexico

353 6 December 1949

SUBJECT: Jet Training Courses for National Guard and Regular Air Force Personnel

TO: Commanding General
Twelfth Air Force
Brooks Air Force Base, Texas

1. Reference is made to letter from Headquarters Twelfth Air Force, subject, "Conversion of Air National Guard Fighter Squadrons Within the Twelfth Air Force to Jets," dated 17 November 1949, addressed to the Adjutant General, State of New Mexico and inclosure thereto which indicates that the 188th Fighter Squadron will convert to F-80 type air- in January 1950.

2. In order that this office may be in a position to offer all possible assistance to the 188th Fighter Squadron during their transition phase, it is urgently requested that Technical Sergeant Raymond J. Jeleski, AF7031080, Sergeant Instructor, be detailed to attend the Airplane Power Plant Mechanic, Jet Engines, Course Number 6841, at Chanute Air Force Base, Illinois, at the earliest practical date. Technical Sergeant Jeleski possesses all prerequisite qualifications for this training course. Application for Air Force school training is attached.

3. In view of the early date that the 188th Fighter Squadron is expected to convert to jet aircraft and the fact that no qualified jet maintenance personnel are now assigned to the organization , your assistance is requested in obtaining authority for a number of Air National Guard maintenance personnel of the 188th Fighter Squadron to attend Air Force jet maintenance schools. It would be desirable to have eighteen airmen and one officer attend the school.

4. Further assistance is requested in obtaining authority to send three pilots of the 188th Fighter Squadron through a jet pilot transition course. At present only three pilots of the 188th Fighter Squadron and the undersigned have completed a jet transition course.

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Subject: Jet Training Courses for National Guard and Regular Air Force Personnel.

5. The Adjutant General, State of New Mexico has, on several occasions requested of the National Guard Bureau permission to send maintenance personnel to maintenance schools and pilots to transition schools but has received no satisfactory reply to date.

1 Incl
Application for
AF Sch Tng, T Sgt
Jeleski

t/ ROBERT R. McCORD
Major, USAF
Senior Air Instructor

P^{r}4 353 1st Ind.
Subject: Jet Training Courses for National Guard and Regular Air Force Personnel

HEADQUARTERS TWELFTH AIR FORCE, Brooks Air Force Base, Texas, 9 Jan 1950

TO: Commanding General, Continental Air Command, Mitchel Air Force Base, New York

1. In view of the iminent conversion of the 188th Fighter Squadron, New Mexico Air National Guard, to jet aircraft, this headquarters has withdrawn the application of Technical Sergeant Jeleski, and allotted a quota for this airman to attend the 9 January class, Allison Corporation, Indianapolis, Indiana.

2. Reference is made to the 3rd and following paragraphs of the basic letter. Training quotas for Air National Guard personnel are not normally requested through Air Force channels, nor does this headquarters recommend that they should be. However, with reference to the 1st and 5th paragraphs of the basic letter, this correspondence is forwarded for such action as your Headquarters may deem appropriate.

FOR THE COMMANDING GENERAL:

st/ B. FIDLOW
Major, USAF
Asst Adj Gen

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O&T 353 (6Dec49) 2d Ind

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York, 24 Jan 1950

TO: Commanding General, Twelfth Air Force, Brooks Air Force Base, Texas.

1. Letter your Headquarters, file CG, subject: "Jet Transition Training for Air National Guard Personnel", 11 January 1950, classified "SECRET", has been down-graded by this Headquarters to an unclassified status, effective 19 January 1950.

2. This correspondence is returned without further action in view of the fact that information requested by letter mentioned in paragraph 1 above, which was dispatched to Headquarters USAF (Incl. #3) is identical to that contained in basic.

3. As a matter of information, reference is made to inclosures attached herewith. Your Headquarters will be advised accordingly as soon as a reply is received from Headquarters USAF.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

st/ VE MURPHY
Lt Col., USAF
Asst Air Adj Gen

ADDED:
4 Incls:
#1. Msg OT828
12Jan50 (2 cys)
#2. Msg OT966
13Jan50 (2 cys)
#3. Ltr,HQ 12AF,Subj:
Jet Trans.Tng for
ANG Pers & 1st Ind
(2 cys)
#4. TWX-Availability of
F-80MTU for 188th Ftr
Sqd (2 cys)

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DIARY

6 December 1949

2. Jet Transition Training for Air National Guard Pilots. This command is providing transition training for fifty (50) officers and one hundred and fifty (150) airmen of the Air National Guard in F-84 aircraft. This training will be accomplished at Shaw and Turner AFBs during the period 5 December to 7 February 1950.

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DEPARTMENT of the AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
Washington 25, D. C.

8 December 1949

SUBJECT: Air National Guard Instructor

TO : Commanding General
Continental Air Command
Mitchel Air Force Base
New York

It is the policy of this Headquarters that, except in the case of unusual circumstances, the Air Instructor will reside in the immediate vicinity of the Air National Guard unit to which he is assigned.

BY COMMAND OF THE CHIEF OF STAFF:

s/ C. W. Schott
t/ C. W. SCHOTT
Colonel, USAF
Deputy Spec Asst of Res Frcs

COPY

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

Dec 12 1949

Dear General O'Sullivan,

I have your Letter of the 30th of November and I appreciate your writing to me with these problems.

General Upston has probably informed you of the Meeting which was held at this Headquarters on the 9th and 10th of December with representatives of the National Guard Bureau, representatives of USAF Headquarters, and of the various air forces of this command to finalize all training sites for the field training to be conducted in 1950.

You can imagine the magnitude of this task and the National Guard Bureau has requested that this Conference be held at ConAC Headquarters in order that all the problems may be considered concurrently and final decisions forthcoming.

The selection of Santa Rosa as a site appears firm at this time, although as an alternate site, Victorville will be considered because of the proximity to the gunnery range in southern California. It is anticipated that all actions in connection with the summer training will be in the hands of the National Guard Bureau by the 15th of December 1949, so that by the first of the year this problem will be settled.

As to your second problem, I could not agree more, that we need a long-range firm policy on construction of airfield within the continental United States. Unfortunately, ConAC does not enter the picture on this program until after the Guard Bureau and Headquarters USAF have requested survey action from us. I shall be very glad, however, to bring this subject up to Headquarters USAF so that action may be taken to finalize on a permanent site for your squadrons in southern California.

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DO/Col.G.S.Brown/jmt
12 Dec 49

Maj Gen Curtis D. O'Sullivan 2

I shall keep you informed as to what action Headquarters USAF takes on the request of the National Guard Bureau on this subject as well as the results of the Meeting which was conducted at this Headquarters as mentioned above.

Sincerely,

ENNIS C . WHITEHEAD
Lieutenant General, United States Air Force
Commanding.

Major General Curtis D. O'Sullivan
State of California
The Adjutant General
Sacramento 14, California

1243

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RESTRICTED

4AF CIRCULAR
BER 119

HEADQUARTERS FOURTH AIR FORCE
Hamilton Air Force Base
Hamilton, California
14 December 1949

1. CHAPEL SERVICE DURING AIR RESERVE UNIT TRAINING ASSEMBLIES (DO)

Following information from ConAC is quoted for your information and compliance:

> "Authority is hereby granted to include chapel service as a part of the two four-hour unit training assemblies in the Organized Air Reserve when such assemblies are held on Sunday. In no case will the chapel service be in excess of one hour of an eight-hour Sunday training assembly."

2. REPORTING SURPLUS AIRMEN PERSONNEL (DP)

An analysis of Personnel Accounting Charts submitted to this hq for the month of November 1949 indicates that par 4, 4AFR 39-1, 12 Jul 49 is not being complied with. Surplus airmen must be reported as directed so this hq may properly utilize such personnel to fill existing shortages throughout the Command.

3. AIR TACTICAL SCHOOL QUOTA FOR USAF RESERVE OFFICERS (AG)

a. This headquarters has been allotted a quota of one (1) USAF Reserve officer to attend the 8 May 1950 class, Air Tactical School, Tyndall Air Force se, Florida.

b. Reservists will be chosen with definite priority to USAFR officers who are actually participating in the Reserve inactive duty training program, and to seniority and high manner of duty performance.

c. Reservist detailed to this school will be cleared to receive classified information including "Secret", in accordance with provisions of AFR 205-6, 18 May 49.

4. RETIREMENT UNDER TITLE III, PUBLIC LAW 810-80th CONGRESS (DP)

Following information pertaining to retirement eligibility under Title III, Public Law 810-80th Congress, received from Headquarters USAF, is furnished for your information:

> "Service other than active Federal service performed in a non-Federally recognized National Guard or Organized Militia prior to 3 June 1916 is not now creditable for the purpose of twenty years of satisfactory Federal service as defined in Section 302a of Public Law 810-80th Congress. However, a ruling is pending as to the overall intent of the Act in regard to such service.
>
> "Cases of applicants who will not qualify for retirement unless National Guard or Organized Militia service prior to 3 June 1916 can be counted, will be forwarded to Headquarters USAF for final determination and direct reply. Such cases will be forwarded through this headquarters."

RESTRICTED

5. TRAINING OF ASSIGNED PERSONNEL (D

The incidence of improperly selected assigned personnel attendance at Air Force schools is becoming a matter of considerable concern to this headquarters. For the most part, selection discrepancies are confined to airmen of the lower four grades who will not possess eighteen (18) months of assured service upon graduation from training; airmen detailed to advanced courses who are not qualified in basic prerequisite SSNs, and airmen detailed to basic courses whose aptitude index scores fall below the prescribed minimum for the particular course involved. It is imperative that action be taken to warn all commanders responsible for student selection of the seriousness of this problem, resulting in misuse of travel funds as well as manpower, and that action be taken to reduce this waste by insuring that the records of all airmen detailed to training are thoroughly screened prior to shipment.

6. EFFECTIVE DATE FOR USE OF DISTRIBUTION OF SSNs AND MOSs WITHIN CAREER FIELDS (DP)

a. Effective 13 Dec 49, all graduates of the Basic Training Wing at Lackland Air Force Base will be classified in accordance with AFL 35-390, 9 Nov 49, and attachment thereto.

b. Airmen graduating basic training from 12 Apr 49 to 12 Dec 49 have been classified in accordance with Air Force Letter 35-390, 18 Jan 49

7. RESCISSION & AMENDMENT (AG)

Fourth AF Circulars #42, 25 May 49, #43, 27 May 49, #44, 1 Jun 49, #45, 6 Jun 49, #46, 7 Jun 49, #47, 13 Jun 49 and #48, 15 Jun 49, are rescinded and will be removed from files.

BY COMMAND OF MAJOR GENERAL UPSTON:

J. H. DAVIDSON
Colonel, USAF
Vice Commander

OFFICIAL:

Clifton B. Hinkel
CLIFTON B. HINKEL
Major, USAF
Asst Air Adj Gen

DISTRIBUTION: "A"

267

HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

IN REPLY
REFER TO: O&T 353

15 DEC 1949

SUBJECT: Transition Training of Regular Air National Guard Instructors in F-84 Type Aircraft

TO : Commanding General, Fourteenth Air Force, Robins Air Force Base, Georgia

1. Headquarters USAF has directed this command to conduct F-84 transition training for Regular Air National Guard Unit Instructors.

2. This transition training will involve ten (10) Regular ANG instructor pilots who will be ordered to Shaw Air Force Base as follows: (One unit instructor pilot to be trained from each of the listed units)

a. To report not later than 2 Jan 1950:

(1) 121st Ftr Sq., DC ANG, Andrews Air Force Base, Washington, D. C.

(2) 116th Ftr Sq., Wash. ANG, Geiger Air Force Base, Washington.

(3) 127th Ftr Sq., Kansas ANG, Wichita, Kansas.

b. To report not later than 9 Jan 1950:

(1) 142nd Ftr Sq., Del. ANG, Wilmington, Delaware.

(2) 171st Ftr Sq., Michigan ANG, Detroit, Michigan.

(3) 107th Ftr Sq., Michigan ANG, Detroit, Michigan.

c. To report not later than 16 Jan 1950:

(1) 101st Ftr Sq., Mass. ANG, Boston, Mass.

(2) 119th Ftr Sq., New Jersey ANG, Newark, New Jersey.

d. To report not later than 23 Jan 1950:

(1) 138th Ftr Sq., New York ANG, Syracuse, New York.

(2) 166th Ftr Sq., Ohio ANG, Columbus, Ohio.

3. These Air National Guard Unit Instructors will receive not more than twenty (20) flying hours per pilot during this transition period. It is contemplated that during the third and fourth quarters a re-adjustment of the flying hours accumulated in the accomplishment of this transition training will be effected within this command.

4. This headquarters will take necessary action to order the ANG Instructor personnel to Shaw Air Force Base, South Carolina.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

COPY
(353)

Hq Continental Air Command Unclassified

Commanding General
Fourth Air Force Routine

4AFOT 1521,15Dec Unclassified

42809 Attn Col Wm H. Clark. Re your msg 4AFOT 1521, personal ltr this Hq from Brig Gen Thatcher, dispatched 14 Dec 49 to Col Clark outlining reactions of ConAC to proposed tng operations suggested by CG 452nd Bomb Wg. This ltr emphasized difficulties inherent to such an exercise at this time, desirability of exercise such as this after next summer tng period, and coordination of schedules with Troop Carrier Wings located at Hamilton and Portland. This Hq does not desire to issue orders involving other air forces or other commands. ConAC has no objection, if deemed advisable by 4th AF, for such operations conducted solely within 4th AF area; however, these operations should not involve special logistic support from AMC nor require increases in available per diem. As a general consideration by ConAC, all resources should be devoted at this time to achieving maximum utilization of acft for formation of combat crews and completion of individual tng subsequent to next summer tng period.

CG, ConAC

COPY

DIARY

16, 17 and 18 Dec 49

1. Per instructions from Hq USAF, on processing of ANG ORT and inspection reports, where corrective action by NAG units is not considered adequate, ConAC AFs will make appropriate comments and forward through prescribed channels. Further, corrective action will be initiated by the NGB upon receipt of reports in that office. This policy will be an aid to better relations between this command and ANG units.

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1 December 1949
Subject: Field Training for ANG Units for Calendar Year 1950

O&T 353 (1 Dec 49)　　1st Ind　　Capt RBLibbey/5142/mfn

22 DEC 1949

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Special Assistant for Reserve Forces, Headquarters United States Air Force, Washington 25, D. C.

1. The field training plan contained in the basic letter was discussed during the Air National Guard field training conference conducted in this headquarters on 9 December 1949. Representatives of the six ConAC Air Forces, Special Assistant for Reserve Forces, Headquarters USAF and the National Guard Bureau were present. At this meeting, the field training sites and field training dates were all informally approved.

2. The plan to airlift all Air National Guard units outside of a 300 mile radius from the field training area has been carefully studied in this headquarters. If this airlift were accomplished by Air Reserve aircraft and crews exclusively, it would be necessary for the Reserve troop carrier wings involved to maintain an aircraft "in commission" rate of 90%. In addition, it is considered very unlikely that this airlift could be accomplished unless Air Reserve crews are ordered to active duty for the periods required to accomplish the flights.

3. This headquarters does not consider the plan to airlift the three (3) Air National Guard wings practicable or necessary. It is pointed out that the 66th Fighter Wing, Illinois Air National Guard, and the 71st Fighter Wing, Missouri Air National Guard, utilized the same camp sites last summer with very little airlift.

4. It is therefore recommended that the plan of the Tenth Air Force to airlift Air National Guard units to summer encampment be limited to the 66th Fighter Wing only. It is further recommended that this airlift be accomplished primarily by Air Reserve aircraft, and that this command be authorized to order the required Air Reserve crews to active duty for two 2-day periods. It has been determined that there are currently sufficient Air Reserve active duty funds available to this command to support this project.

5. If the plan cited above is approved, this headquarters will arrange to augment the Air Reserve effort by utilizing C-54 type aircraft from the 62nd Troop Carrier Wing, McChord Air Force Base. This will insure that all elements to be air transported arrive at the encampment locations as early as possible and will obviate the necessity for

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Field Training for Air National Guard Units for Calendar Year 1950
O&T 353

shuttle type operations. It has also been determined that the use of C-54 type aircraft can be supported with the funds now available to this command.

6. If the plan proposed in paragraphs 4 and 5 above is approved by your headquarters, this headquarters will also instruct the Tenth Air Force to utilize Air Reserve troop carrier wings to airlift elements of the 66th and 71st Fighter Wings on a voluntary basis and as part of the normal Air Reserve inactive duty training.

FOR THE COMMANDING GENERAL:

7 Incls:
n/c

V. E. MURPHY
Lt. Col., USAF
Ass't Air Adj. Gen.

FOR DIRECTORATE USE

Prepared By ______

Coordinated With ______

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ConAC Form AAG 5
Revised 28 November 1949

Air Adjutant General's Central File Copy

L-49-1380

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

22 December 1949

Headquarters Continental Air Command Diary and Project Report

I DEPUTY FOR PERSONNEL

Section I

Diary

1. SCARWAF Units of the Air National Guard. Hq USAF has advised this Hq that in view of the plan in the Office of the Secretary of Defense to transfer all SCARWAF units of the ANG to the Air Forces, the Air Forces should be responsible for the administrative control over the DA instructors presently or subsequently assigned to these units. These instructors are budgeted for by the AF and should therefore be carried assigned to and in the command strength of the Air Forces. Similarly, in view of the eventful disposition of SCARWAF units to the Air Forces, the continued utilization of Department of Air Force personnel presently assigned to SCARWAF units as commissioned and enlisted instructors is justified. This information has been disseminated to all ConAC Air Forces. (UNCLASSIFIED)

R

Section II

Projects

Negative.

II DEPUTY FOR OPERATIONS

Section I

Diary

1. Joint Army-Air Force Call Sign Reassignments. Information received from Hq USAF that Joint Army-Air Force Call Sign Reassignments would become effective 1 February 1950. This information passed to Continental Air Command Air Forces. (Restricted)

2. VHF/DF Facility, McGuire AFB. Hq USAF requested to take necessary action to have Air Materiel Command prepare necessary engineering specifications to enable installation and early operation of D/F equipment at McGuire Air Force Base. (UNCLASSIFIED)

3. Activation of Administrative Crypto Account. An administrative crypto account has been activated in the Communications Security Branch, office DOE. The activation of this account will enable this Directorate to maintain a Comm Security reference library. (RESTRICTED)

4. Communications Economy. A study of the Encrypted Volume Traffic Reports submitted by cryptographic holders of this command indicates a steady and substantial decrease in messages being processed through our Code room. (RESTRICTED)

5. SIGTOT Equipment. Four (4) SIGTOT equipments, including 131B2 tables and rectifiers, have been received at this headquarters. The receipt of this equipment nearly completes the ConAC on-line security project. (RESTRICTED)

6. Processing of Color Film. Color film which was exposed in the Caribbean area for use in the planning of Exercise "Portrex", has been received, this date, from the Ansco Company for further editing and compilation. (UNCLASSIFIED)

Section II

Projects

Negative.

III DEPUTY FOR MATERIEL

Section I

Diary

1. Facilities for Filter Center. Ltrs forwarded to Hq USAF, requesting acquisition of facilities to accommodate permanent filter centers at New Haven, Conn., and Syracuse, N. Y. (RESTRICTED)

2. North AFB Not Excess. Ltr to USAF notifying that North AFB will not be declared excess by ConAC during FY 50 since it is planned to retain the installation in an inactive status for future use for maneuvers. (UNCLASSIFIED)

3. Exercise Portrex. Major Bartholet, Operations officer of 801st Avn Engr Bn, and Major Ridgell attended a conference at Norfolk NAS. All final arrangements were completed for loading and transporting construction equipment and personnel to Vieques. (UNCLASSIFIED)

4. Aileron Boost System Failure, B-45 Aircraft. CG, AMC, was requested to furnish info relative the status of a fix and any interim action to be taken by ConAC operating units. (UNCLASSIFIED)

5. Nose Gear Failure, F-86 Aircraft. CG, AMC, was requested to furnish info on the status of the investigation being conducted to determine cause, part or parts which failed and when the issuance of instructions can be expected. (UNCLASSIFIED).

6. Ammunition for Training Purposes. ConAC Air Forces (info to AMC) have been advised that only Cartridge, cal. .50, ball ammunition would be used for training purposes, as authorized by AR 775-10, 17 Sep 47. Cartridge, cal. 150, API, M8 will not be used for training purposes, except when special authorization is granted by this hq. (UNCLASSIFIED)

Section II

Projects

Negative.

AIR ADJUTANT GENERAL, AIR SURGEON, ASSISTANT FOR RESERVE FORCES, COMPTROLLER. INSPECTOR GENERAL AND PUBLIC INFORMATION OFFICE.

Sections I and II - Negative.

Neal J O'Brien

NEAL J. O'BRIEN
Colonel, USAF
Air Adjutant General.

DISTRIBUTION:
- Staff
- CG, TAC
- CG, EADF
- CG, WADF
- Info cy ea AF

SECURITY REMINDER

Information and material (matter), which requires security protection, other than that determined to be TOP SECRET, SECRET, or CONFIDENTIAL, will be classified RESTRICTED. (Par 23 a. AFR 205-1)

MERRY CHRISTMAS

DEC 22 1949

Pre-Camp Mess Training for ANG Units
AFCRF-2

2nd Ind.

Dept of the Air Force, Hq. USAF, Washington 25, D. C.

TO: Commanding General, Continental Air Command, Mitchel AFB , N.Y.

The following information has been received from the National Guard Bureau regarding subject matter contained in basic communication:

"1. Information requested in paragraph 1 of the basic letter is not available in this Bureau. The information is available in the Numbered Army Headquarters.

"2. AFR 146-5, paragraph 2c, dated 25 March 1948, authorized additional food service supervisory personnel at various levels of command within the Air Force that could be used as instructors. There are no extra personnel authorized within a Numbered Army area for that purpose.

"3. A National Guard Bureau Form 41, 'Request for Additional Funds' is submitted by the USP&DO to the National Guard Bureau after the unit desiring to conduct the school has received approval from the National Guard Bureau to obligate funds for this purpose. National Guard Bureau form 41 is submitted to the Chief, National Guard Bureau when additional funds are needed for any project.

"4. The National Guard Bureau does not have any publications pertinent to the instruction of Air National Guard mess personnel."

BY COMMAND OF THE CHIEF OF STAFF:

C W Schott

C. W. SCHOTT
Colonel, USAF
Deputy Spec. Asst. for Reserve Forces

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AF GRNC

PRIORITY

451-F-84

ROM 14AFDO 1128

REURTT MS&S-S 42530, 16 DEC 49. IN ACCORDANCE WITH RADIO TELEPHONE CONVERSATION BETWEEN COLONEL NICHOLS, OFFICE OF DEPUTY FOR OPERATIONS, YOUR HQ, CAND COLONEL BICKELL, DO, THIS HQ, IN REGARD TO POSSIBLE USE F 31ST FTR WG IN CONDUCT OF ANG TRANSITION, SUGGEST NO FINAL COMMITMENT ON ADDITIONAL F-84C AIRCRAFT BE MADE AT THIS TIME FOR SHAW FB. END

N ... 42530 16 49 31ST F-84C 14AFDO 1128

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CCC....3RD LINE 4TH GP NICHOLS RPT NICHOLS

19/1424Z

Basic ltr fr 181st Fighter Sq, Texas ANG, Hensley Field, Dallas, Texas, dtd 6 Oct 49, subj: Training of Airmen of the ANG

AFCRF-2 11th Ind

Dept. of Air Force, Hq. U.S.A.F., Washington 25, D.C. DEC 28 1949

TO: Commanding General, Continental Air Command, Mitchel Air Force Base, N.Y.

1. The following information has been received from the Career Development and Classification Division, Directorate of Training, DCS/Personnel this Headquarters:

a. The Career Development and Classification Division is sponsoring an Airman Self-Study Guide which is being monitored by the Airman Information and Education Branch, Directorate of Military Personnel. It is desired to point out that this guide is designed for Regular Air Force personnel based on the job descriptions in the Airman Career Program. It will use outside agencies not available to Air Reserve and Air National Guard such as USAFI courses and various universities. This study guide aims at broadening an airman's education beyond that which he can obtain by attending Air Force schools.

b. The development of the Airman Career Program is practically complete but cannot be considered firm because it is not in operation. The Air Force has not established the necessary courses to train personnel toward qualification in the job descriptions of the Airman Career Program. It is understood by this office that the Air Reserve and Air National Guard cannot convert to the new system until such time as shred-outs of the job descriptions have been accomplished. It is difficult to estimate when this can be completed as types of equipment utilised during mobilization will dictate the requirements.

c. Upon the recommendation of the Air Force Policy Board the implementation of Airman Career Program has been temporarily suspended pending action by the Office of the Secretary of Defense, Military Classification Project. By necessity the implementation of the Airman Career Program in the Air Reserve and Air National Guard must follow the implementation date of the Regular Air Force. Therefore, it is recommended that any extension courses developed at this time be based on present requirements and the present classification system.

2. The National Guard Bureau is currently preparing text material for individual instruction in specific SSN's and this will be very adaptable for home study. These texts are being prepared in cooperation with the Training Command and should be available for distribution within the near future.

BY COMMAND OF THE CHIEF OF STAFF:

C. W. SCHOTT
Colonel, USAF
Deputy Spec. Asst. for Reserve Forces

1 Incl:
n/c

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COPY

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

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DM 325

RCM/ds
28 Dec 1949

SUBJECT: Surveying Officers for Air National Guard Units.

TO : Commanding Geberal, First Air Force, Mitchel Air Force Base, N.Y.
(Also to Fourth, Ninth, Tenth, Twelfth and Fourteenth AFs)

1. At a recent meeting at this headquarters of Air National Guard Instructions from each ConAC Air Force, it was pointed out that Air Force Commanders are appointing Air National Guard Instructors to be Surveying Officers for their own Air National Guard units.

2. Under many circumstances, an Instructor is in a poor position to properly discharge his duties and responsibilities as Instructor and act as Surveying Officer for the same Air National Guard unit. Surveying Officers should be appointed under the provisions of AAF Regulation 65-30, 26 August 1947, and as often as necessary. Air Force Commanders will take into consideration the following factors:

a. The possible resulting effect on the relationship between the Instructor and the Air National Guard unit.

b. The value of the materials covered by a particular survey.

c. Travel costs for a special Surveying Officer.

3. The Air National Guard Instructor should advise his Air Force Commander when surveys warrant special handling. Under these circumstances, the Air Force Commander may appoint a special Surveying Officer from another station in his command, or he may appoint a board to investigate and process the particular survey.

4. This headquarters directs that Air Force Commanders give the matter of appointing Surveying Officers for Air National Guard units careful and frequent attention.

CHARLES T. MYERS
Major General, U.S. Air Force
Vice Commander

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JEDHQ/ COMGENATRC SCOTT AFB ILL
JEDHI/CO 3499TH MOBILE TRAINING GROUP CHANUTE AFB ILL

AF GRNC

FROM AFCRF-2 13476

1. REFERENCE IS MADE TO TWX FROM THIS HQ AFCRF 9187, 30 NOVEMBER 1949 ON THE SUBJECT OF TRANSITION TRAINING ON F-84 AIRCRAFT FOR PERSONNEL OF THE ANG.

2. PARUGRAPH 2 OF THE ABOVE REFERRED TWX IS AMENDED AS FOLLOWS:

N 2.TRAINING WILL BE UNDER THE SUPERVISION OF CONAC AND WILL BE CARRIED OUT AT SHAW AFB, SOUTH CAROLINA, IN ACCORDANCE WITH THE FOLLOWING SCHEDULE:

A. FIRST CLASS OF 10 PILOTS AND 36 GROUND CREW WILL COMMENCE AT SHAW AFB 5 DEC AND TERMINATE ON 22 DEC 1949.

B. SECOND CLASS WILL COMMENCE ON 3 JAN AND TERMINATE ON JAN 1950; SAME NIMBER OF PERSONNEL AND LOCATION AS FIRST CLASS.

C. THIRD CLASS WILL COMMENCE ON 10 JANUARY AND TERMINATE ON 30 JANUARY; SAME NIMBER OF PERSONNEL AND LOCATION AS FIRST AND SECOND CLASSES.

D. FOURTH CLASS WILL COMMENCE 17 JANUARY AND TERMINATE 6 FEBRUARY; SAME NUMBER OF PERSONNEL AND LOCATION AS IN PRECIOUS

CLASSES.

3. THE REQUIREMENT FOR THE ASSIGNMENT OF THE ADDITIONAL F-84 MTU, TOGETHER WITH INSTRUCTORS AT TURNERNAFB PRIOR TO 3 JANRUARY 1950 AS MENTIONED IN PARAGCAPH 11, REFER NCED TWX IS DELETED.

4. WITH REFERENCE TO PARAGRAPH 11, CITED TWX, THE PHYSIOLOGICAL IMDOCTRCNATION FOR THE FIRST AND SECOND CLASSES WILL BE HELD ON 22 DECEMBER 1949 AND 24 JANRUARY 1950 RESPECTFULLY. THE DASES OF INDOCTRINATION OF THE THIRD , FOURTH AND FIFTH CLASSES ARE UNCHANGED.

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Hqtrs
Dec 49 Conac
IRS
Ltr fr. Gen Upston re Trng of ANG

s/ Arthur C. Agan, Jr.
Col. USAF
Deputy for P & A/1254

IRS
Hq ConAc
↑

Subj: Ltr.

FOOTNOTE 14

278

CONFERENCE HELD, RENO, NEVADA, TO OUTLINE FIELD TRAINING PROGRAM, FISCAL YEAR 1950, FOR AIR NATIONAL GUARD UNITS OF THE 61ST AND 62ND WINGS UNDER COMMAND OF THE FOURTH AIR FORCE

This meeting was held at the Reno Air Base on Saturday, February 19, 1949. Represented were the Fourth Air Force, the Adjutant's General of California, Utah, Nevada and Arizona, Wing Commanders of the 61st and 62nd Wings and USP & DO's of California, Nevada, Utah and Arizona.

Prior to this meeting it seems that Reno had been tentatively chosen as the training sight for units of the 61st and 62nd Wings, except the AC & W units which were to train at Silver Lake, Washington and Half Moon Bay, California. The 161st AC & W Headquarters and the 144th AC Squadron were to train at Silver Lake, Washington. All units that comprise each Wing were to train with the same dates. The 61st Wing was to train from 28 August to 11 September. The 62nd Wing was to train from 7 August to 21 August. The radar units had not decided where to train. Setting the date for the radar units was entirely up to the Wing Commanders. Question was raised as to whether or not the radar men would use existing equipment at Air Force installations and were they to operate the equipment or stand by and watch the equipment being operated by Air Force personnel. It was explained that this was to consist of on the job training with existing installed equipment. The Guard personnel would watch and receive instructions on the equipment until they were sufficiently proficient to operate said equipment.

Lengthy discussions arose as to the difficulties that had been encountered in attempting to select sights and dates for training. Col. Bell stated that an attempt had been made to select sights in each Wing area, but that approval had not been secured from the National Guard Bureau. Col. Burroughs stated that two Wing Commanders selected the same dates, but the dates finally selected were the result of a compromise. It was stated that consideration for sights were given to San Bernardino and Albuquerque, but that the Wing Commanders were notified that Reno had been selected.

Major Felton, Headquarters Fourth Air Force, stated that the sight and dates for training had presumably been concurred in by the Adjutant General of California and the Wing Commanders. Col. Bell was dissatisfied with the methods used for dissemination of information and the sight and dates set for training.

Several reasons were given for the choice of the Reno Air Base as being the proposed sight for training and some of them were: Central location, favorable flying weather, close proximity of ranges and a reasonably temperate climate for personnel.

The question was raised as to the distance involved from the sight to the ranges. In answering it was stated that the air to ground range would be at the Fallon Naval Air Station, a distance of 40 miles from Reno, and that the air to air ranges would be at the Tonopah Air Base.

Other reasons were given at this time for the proposed sight being at Reno. One of these reasons being suitability of one of the runways at the Air Base for jet aircraft. Major Felton reported that a 6600 foot runway was required, and that one at the Reno Air Base was 7500 feet in length. This provided a safety factor of nearly 1000 ft. It was also reported that there are no obstructions at the ends of this runway.

After lengthy discussions pro and con on the proposed plan of utilizing the Reno Air Base as the training sight an announcement was made by representatives of the Fourth Air Force to the effect, that Headquarters was not trying to "Jam the Reno Air Base down the necks of the respective Wing Commanders, but was merely suggesting a sight and acting in an advisory capacity only". The fact that the State Adjutant's General would select the final sight through the medium of recommendations of the Wing Commanders was brought out. However, Headquarters Fourth Air Force still recommended Reno as the proposed sight.

A brief recess was called to allow the various factions to confer and come to a decision as to where and when they would train. Major Gen. Upston, Commanding Fourth Air Force, arrived and sat in on this informal discussion.

Upon resumption of the conference a resumé was given as to what was discussed and decided upon in the meeting mentioned above. In this meeting it was explained that the Fourth Air Force was primarily concerned with the accomplishment of a satisfactory camp. The Fourth Air Force would not dictate locations and times for summer training. This matter rests in the hands of the State Adjutant's General. The tentative plan agreed upon is as follows:

Subject of approval of higher authority:

(1) The 61st Wing is to train at Reno Air Base, Reno, Nevada from 21 August through 4 September.

(2) No change in the AC & W units for the 61st Wing.

(3) Request will be forwarded to the National Guard Bureau for the 62nd Wing to train at Albuquerque, New Mexico from the 14th through the 28th of August.

(4) AC & W units of the 62nd Wing will train at Albuquerque if approved.

(5) San Bernardino will be listed as the alternate camp for the 62nd Wing if approved.

(6) Separate requests will be made for (3) and (4), and (5)

(7) Generals Sullivan and May will attempt to secure a decision from the Bureau on Albuquerque or the alternate San Bernardino.

(8) If both Albuquerque and San Bernardino are disapproved or do not prove satisfactory, the original plan of training at Reno for both Wings and the original dates assigned will be utilized.

MOVEMENT OF THE 61ST WING:

(1) Transportation of units. Major Felton stated that at the present it was indicated that the 60th Wing, Fourth Air Force, could supply 22 C-47 type aircraft.

(2) It was also stated that there was a possibility that the troop carrier Wing at McCord Field might be available.

(3) No difficulty is anticipated in supplying airlift transportation for the 61st Wing.

(4) A firm committment from the Fourth Air Force for airlift transportation is forthcoming.

(5) Estimate given by representatives of Utah for the amount of personnel to be airlifted was 275.

(6) 61st Wing estimate was 600.

(7) Equipment is to be handled by railroad shipment. No equipment is to be handled by the airlift. This is to be utilized by personnel only.

QUARTERMASTER PROPERTY AND SUPPLIES:

(1) The Air Force can not furnish supplies and equipment.

(a) California reported that it has unit refrigeration, 1000 cots and mattresses and sufficient tentage for all of its units. All units have field ranges and cooking equipment.

(b) Utah reported sufficient cots but no tentage. They believe that arrangements can be made to supply tentage. They also have ranges and mess equipment but no unit refrigeration.

(c) Nevada reported no cots or mattresses but can furnish their own tentage. They can furnish their own field ranges and cooking equipment.

(2) After oral discussion it seemed that opinions was in favor of a consolidated mess.

(3) Messing Equipment and Facilities.

(a) Kitchen facilities are not now available at the Reno Air Base.

(b) The same applies to refrigeration for storage of perishable food stuffs. An attempt will be made by the Commander of the 192nd Fighter Squadron, Reno Air Base, to secure storage space for perishable foods in Reno at commercial concerns.

(4) Cooking Personnel.

(a) Major McCracken, Fourth Air Force, requested information on trained cooks. In answer it seemed that trained personnel were not available at present. He then suggested that sufficient guard personnel be trained at Fourth Air Force schools prior to encampment. He also stated that it will take at least 30 days to accomplish this.

(b) It was estimated that one mess would handle 300 people.

(c) The above applies to the 61st Wing. The 62nd Wing stated they had cooks.

FUEL AND OIL REQUIREMENTS FOR AIRCRAFT AND VEHICLES OF THE 61ST WING.

(1) It is up to the units concerned to submit their requirements to the USP & DO, Nevada, who in turn will order same.

(2) An estimate was submitted that the 61st Wing would consume 155,000 gals. of 100 oct. and 600 gals of 90 oct.

(3) Jet fuel and servicing requirements.

(a) Estimated consumption data was not brought forth. Col. Smith stated that the operation of the summer encampment would be impossible until one 3000 gal. jet refueling unit was secured. It was also stated that pressure would be exerted through the Air Force and the Guard Bureau to secure necessary jet refueling units.

(4) All oil storage will be in drums.

(5) After units of the 61st Wing have submitted their estimated requirements for fuels and oils it would be the responsibility of the USP & DO of Nevada to request funds for purchasing same.

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It was reported that the sights at Half Moon Bay and Payne Field would be tent camps. It was suggested that the most satisfactory means of transportation from Los Angeles to Half Moon Bay would be by rail or airlift. Units going to Half Moon Bah will have to mess and house themselves. Gen. Upston suggested that the Squadron Commanders of these units take control and make their own plans.

MEDICAL SUPPLIES: (61ST WING)

(1) Wing surgeons are to furnish estimates of medical supplies desired so that requisitions can be transmitted 90 days prior to troop movement.

(2) Col. Ivie suggested that an attempt be made to secure a hospital aircraft for evacuating personnel. He also stated that Gen. Armstrong has a hospital ship at Randolph Field and it may be available.

(3) Personnel requiring immediate hospitalization will be taken to local hospitals. Other patients would be evacuated by airlift to McClellan Field.

Col. Hoffman stated that Guard organizations would not bring unauthorized T/O & E equipment, but that they would bring only authorized equipment. In the AC&W units, air force equipment is to be used by the National Guard. A letter has been forwarded from the Fourth Air Force to the State Adjutant's General advising that personnel be given a locally improvised loyalty test. Location of AC & W sights is confidential. Letter will be transmitted from Fourth Air Force as to what is restricted or confidential.

TRAINING:

(1) Main emphasis will be on training as units and not as individuals. The Fourth Air Force is initiating directives as to the minimum unit training that will be performed. All individual training should be accomplished if possible at times other than field training.

(2) Ranges: (61st Wing). Air to ground ranges, Fallon, Nevada; Air to air, Tonopah, Nevada.

 (a) Coordination will have to be secured from the Las Vegas Air Force Base which is using the Tonopah range.

(3) Major Reynolds, Commanding Officer, 192nd Fighter Squadron, stated that small arms firing could be done at a civilian rifle club range located 3 miles from the Reno Air Base.

AMMUNITION: (61ST WING)

(1) Representatives of the Fourth Air Force suggested that an airlift be utilized to bring in ammunition as a training mission prior to encampment.

(2) Major Wise, USP & DO's office of California, stated that it was his opinion that Herlong ordnance depot would be used as a source of supply for ammunition. It was suggested that this depot be contacted as to availability of supplies for training requirements.

(3) If Herlong can supply requirements they could be trucked in during encampment, as the distance from the Reno Air Base is neglible.

CRASH AND FIRE FIGHTING EQUIPMENT AND FACILITIES: (61ST WING)

(1) The Reno Air Base has available at the present time one each 125 and 110 crash trucks and 2 structural fire fighting trucks. Work will have to be accomplished on these vehicles to put them in commission.

(2) If the 62nd Wing goes to Albuquerque their 155 crash truck will be available for use at Reno.

(3) Utah stated they could bring their equipment to augment what is available at Reno.

AIRCRAFT SUPPLIES AND PARTS: (61ST WING).

(1) Representatives of the 61st Wing stated that their stock of supplies and spare parts were small but they would bring what they could. Utah stated its units were well supplied. Nevada reported its units had forty percent of their technical supplies and 30 percent of their TO & E supplies.

(2) Gen. Upston stated that the 61st Wing was to make an inventory of what they have and requisition balance required. This was to be done as soon as possible and requisitions forwarded to SMAMA. Units were to be advised accordingly.

(3) SMAMA will be the supply depot for the 61st Wing.

(4) TWX Facilities will have to be installed at the Reno Air Base to transmit AOCP requisitions.

(5) Gen. Upston requests everyone to get their requisitions in as soon as possible for supplies and parts in order that his office may take corrective follow up supply action with the depot commanders.

(6) Requisitions will be submitted from state level. It was suggested that all USP & DO's concerned confer with the USP & DO of the host state and a consolidated requisition be submitted by the host USP & DO.

SPECIAL PURPOSE VEHICLES: The question will each unit bring their own special purpose vehicles, was asked. This problem was left up to the USP & DO's concerned with the provision that each state advise the quantities of these vehicles available.

COMMUNICATIONS: Representatives of the Fourth Air Force stated that a crystal bank was available. They requested that notification be submitted of what is required. Wing Commanders were requested to report to the Fourth Air Force when and where they are to operate and on what frequency. A training program should be submitted by each Wing Commander.

PX FACILITIES: It was suggested that the Wing Commanders take this problem up with the USP & DO of Nevada and work out a plan. The state of California reported that there is a National concern with a branch in Los Angeles which is equipped to handle PX Problems.

RECREATIONAL FACILITIES: It was suggested that the Wing Commanders appoint special service officers from their staff and outline recreational plans through the USP & DO's of the states concerned.

COMPILATION OF COST ESTIMATE REQUIRED TO OPERATE AND REHABILITATE SIGHTS OF ENCAMPMENT. (61ST WING)

(1) Various cost estimates were submitted by Fourth Air Force Engineers for tent floors, shower facilities, mess facilities and sanitation facilities. But as it had not been determined what units would train at the Reno Air Base prior to compilation of reports, these figures were not specific. Gen. May, the Adjutant General of Nevada, was given a rough estimate of $30,000 that would be required to rehabilitate and operate the Reno Air Force Base for the Air National Guard summer encampment, Fiscal Year 1950. USAF, through the numbered Air Force Commanders have funds available for training air units of the National Guard.

ROUTING OF CORRESPONDENCE:

(1) All correspondence at Squadron level or lower concerning training will go through channels with information copies to all offices concerned.

(2) All correspondence originating at National Guard Wing levels will be routed down through to Unit levels if applicable.

PAY OF TROOPS: Units are to handle their individual pay roll problems.

MISCELLANEOUS NOTATIONS:

(1) The proposed training sights outlined above will be brought to the attention of the National Guard Bureau while the Adjutant's General are at the Adjutant General seminar in Washington, D. C. and approval for same will be asked for.

(2) The Fourth Air Force requested that training programs for Wings down through the lowest level unit be submitted immediately.

(3) Advance units and the immediate necessary household equipment to house and feed personnel will have to be on the training sights when personnel arrive. This is especially true of personnel to be transported by airlift as they quite possibly will arrive beofre their organizational equipment is on the training sight.

DISTRIBUTION:

National Guard Bureau -2; Fourth Air Force - 5; State Adjutant's General of Arizona, California, Nevada and Utah - 2 each; 61st Wing Commander - 10; 62nd Wing Commander - 10; USP & DO's of Arizona, California, Nevada and Utah - 3 each; Senior Air Instructors of Arizona, California, Nevada and Utah - 1 each; Major Felton - 1

ROUTING	COORDINATION	STAFF ACTIVITY
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		ROTC
		ANG

HQ CONTINENTAL AIR COMMAND MITCHEL AFB NY UNCLASSIFIED

DIR OF PLANS & OPNS, ATTN OPNS DIV, ROUTINE
HQ USAF WASH 25 DC X

40610

[redacted]

AFConAC-OT__________. Info in this headquarters indicates that a majority of ANG units have already utilized approximately 60% to 70% of their allotted annual one hundred ten (110) flying hours per pilot. It may be advisable that such units not be required to participate in Air Shows during balance of FY 50 and that greater emphasis be placed on flying training in order to insure maximum quality training from remaining flying hours. The above is mentioned for any action deemed appropriate. End.

CG ConAC

353 National Guard Tng

FOR DIRECTORATE USE

Prepared By
Maj MacNeill
Coordinated With

EVALUATION

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Until June 50

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ConAC Form Hq-AG 5.
28 March 1949

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Adjutant General's Central File Copy

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FM UWPH 18F/CG 4AF Hamilton AFB Calif 071635Z

TO CG CAC Mitchel AFB NY

AF GRNC

4 AFPPO 1227. Reurtt 189. There is no officer in the Grade of Colonel within this command who desires to volunteer for NG dy. This command has screened all forms 66 and written letters to each individual considered qualified for NG duty, soliciting their application for NG duty, with negative results. In view of your msg AFConACPP 207 it will be necessary for this command to detail officers to NG dy as replacements for officers presently on NG dy scheduled for relief in the immediate future.

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CAC 25

EJB 57

PP JEGC SUS S DUPE

PP JEGC JWXC 222

DE JEPC 161A

P 232154Z

FM HQS, USAF, Washington, D.C.

TO JEGC/ComGenConAC Mitchel AFB New York

INFO JWXC/ComGenSAC Offutt AFB Omaha, Nebraska

AF GRNC

From AFCRF 48292

In the interest of maintaining amicable relations between the Air Force and military authorities of the State of New Hampshire, it is requested that a Senior Officer of your hqs of Headquarters, First Air Force visit the Adjutant General of New Hampshire (General Bowen) at the earliest practicable date to advise and assist him in matters pertaining to obtaining for the Air National Guard of New Hampshire of certain supplies and equipment now on hand at Grenier Air Force Base. The foregoing supersedes previous arrangements and directives in the matter.

CFN AFCRF 48292

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no date

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RR JEGC JEDC 222

DE JEPC 309A

R 162055Z

FM HQ USAF WASHINGTON DC

TO JEGC/COMGENCONAC MITCHEL AFB NY

INFO JEDC/COMGENAMC WRIGHT PATTERSON AFB OHIO

AFGRNC

FROM AFCRF-5 46904 AFR 67-27 will not be construed as authority for the supply of subsistence to Air National Guard for week-end drills and unit schools. Funds are not available for this purpose. That portion of AFR 67-27 which pertains to "Air National Guard for week-end drills and unit schools" is not applicable unless specific authority is granted and funds are made available for that particular purpose by the Chief, National Guard Bureau, Above being disseminated to Adjutant Generals, All States, District of Columbia, Territories, Hawaiiand Puerto Rico, by National Guard Buareau.

CFN AFCRF-5 46904 67-27 67-27

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HISTORICAL

CONTINENTAL AIR C

Director
Research Studies Institute
Attn: Archives Branch
Maxwell AFB, Alabama

JANUARY 1950 – JUNE 1950

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HISTORY
of the
CONTINENTAL AIR COMMAND
for
1 January - 30 June 1950

VOLUME ONE: ORGANIZATION AND MISSION OF THE COMMAND

Prepared by: Mr. J. J. Lichman

Directorate of Historical Services
Office of the Air Adjutant General
Continental Air Command

SECRET

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE RESERVE
ROBINS AIR FORCE BASE, GEORGIA 31093

HO

30 August 1972

Declassification of Histories

Albert F. Simpson Historical Research Center
Archives Branch (3825/HOA)
Maxwell AFB AL 36112

The following histories, the originals of which are held by you, have been declassified effective this date, in accordance with AFR 205-1, 2-16.

1. History of the Continental Air Command, 1 Dec 48 - 30 Jun 50, Narrative Volume, The Reserve Forces.
2. History of the Continental Air Command, Jan - Jun 50, Narrative, Volumes V, VI, & VII.
3. History of the Continental Air Command, 1 Dec 48 - 31 Dec 49, Narrative, Sections One through Six.

FOR THE COMMANDER

Gerald T. Cantwell
GERALD T. CANTWELL
Director of Historical Services

Copy to: AFCHO

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SECRET

Volume I, Organization and Mission of the Command

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Volume I, Organization and Mission of the Command

III

IV

MAJOR GENERAL CHARLES T. MYERS
VICE COMMANDER, CONTINENTAL AIR COMMAND

Chapter One

DEVELOPMENTS AND REFINEMENTS IN ORGANIZATION AND MISSION

1 January 1950 - 30 June 1950

Outwardly the formation of the Continental Air Command on 1 December 1948 derived its major impulse from President Truman's directive of 16 October 1948 to strengthen the organization and training of the Reserve Forces.[1] Viewed however from the broad perspective of postwar developments in the United States Air Force, the origin of the Command dovetailed with increasing emphasis being accorded to the air defense of the United States and represented, in actuality, the consummation of a rather ingenious plan whereby the Air Force -- confronted, as it was, with a contraction in its unit resources resulting from the imposition of the 48-Group Program[2] -- might conceivably satisfy its tactical aviation and air defense responsibilities through a pooling of the units, installations, and personnel hitherto allotted to the Tactical Air and Air Defense Commands.

Central to the workings of the organization thus called into being was, what for lack of any better descriptive title, we may describe as the "pendulum principle": At the apex of the Command superstructure, the Commanding General, Continental Air Command,

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[1] P. 1, Volume I, History of the Continental Air Command for 1 December 1948 - 31 December 1949

[2] Ibid., p. 6

could, through a flexible employment of the "pool of air power" (or portions of it) at his disposal, "shift" units to the operational control of the Tactical Air Command or to the operational control of the Air Defense Command, as "situations" or as circumstances might warrant. To these two Commands, reduced to the status of "operational" headquarters within the framework of the Command structure, it was initially planned to allocate units on a percentage basis for an interval of thirty to ninety days.[3]

The organizational structure conceived and created to place the "pendulum principle" into effect was, as its founders recognized,[4] not without its drawbacks. Briefly, it periodically necessitated a division of command controls over "combat" units, with operational control being vested in the Tactical Air Command and in the Air Defense Command (whenever the units were "allocated" to those Commands), while the Command's numbered air forces -- to whom the units were permanently assigned -- retained responsibility for the

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[3] Colonel Jacob E. Smart, Deputy for Operations, Hq ConAC, was quoted as saying at a Commanders' Conference held at Mitchel Air Force Base in November 1948: "This allocation /of units/ will be on a percentage basis; for example, 1st Fighter Gp will expend 50% effort for TAC and 50% for ADC for thirty days." See RESTRICTED notes of meeting of ConAC Commanders, prepared by Major Harry Beamer, Assistant Air Adjutant General, 30 November 1948 /vid. sup. doc. #13¹, Volume VI, History of the Continental Air Command for 1 December 1948 - 31 December 1949/

[4] 1. See remarks of Lieutenant General Stratemeyer, contained in RESTRICTED notes of meeting of ConAC commanders, prepared by Major Harry Beamer, 30 November 1948
2. P. 61, Volume I, History of the Continental Air Command for 1 December 1948 - 31 December 1949

administrative control of the units and for their logistical support.[5] The Commanding Generals of the Tactical Air Command and the Air Defense Command were cast in a dual capacity, serving not only as commanders of their own independent commands but as deputies for their respective tactical functions on the staff of the Continental Air Command.

As the Continental Air Command moved towards the completion of the first year of its existence as a major air command, alterations in the Command structure and in its modus operandi were made. The Air Defense Command came to exist on "paper" only, and was supplanted by two subordinate agencies having air defense as their primary concern -- the Eastern Air Defense Force and the Western Air Defense Force. In order to assist in the establishment of a minimum air defense in being, Fighter-Interceptor Wings and other Command units employed in the performance of air defense missions were allocated to these Commands for continuous operational control.[6] This represented, in effect, a modification of the original "pendulum principle" which had envisaged a flexible, rather than a semi-fixed, employment of the Command's tactical units. The "evils" of "split" control thus came to be aggravated, and units employed

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[5] For an example of the manner in which logistical support was provided for units engaged in exercises and maneuvers, see RESTRICTED ltr, Hq ConAC to CG, AMC, Sub: General Plan for Supporting Exercise Swarmer, 10 March 1950, contained as inclosure to Historical Report of the Directorate of Materiel Planning for March 1950.

[6] 1. G. O. #122, Hq ConAC, 10 November 1949
2. G. O. #8, Hq ConAC, 8 February 1950

in the air defense system found themselves serving two "masters",[7] a situation not wholly conducive to the attainment of maximum operational effectiveness.

As the internal workings of the Command structural edifice came under increasingly critical scrutiny during 1949, so did the myriad of missions and tasks being performed by the Command come to be scrutinized with a view towards eliminating or transferring those which were considered to be a drain upon the Command's resources and/or which required a diversion of the Command's energies from its major combat missions. The upshot of this scrutiny was (1) a communication sent to Washington late in December 1949 requesting that the Command be relieved of the responsibility for eleven "tasks" with the execution of which it was charged by Air Force Regulation 23-1 and by other Air Force directives[8] and (2) the formulation of a plan whereby the Continental Air Command would be "split" into two major commands, an "Air Combat Command" and an "Air Personnel Command".[9] The revisionist "movement" embodied in these and in other proposals for "reform" came to a climax in the

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[7] SECRET Memorandum for the Deputy of Operations, Sub: Reorganization of Continental Air Command, 14 March 1950

[8] Ltr, Hq ConAC to Air Adjutant General, Hq USAF, Sub: Deletion of Continental Air Command Responsibilities, 29 December 1949 /vid. sup. doc. #143, Volume I, History of the Continental Air Command for 1 December 1948 - 31 December 1949/

[9] Pp 63-64, Volume I, History of the Continental Air Command for 1 December 1948 - 31 December 1949

period under consideration in this history (January-June 1950), culminating in a major internal reorganization of the Command. It is to a consideration of this reorganization, and of the plans which preceded it, that we now turn our attention.

I

In the initial months of 1950, plans were in process of formulation in Headquarters, Continental Air Command, envisaging the consolidation of the "true" functions of command within appropriate subordinate functional headquarters and the separation of the Reserve Forces mission and the so-called area "tasks" from the "combat" missions of the Command.[10] The broad features of the plans may be sketched roughly as follows:[11]

1. The Continental Air Command, with headquarters at Mitchel Air Force Base, was to be redesignated the Air Combat Command. That Command was then to have the air defense of the United States and tactical air cooperation as its sole preoccupations.

2. Subordinate to the Air Combat Command were to be the Eastern Air Defense Force, the Western Air Defense Force, and the Tactical Air Command, each headquarters of which was to be vested with full command control over the units and installations assigned to its respective command.

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[10] SECRET Historical Report of War Plans Branch, Plans Division, for January-March 1950

[11] 1. SECRET ltr, Hq ConAC to CG, TAC, Sub: Long Range Planning in Headquarters Continental Air Command, 6 April 1950
2. CONFIDENTIAL IRS, Deputy for Operations to Director of Plans, Organization and Requirements, Sub: Recommendations for Locations of Hq, ConAC, Hq, EADF & WADF, 24 February 1950

3. All Regular Air Force tactical units which had hitherto been assigned to the Continental Air Command's six numbered air forces were to be reassigned to the command jurisdiction of one of the three headquarters mentioned in paragraph 2 above.

4. The Ninth Air Force, whose headquarters were located at Langley Air Force Base, Virginia, was to be redesignated the Continental Air Command and was to be charged with the execution of all the miscellaneous missions and tasks formerly assigned to the "old" Continental Air Command, (minus, of course, air defense and tactical aviation).

5. The Continental Air Command's six regional air force areas were to be regrouped into four areas, with the headquarters of the Twelfth Air Force to be discontinued, and the headquarters of the Ninth Air Force to be moved, less personnel and equipment, to Pope Air Force Base, North Carolina, where it was to be redesignated the Ninth Tactical Air Force. The geographical areas formerly administered by the Twelfth and by the Ninth Air Forces were to be "merged" with those, respectively, of the Fourteenth and the First Air Forces.

Topside approval of the foregoing plans in their entirety was in large measure contingent upon the willingness of Headquarters, United States Air Force, to accede to the reorganization of its own major command structure which the plans entailed. When sentiment on topside was discovered to be averse to such a reorganization,[12] Headquarters, Continental Air Command, with the tacit approval of the Vice Chief of Staff, USAF,[13] embarked upon the preparation of plans which were designed to make possible an <u>internal</u>

12/ SECRET Memorandum for the Deputy of Operations, Sub: Reorganization of Continental Air Command, 14 March 1950 /vid. sup. doc. #7/

13/ Ibid.

reorganization of the Command. Envisaged to occur under the "New Order" were the following reforms and renovations:[14] (1) the elimination of "split" control through the assignment of all units essential to the respective missions of the Air Defense Forces and the Tactical Air Command to the direct and complete control of one of those headquarters; (2) the concomitant relief of the numbered air forces of their responsibilities for the administration, training, and logistical support of Regular Air Force units, in this way enabling those command agencies to devote their undivided attention to their Reserve, Mobilization, and area task functions; (3) the establishment of a "strong" Tactical Air Command headquarters at Langley Air Force Base which might conceivably, at some future date, be "converted" into an "Air Personnel Command"; (4) the creation of a fully mobile Tactical Air Force headquarters at Pope Air Force Base, North Carolina;[15] (5) the reduction of the Command's regional air forces from six to four, with Headquarters, Twelfth Air Force, to be discontinued, and Headquarters, Ninth Air Force, to be transferred (less personnel and equipment) to Pope Air Force Base and redesignated the Ninth Tactical Air Force. Headquarters, Continental Air Command, would, under these plans, retain all the missions charged to it by Air Force Regulation 23-1 and by other Air Force directives.

14/ Ibid.

15/ A Tactical Air Force (Provisional) already existed at Pope Air Force Base, with an authorized strength not to exceed forty (40) officers and sixty-two (62) airmen. See G.O. #2, 11 January 1950, and ConAC Regulation 26-2, 14 April 1950

In April 1950, the plans for the reorganization of the Command were presented in the form of a study for the consideration of the Continental Air Command major subordinate commands.[16] Generally speaking, with the exception of the Twelfth Air Force, which registered a rather vigorous dissent to the entire proposal for reform,[17] and the Eastern Air Defense Force, which came forth with the startling proposal that it be "extinguished" and the Air Defense Command rejuvenated in its stead,[18] the sentiments expressed by the major subordinate commands were favorable to the underlying concepts and the major proposals of the reorganization.[19] There was almost

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[16] 1. SECRET study "Proposed Internal Reorganization of the Continental Air Command", prepared by the Plans Division, Directorate of PO&R, Hq ConAC, 20 April 1950
2. SECRET ltr, Hq ConAC to CG, EADF, et al, Sub: Proposed Internal Reorganization of the Continental Air Command, 14 June 1950

[17] SECRET 1st Ind., Hq Twelfth AF to CG, ConAC, 27 April 1950 to ltr, Hq ConAC to Twelfth AF, Sub: Long Range Planning in Headquarters Continental Air Command

[18] SECRET Summary of Commanders' Remarks on the Proposed Internal Reorganization of the Continental Air Command

[19] 1. Ibid.
2. SECRET TWX, Hq First AF to CG, ConAC, AF1AFCG 110, 21 April 1950
3. SECRET ltr, Hq Tenth A F to CG, ConAC, Sub: Long Range Planning in Headquarters Continental Air Command, 27 April 1950
4. SECRET 1st Ind., Hq First AF to CG, ConAC, 2 May 1950, to ltr, Hq ConAC to CG, First AF, Sub: Long Range Planning in Hq ConAC, 6 April 1950
5. SECRET 1st Ind., Hq TAC to CG, ConAC, 1 May 1950 to ltr, Hq ConAC to CG, TAC, Sub: Long Range Planning in Headquarters Continental Air Command, 6 April 1950
6. SECRET ltr, Hq TAF to CG, ConAC, Sub: Long Range Planning in Hq ConAC, 28 April 1950

virtual unanimity of opinion that the abolition of split "control" and the resultant concentration of administrative and operational controls in the Commands to which tactical units were assigned would enhance the operational effectiveness of the units in question. With respect to that portion of the plans which contemplated the eventual metamorphosis of the Tactical Air Command into an "Air Personnel Command", dissenting voices were raised by the Fourth Air Force, the Twelfth Air Force, and by the Tactical Air Command itself. (In this matter they were to be sustained by Headquarters, United States Air Force.)[20] Several of the major subordinate commands expressed misgivings concerning the sufficiency of personnel allotted for the performance of the "new" missions and responsibilities. One of the Air Forces -- the First -- expressed the interesting view that the loss by the numbered air forces of a tactical mission and the concomitant loss of their tactical units would detract "somewhat" from the "prestige" of the numbered air forces.[21] This view, it seems, was also prevalent in the Twelfth Air Force, which felt that the concentration of Reserve matters in the numbered air forces might lead Regular Air Force officers to shun duty in those commands.[22]

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[20] SECRET ltr, Hq USAF to CG, ConAC, Sub: Proposed Internal Reorganization of Continental Air Command, 23 May 1950

[21] SECRET 1st Ind., Hq First AF to CG, ConAC, 2 May 1950, to ltr, Hq ConAC to CG, First AF, Sub: Long Range Planning in Hq ConAC, 6 April 1950 /vid. sup. doc. #19/

[22] SECRET 1st Ind., Hq Twelfth AF to CG, ConAC, 27 April 1950 to ltr, Hq ConAC to Twelfth AF, Sub: Long Range Planning in Headquarters Continental Air Command /vid. sup. doc. #17/

Pentagon approval of the Continental Air Command's plan for reorganization -- with the exception of that portion of the plan which envisaged that the Tactical Air Command would be prepared, in the event of war or national emergency, to assume USAF mobilization as a primary mission and to function as an Air Personnel Command -- was forthcoming on 23 May 1950,[23] and the Command moved rapidly towards its implementation on a "phased" basis, designed to permit the continued performance of missions while the various headquarters were being reorganized.[24] Generally, the procedure was to reduce the strength of the numbered Air Force headquarters prior to relieving them of the missions they were to "lose" under the reorganization. This would then permit the reassignment of excess personnel from those headquarters and from the Twelfth and Ninth Air Forces to the expanding Air Defense Forces, the Tactical Air Command and the Ninth Tactical Air Force prior to the assumption by those commands of their new responsibilities.[25]

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[23] SECRET ltr, Hq USAF to CG, ConAC, Sub: Proposed Internal Reorganization of Continental Air Command, 23 May 1950 /vid. sup. doc. #20/

[24] 1. SECRET IRS, Deputy for Operations to Deputy for Personnel, et al, Sub: ConAC Reorganization, 22 May 1950
2. SECRET Briefing, "Organization and Assignment of Responsibilities Under the Reorganization of the Continental Air Command", prepared and presented by Lt. Col. E. B. Rasmessen

[25] SECRET Briefing, "Organization and Assignment of Responsibilities Under the Reorganization of the Continental Air Command", prepared and presented by Lt. Col. E. B. Rasmessen /vid. sup. doc. #24/

The three "phases" of the reorganization were to be carried out as follows:

> Phase I: By 1 July, Headquarters, Twelfth Air Force was to be discontinued, and its units and responsibilities reassigned to the Fourteenth Air Force. Headquarters, Air Defense Command, (a "paper" organization) was also to be discontinued.
>
> Phase II: By 1 August, Headquarters, Tactical Air Command, was to be fully manned and to the jurisdiction of that headquarters were to be assigned the Command's fighter-bomber units, its tactical reconnaissance, troop carrier and other miscellaneous "support" units (with the exception of the ancillary units assigned to the Ninth Air Force (Tactical). Headquarters, Ninth Air Force, located at Langley Air Force Base, was to be discontinued and the Ninth Air Force (Tactical) at Pope Air Force Base brought up to strength. As Headquarters Western Air Defense Force was expanded, Headquarters Fourth Air Force, was correspondingly to be reduced in strength and its fighter-interceptor units reassigned to the command jurisdiction of the Western Air Defense Force. The "old" Ninth Air Force's responsibilities and area functions were by 1 August to be assumed by the First Air Force.
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> Phase III: By 1 September, Headquarters, Eastern Air Defense Force, was to be brought up to strength, and appropriate tactical units of the First and Tenth Air Forces reassigned to its command jurisdiction. Headquarters, First Air Force, was to be manned up to maximum strength.

As will be readily apparent from the above, the major story of the manner in which the reorganization proceeded in the Summer of 1950 falls more properly within the purview of the next installment of this history.[26] Nevertheless, it might not be irrelevant for the

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[26] 1. In implementation of the reorganization, the following "actions" were taken during the period under consideration in this history:
   a. Discontinuance of the Twelfth Air Force (G.O. #35, 16 June 1950)

Historian to observe in passing that the method of "phasing" the reorganization had much to commend it from the standpoint of obviating many of the administrative travails which accompanied the reorganization of 1 December 1948.

No reorganization of the scope and magnitude of the reorganization of May - August 1950 could avoid bringing certain problems in its wake. One of these problems arose in connection with the distribution and allotment of funds to major subordinate command headquarters,[27/] two of which (i. e., the Ninth and the Twelfth Air Forces) were scheduled for deactivation, five of which (i. e., the First and Fourteenth Air Forces, the Tactical Air Command, the Eastern Air Defense Force, and the Western Air Defense Force) were scheduled to undergo a considerable expansion in size and strength, and two of which (i. e., the Fourth and the Tenth Air Forces) were slated to be reduced in strength and in functions. A plan was therefore evolved by the ConAC Directorate of Budget, designed to make a distribution of budget authorizations and funds on the

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b. Discontinuance of the Air Defense Command (G.O. #35, 16 June 1950)

c. Request to transfer and redesignate the Ninth Air Force. (RESTRICTED ltr, Hq ConAC to Hq USAF, Sub: Transfer and Redesignation of Ninth Air Force, 26 May 1950, contained in SECRET folder "ConAC Reorganization-Implementation", prepared for the Historical Office by Captain Charles N. Stewart

d. Reassignment of Twelfth Air Force Functions and Units (G. O. #35, 16 June 1950)

[27/] Historical Report of Directorate of Budget for 1 July - 30 September 1950 theoretical basis that the effective date of the reorganization was 1 July rather than being "phased" over a period of two months. Where the subordinate Commands were in no position to assume fiscal responsibilities -- the Tactical Air Command and the Eastern and Western Air Defense Forces in their former capacities as "operational" commands having had no occasion to require Budget and Fiscal Sections -- the budget and fiscal responsibilities were tentatively assigned to one of the already existing Air Forces. However, it was directed that the fiscal records be maintained in the name of the subordinate command eventually assuming responsibility.[28]

Apart from the problems of funds management, problems arose in connection with the transfer of statistical reporting responsibilities and in the reallocation of electrical accounting machines in the Command, all of which involved the movement of personnel, equipment, and files.[29] Problems also arose in connection with the manning,[30]

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[28] Ibid.

[29] 1. RESTRICTED Staff Study, "Reorganization of Continental Air Command Statistical Services System", prepared by the Director of Statistical Services, 31 May 1950
2. RESTRICTED ltr, Hq ConAC to CG, Fourteenth AF, et al, Sub: Transfer of Reporting Responsibilities and EAM Under ConAC Reorganization, 10 July 1950, contained as inclosure to Historical Report of the Directorate of Statistical Services for July 1950
3. RESTRICTED ltr, Hq ConAC to CG, Fourth AF, et al, Sub: Transfer of Reporting Responsibilities and EAM Under ConAC Reorganization, 17 July 1950

[30] 1. SECRET ltr, Hq TAC to CG, ConAC, Sub: Internal Reorganization of Continental Air Command, 1 June 1950
2. SECRET 1st Ind., Hq ConAC to CG, TAC, 19 June 1950 to ltr, Hq TAC to CG, ConAC, Sub: Internal Organization of Continental Air Command, 1 June 1950

staffing, and designing of the staff structures of the various major subordinate command headquarters. Each headquarters had to be "adapted" to its new missions and responsibilities and staff sections were added or deleted, augmented or diminished in strength, as the case might be.[31] For example, with the "loss" of a "tactical" mission by the numbered Air Forces, those headquarters no longer had an requirement for a Materiel Planning Section.[32] Manpower Evaluation Boards were discontinued in the headquarters of the numbered air forces and reestablished in the headquarters of the Tactical Air Command, the Eastern Air Defense Force and the Western Air Defense Force.[33] With only two installations under its Command, Headquarters Fourth Air Force, was "deprived" of its Installations Section and made dependent upon Headquarters, Western Air Defense Force, for Installations services.[34] Relatively simple was the acquisition by the Tactical Air Command of a Statistical Services Section: it

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31/ 1. Granting of Courts-Martial authority to the Eastern and Western Air Defense Forces entailed the establishment of Air Judge Advocate offices in those headquarters. See TWX, Hq USAF to CG, ConAC, AFCJA 48217, 21 July 1950
2. Historical Report of the Ground Safety Division for June 1950
3. Historical Report of the Air Surgeon's Office for May 1950

32/ Historical Report of the Directorate of Materiel Planning for 15 July-15 August 1950

33/ Ltr, Hq ConAC to Director of Manpower and Organization, Hq USAF, Sub: Information Pertaining to Continental Air Command Manpower Evaluation Boards, 30 June 1950

34/ SECRET ltr, Hq ConAC to CG, Fourth AF, Sub: Manning of Directorates of Installations Under Proposed Reorganization of Continental Air Command, 9 June 1950 merely reacquired the Statistical Section which it had "lost" to Headquarters, Ninth Air Force, in February 1949, thus completing a "cycle" for the members of that Section!

The reorganization of the Command did not appreciably affect the composition or functioning of operating staff agencies in Headquarters Continental Air Command. The overall planning for the air defense of the United States continued to be performed by the staff of the Commanding General, Continental Air Command;[35] the overall planning for tactical air cooperation continued to be performed by the Tactical Air Command. There were several minor changes: the responsibility for the funding of air combat maneuvers -- a function hitherto performed in Headquarters, Continental Air Command -- was now delegated to the Eastern and Western Air Defense Forces, and to the Tactical Air Command.[36] The Manpower Evaluation Board of Headquarters, Continental Air Command, assumed the responsibility of "surveying" Air Force Reserve Training Centers (in the absence of Manpower Evaluation Boards in the numbered air forces).[37] By and large, however, there were no substantial changes in the *modus operandi* of Headquarters, Continental Air Command.

35/ SECRET Briefing, "Organization and Assignment of Responsibilities Under the Reorganization of the Continental Air Command", prepared and presented by Lt. Col. E. B. Rasmessen [*vid.* sup. doc. #212]

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1. IRS, Directorate of Operations and Training to Directorate of Budget, Sub: Distribution ACM P488 Funds FY 1951, 23 June 1950
2. Historical Report of the Directorate of Materiel Planning for June 1950

37/ Ltr, Hq ConAC to Director of Manpower and Organization, Hq USAF, Sub: Information Pertaining to Continental Air Command Manpower Evaluation Boards, 30 June 1950 [*vid.* sup. doc. #33]

The reorganization of the Continental Air Command of May-August 1950 marked the demise of the "operational" command as special organizational entity in the peacetime Air Force. It marked the end of the six Air Force areas and a return to the four area structure which had existed in the Air Defense Command from 1 July 1948 to 1 November 1948.[38] It reduced the number of the Command's major subordinate Commands from nine to seven, and, in that way, streamlined the Command structure.[39]

More significant perhaps, the reorganization of May-August 1950 projected the air defense and tactical aviation missions of the Command to a position of unquestioned preeminence. It signalized the renaissance of the Tactical Air Command, and held out promise that through the assignment to its command jurisdiction of installations, tactical and troop carrier units, and the headquarters of the Ninth Tactical Air Force, that Command might re-attain its former prestige.[40]

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[38] Word was received in March that boundaries of the ten Naval Districts in the United States were destined to be changed to coincide with the boundaries of the six Army and Air Force areas, with the exception of the lower part of New Jersey, which was scheduled to remain in the Fourth Naval District. See Diary, Hq First AF, 23 March 1950

[39] 1. News Release on the Reorganization of the Continental Air Command, contained as inclosure to ltr, Hq ConAC to CG, First AF, et al, Sub: News Release on Air Force Reorganization of the Continental Air Command, 24 May 1950 contained as inclosure to Historical Report of the Public Information Office for May 1950
2. Article, "Air Force Realigns Its Commands", New York Times, 24 May 1950

[40] The outbreak of the Korean War required the despatch to the Far East of many of the tactical and troop carrier units slated for

Finally, the reorganization of May-August 1950 may be viewed as an integral part of the move which got under way in the summer of 1949 to strengthen the Command's air defense capabilities. There were other manifestations of that same move during the period under consideration: (1) efforts to bring the Command's fighter-interceptor units up to a high state of combat readiness;[41] (2) planning for the relocation of aircraft control and warning units;[42] (3) the transfer and redeployment of fighter-interceptor units and squadrons;[43] (4) the concern expressed over "secure" locations for the Continental Air Command and the Air Defense Forces,[44] resulting in the move of the Eastern Air Defense Force to Stewart Air Force Base, New York;

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assignment to the Tactical Air Command. Thus in the summer and fall of 1950 the unit resources of that Command fell far below those envisaged for assignment to TAC in the Continental Air Command's plan for the reorganization of May-August 1950

[41] SECRET Historical Report of the Programs and Training Analysis Branch, Directorate of Operations and Training for April 1950

[42] SECRET ltr, Hq ConAC to Deputy C/S, Operations, Hq USAF, Sub: Relocation of Aircraft Control and Warning Units in Support of ConAC SREWP 1-49 and Permanent Aircraft Control and Warning System, 4 January 1950

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1. Radnote, Hq USAF to CG, ConAC, AFSPR-2, 22 March 1950
2. SECRET TWX, CG, ConAC to Deputy C/S, Operations, Hq USAF, ConACC 231, 6 March 1950
3. SECRET TWX, C/S, Hq USAF to CG, ConAC, 18 January 1950

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1. CONFIDENTIAL Memorandum, Hq ConAC, 15 March 1950 with Annex I, Organizational Chart, Study on Location Hq, Western Air Defense Force
2. CONFIDENTIAL Memorandum, Hq ConAC, Sub: Recommendations for Locations of Hq, Continental Air Command, Hq, Eastern Air Defense Force and Hq, Western Air Defense Force. (Housekeeping facilities were not considered), 14 February 1950

(5) the delineation implementation of the Command's responsibilities with respect to Civil Air Defense.[45] A still further manifestation was the effort on the part of the Command to unburden itself of a portion of its multitude of diversionary missions and tasks in order to concentrate on its air defense responsibilities.[46] That effort forms a part of the story of our next sub-section.

II

During the period under consideration in this history (i. e., January-June 1950), the Continental Air Command had six "primary" missions.[47] For the convenience of the reader, we shall restate them briefly as follows: (1) air defense of the United States; (2) tactical air cooperation; (3) support of Strategic Air Command and Military Air Transport Service operations (as directed by USAF); (4) the Reserve Forces (including the mobilization of the Air

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[45] 1. Ltr, Hq ConAC to CGs EADF and WADF, Sub: Civil Air Defense Responsibilities and Organization, 14 July 1950
2. Ltr, Hq USAF to CG, ConAC, Sub: Responsibility for Planning and Preparation of Certain Civil Defense and Allied Programs Within the Department of Defense, 1 June 1950 with one inclosure thereto

[46] SECRET ltr, Hq ConAC to C/S, Hq USAF, Sub: Proposed Internal Reorganization of the Continental Air Command, 2 May 1950

[47] 1. ConAC SM 21-1, "Missions and Tasks", 14 April 1950
2. In a briefing given by Lt. Col. E. B. Rasmessen, Plans Division, on the reorganization of May-August 1950, it was stated that the Continental Air Command had seven "primary" missions. "Mobilization" was elevated by Colonel Rasmessen to "primary mission" status.

Reserve and the Air National Guard);[48] (5) participation in USAF's collateral mission of anti-submarine warfare; (6) the administration and training of combat crews and units. In addition to the foregoing "primary" missions, the Command was charged with the execution of a miscellaneous assortment of tasks and functions inherited by it, for the most part, from the "old" Air Defense Command and unrelated to its air defense and tactical aviation missions. It was to the effectuation of a reduction among these diversionary responsibilities that the Command addressed itself late in December 1949, submitting an appeal to Washington in which it alleged that the missions and tasks in question were, singly and collectively, impairing the effective attainment of the Command's "primary" missions. Specifically, it requested that the Command be relieved of the responsibility for eleven functions via transfer or outright deletion.[49]

The Continental Air Command did not achieve in entirety what it sought. Early in July 1950, Headquarters, United States Air Force, bestowed its approval upon the transfer or discontinuance of three of the eleven responsibilities which the Command had

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[48] In connection with the wording of the "mobilization" mission of the Command, see ltr, Hq ConAC to Air Adjutant General, USAF, Sub: Organization of Continental Air Command, 7 November 1949

[49] Hq ConAC to Air Adjutant General, Hq USAF, Sub: Deletion of Continental Air Command Responsibilities, 28 December 1949 /vid. sup. doc. #143, Volume I, History of the Continental Air Command for 1 December 1948-31 December 1949/

alleged to be onerous.[50] These were (1) the responsibility for Air Force liaison at water POE's, (2) the Air Force Extension Course Program and (3) the Program for the Apprehension of USAF Absentees. Promise was held out for the ultimate reassignment of a fourth "task" -- the aviation cadet and officer procurement programs.[51] The remaining seven functions, the Continental Air Command was told, would remain as its responsibilities, in part because the responsibilities in question could best be discharged under the area organization peculiar to the Command, in part because the reorganization of May-August 1950 was expected to "relieve the tactical units of the unrelated administrative responsibilities... adversely affecting their combat capability".[52] Because of the importance attached by the Command to the abdication of its responsibilities with respect to these functions, the inclusion of them in the body of the history, together with the reasons offered by Headquarters, United States Air Force, for rejecting the

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50/ 1st Ind., Hq USAF to CG, ConAC, 5 July 1950 to ltr, Hq ConAC to Hq USAF, Sub: Deletion of Continental Air Command Responsibilities, 28 December 1949

51/ For a description of the responsibilities of the Continental Air Command in connection with these programs, see Historical Report of the Director of Military Personnel Procurement for January-June 1950, Air Force Regulation 36-28, 30 December 1949, and Map of Regular Officer Screening Centers, contained as inclosure to Historical Report of the Director of Military Personnel Procurement for January-June 1950

52/ 1st Ind., Hq USAF to CG, ConAC, 5 July 1950 to ltr, Hq ConAC to Hq USAF, Sub: Deletion of Continental Air Command Responsibilities, 28 December 1949 /vid. sup. doc. #50/

proposals for their transfer, is felt to be warranted. Briefly they are as follows:

1. The Air Force ROTC Program: Transfer of this mission from the jurisdiction of the Continental Air Command was disapproved on 24 January 1950 by the USAF Military Education Board, "composed of senior USAF general officers".

2. The Air Scout Program:[53] Transfer of this function was considered inadvisable because the Air Training Command was not "sufficiently widespread geographically" to perform this function satisfactorily.

3. Single Air Force Contact: Deletion of the function was not concurred in because of the requirement for the "expeditious, efficient handling of Air Force affairs on a local level by a single widespread organization readily accessible to any governmental agency or civilian having business with the Air Force".

4. Custody of Air Force Prisoners at Water POE's: The custody of Air Force prisoners at water POE's amounted "in magnitude" to an average of about eight prisoners monthly from all overseas theaters. The Continental Air Command, it was believed, could "best" receive these prisoners since no other Air Force command had confinement facilities in port areas.

5. Procurement Programs: 6. Armed Forces Disciplinary Control Boards:[54] The administration of procurement program for Regular and Reserve officers and Armed Forces disciplinary control boards required action by "widespread geographical commands" peculiar to the Continental Air Command.

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[53] For a description of the Continental Air Command's responsibilities in connection with this program, see ConAC Letter 50-7, 21 July 1949 and AF Reg 45-20, 21 February 1950

[54] The responsibilities of the Continental Air Command in connection with Armed Forces Disciplinary Control Boards are described in AF Reg 14-15, 12 September 1950

7. Return of Air Force World War II Dead:[55/] Transfer of this "task" was not approved, since the program, "about 98 per cent complete", could be completed under Continental Air Command direction, "with minimum expenditure of effort".

While corroborating data on this point is not readily available to the Historian, there is extant evidence to suggest that some of the foregoing responsibilities constituted an appreciable diversion of the Command's energies and of its personnel and fiscal resources.[56/] A case in point is the program for the apprehension of all United States Air Force absentees within the continental United States, a mission acquired in September 1948, which required the Command to (1) provide and train personnel for participation in the program, (2) provide (through the numbered Air Forces of the command) a single Air Force contact with Army commanders, Naval District commanders and civilian authorities, and (3) establish and coordinate effective and comprehensive measures for the apprehension of Air Force absentees. At the peak of the operation of the program, the Command was required to invest therein a total of 216 of its personnel (eight officers and 208 airmen). From the time of the program's inception in September 1948 to its discontinuance in June 1950 (as an "economy measure") the Continental Air Command assisted in the return to military control of approximately 6468

[55/] AF Letter 34-11, 13 December 1949

[56/] In this connection see Pamphlet, "Where the Money Went During Fiscal Year 1950", prepared by the Budget Directorate, Hq ConAC, contained as inclosure to Historical Report of the Director of Budget for July-September 1950 absentees. Of this number, 2776 absentees were physically apprehended by Continental Air Command apprehension personnel.[57]

While relief from the requirement for operating the Absentee Apprehension Program was an inevitable by-product of the "decease" of the program itself, relief from the requirement for administering the USAF Extension Program was achieved in a more positive manner: via transfer of the responsibility in question to the Air University.[58] Negotiations leading to that transfer were initiated in February 1950 and came to fruition in April 1950.[59] Transferred simultaneously with the responsibility for the USAF Extension Program was the responsibility for those activities of the 2220th

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[57] 1. CONFIDENTIAL Historical Report of the Air Provost Marshal's Office for June 1950
2. Historical Report of the Air Provost Marshal's Office for July 1950
3. Ltr, Hq USAF to CG, ConAC, Sub: Discontinuance of USAF Absentee Apprehension Program, 10 May 1950 contained as inclosure to Historical Report of the Air Provost Marshal's Office for May 1950
4. Ltr, Hq ConAC to CG, First AF, et al, Sub: Discontinuance of USAF Absentee Apprehension Program, 6 June 1950

[58] The agency charged with the responsibility for administering the USAF Extension Course Program was the 2220th Extension Group, located at Benjamin Harrison Air Force Base, Indiana. See ConAC Reg 24-3, 24 February 1950

[59] 1. TWX, Hq AU to CG, ConAC, H-50, 22 February 1950
2. TWX, Hq USAF to CG, AU, AFPTI 28578, 28 March 1950
3. TWX, Hq AU, To Hq USAF, K-32, 4 April 1950
4. Ltr, Hq ConAC to CG, Tenth AF, Sub: Movement Orders, Detachment, Headquarters and Headquarters Squadron, 2220th Extension Group, 17 April 1950
5. Ltr, Hq USAF to CG, AU, Sub: Air Force Extension Course Program, 20 February 1950
6. Ltr, Hq USAF to CG, ConAC, Sub: Transfer of Functions from ConAC to Air University, 7 April 1950

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4. Ltr, Hq ConAC to CG, First AF, et al, Sub: Discontinuance of USAF Absentee Apprehension Program, 6 June 1950

[58] The agency charged with the responsibility for administering the USAF Extension Course Program was the 2220th Extension Group, located at Benjamin Harrison Air Force Base, Indiana. See ConAC Reg 24-3, 24 February 1950

[59] 1. TWX, Hq AU to CG, ConAC, H-50, 22 February 1950
2. TWX, Hq USAF to CG, AU, AFPTI 28578, 28 March 1950
3. TWX, Hq AU, To Hq USAF, K-32, 4 April 1950
4. Ltr, Hq ConAC to CG, Tenth AF, Sub: Movement Orders, Detachment, Headquarters and Headquarters Squadron, 2220th Extension Group, 17 April 1950
5. Ltr, Hq USAF to CG, AU, Sub: Air Force Extension Course Program, 20 February 1950
6. Ltr, Hq USAF to CG, ConAC, Sub: Transfer of Functions from ConAC to Air University, 7 April 1950

Extension Group undertaken in connection with the Air Force Reserve Forces Review. Loss of these particular functions "cost" the Command a total of 200 officer, airman and/or civilian spaces.[60]

The Continental Air Command's conglomeration of secondary missions was further reduced during the period under consideration by the transfer of eleven hospital squadrons,[61] the dissolution of seven Physical Evaluation Boards,[62] and the transfer of the remaining three Boards to the Headquarters Command.[63] A further diminution in the scope of Command activities occurred through the discontinuance of three Separation Centers[64] and the discontinuance of one of the three

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60/ With the loss of these personnel and functions, the 2220th Extension Group was redesignated the 2220th Field Printing Squadron and charged with the mission of procuring, storing, using, reproducing administrative, technical, training and other publications directed by CG, ConAC. The Squadron was relocated at Langley Air Force Base, Virginia, owing to the prohibitive rental cost (approximately $125,000 a year) which would have been entailed had the Squadron remained at Benjamin Harrison Air Force Base. See ConAC Reg 24-3, 8 May 1950, and ConAC G.O. #23, 17 April 1950

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1. G.O. #30, Hq ConAC, 19 May 1950
2. RESTRICTED ltr, Department of the Air Force to CG, ConAC, Sub: Redesignation and Reassignment of the 2220th Hospital Squadron and Other Air Force Table of Distribution Units, 9 May 1950
3. Historical Reports of the Air Surgeon's Office for March, April and June 1950
4. ConAC Letter 24-1, 12 January 1950
5. Ltr, Hq ConAC to C/S, USAF, Sub: Operation of Hospital Squadrons, 28 January 1950

62/ Historical Report of the Officers' Assignment Branch for June 1950

63/ Ibid.

64/ G.O. #20, Hq ConAC, 7 April 1950

Overseas Replacement Depots for the operation of which the Command was responsible.[65] Relief from the responsibility for off-base patrolling of the San Antonio area was sought,[66] though apparently without success.[67]

In the arena of the Command's secondary missions during the period under consideration, considerably more than "normal" activity manifested itself in connection with the Command's responsibilities for representation of the United States Air Force in matters pertaining to Selective Service. Early in April 1950 a conference was held with Selective Service officials at which the prime matter under discussion was the operation of Selective Service in the event that control from Washington was rendered temporarily impossible or impracticable because of enemy action.[68] The Selective Service delegation, headed by Colonel Candler Cobb, proposed a plan whereby control functions would be decentralized under these circumstances to an agency in each Army-Air Force area, a proposal

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65/ Noted in the Diary of the First Air Force for March 1950

66/ Ltr, Hq ConAC to Deputy for Operations, Hq USAF, Sub: Disposition of 2597th Air Police Squadron (Off Base), 6 June 1950, contained as inclosure to special folder, "ConAC Reorganization-Implementation", prepared for the Historical Office by Captain Charles N. Stewart, Unit Control Branch, Hq ConAC

67/ Information conveyed orally by Captain Charles N. Stewart, 15 October 1950

68/ 1. SECRET Historical Report of the Directorate of Personnel Planning Management for April 1950
2. SECRET ltr, Hq ConAC to Deputy C/S, Hq USAF, Sub: Participation in Selective Service Functions by Continental Air Command

in which the Continental Air Command did not entirely concur, saying,[69]

> "Enforced decentralization of a function which inherently requires centralized handling is not a satisfactory substitute. Selective Service control is regarded as a function which requires centralized control".

However, if decentralization were considered to be necessary, it was then proposed that the responsibility be assigned to the Continental Air Command, (thence to its numbered air forces) together with the responsibility for Air Force representation at induction centers.[70]

The entire relationship of the Air Force vis-a-vis Selective Service[71] was given a searching appraisal during this period and the resultant findings presented in the form of a letter to Washington written over the signature of General Whitehead.[72] The significant points of this communication were these: (1) the relationships of the Air Force, Army, Navy, Marines and Coast Guard with the Selective Service rested upon a purely cooperative basis;

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[69] SECRET ltr, Hq ConAC to Deputy C/S, Personnel, Hq USAF, Sub: Participation in Selective Service Functions by Continental Air Command /vid. sup. doc. #68/

[70] Ibid.

[71] SECRET Historical Report of the Directorate of Personnel Planning and Management for January-February 1950

[72] CONFIDENTIAL ltr, Hq ConAC to Deputy C/S, Personnel, Hq USAF, Sub: Organization and Control of Selective Service Training Units, 21 February 1950 contained as inclosure to Historical Report of the Directorate of Personnel Planning and Management for January-February 1950

(2) the only "controlling influence" was the "extra-military" influence exercised by the Selective Service system in that the wishes of that agency imposed upon the military agencies an obligation for compliance; (3) the function which Selective Service was designed to accomplish was so basic and vital to the mobilized services that it was "unthinkable" that peacetime preparations for mobilization should be conducted on a basis of cooperation without univied direct control. For these and for other reasons it was considered an "absolute and current necessity" that control of the Armed Forces peacetime participation in Selective Service should be at Department of Defense level, with training units to be activated and controlled from that level.[73/]

While the Continental Air Command actively sought to effectuate the release or transfer of certain of its secondary missions during the months under consideration, it did evince a marked disinclination to acquiesce in the proposed transfer of one of its command functions, i.e., the <u>auditing</u> function. In January 1950 the views of the Commanding General, Continental Air Command, were sought by Lieutenant General Edward Rawlings, Comptroller, Headquarters, United States Air Force, concerning a proposal to transfer certain of the Command's auditing responsibilities to the Office of Auditor General, an agency which was "outside the chain of command". General Whitehead's reply is a communication of more

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73/ *Ibid.*

than extraordinary historical interest, not solely because of the arguments which it advanced in favor of the retention of the auditing function within the Command, but because of General Whitehead's penetrating observations on organizational trends within the Air Force.[74] Observed General Whitehead:

> "There is a growing tendency.../of which the proposal to transfer the audit function seems to be a part/ to organize the USAF into vertical compartments from top to bottom and to nibble away at the authority and responsibility of subordinate commanders in connection with their respective activities and responsibilities. The trend is evident in the status of the Air Force Medical Service, the Air Judge Advocate system, the Chaplain's and the Inspector General's functions. This tendency is likely to result in the unnoticed but actual return to the Air Force of the disadvantages of separate services.../which/ can be created in fact, though disguised in appearance, by relieving commanders of certain functions inherent in their responsibilities and transferring such functions to staff or service agencies even though such agencies /are not given/ distinctive uniforms, distinctive insignia, or independent status".

Apparently General Whitehead's views failed to prevail in Washington. In the summer of 1950 plans were made for the dissolution of the Directorate of Audits in Headquarters, Continental Air Command, and for the transfer of the major portion of the functions of that staff agency to The Auditor General.[75]

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[74] 1. Ltr, General Rawlings to General Whitehead, 12 December 1949
2. Ltr, General Whitehead to General Rawlings, 4 January 1950

[75] According to the Historical Report of the Comptroller's Office for June 1950, a message was received from Hq USAF on 29 June 1950 stating that AFR 20-40 was being amended to place with the Auditor General the responsibility for the audit of fiscal accounts of appropriated funds, non-appropriated funds, non-appropriated funds accounts, and a small portion of the audit responsibility for the Cost Accounting System.

III

In an era characterized by extensive organizational "reforms" throughout the Continental Air Command, the staff structure of the Command headquarters itself underwent relatively few changes.[76] To be sure, there were minor changes in internal Directorate structure resulting from a Manpower Board Survey conducted in the headquarters in April 1950.[77] In addition, the Office of the Assistant for Reserve Forces, the last vestige of the Deputyship for Civilian Components of early Continental Air Command days, "disappeared" from the staff structure.[78] The Office of the Air Judge Advocate was elevated to Deputy level.[79] A Program Monitoring Division was established within

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[76] The broad outline of the staff structure of Headquarters, Continental Air Command, in January 1950 may be discerned from a scanning of Staff Memorandum 11-9, 19 January 1950

[77] 1. Extracts from the ConAC Manpower Evaluation Board Survey of Headquarters, Continental Air Command, 4 April-17 May 1950. This is an extremely valuable document not only because it gives an insight into the internal organization of the headquarters but because it gives existing and recommended personnel authorizations for each section.
2. On Air Force level, the ConAC Manpower Evaluation Board was primarily responsible for the consolidation of the Directorate of Reserve Personnel and the Adjutant General Reserve Records Division into a Directorate of Reserve Personnel Administration. See TWX, CG, Fourteenth AF to CG, ConAC, DP 8256, (undated) and ConAC Reg 21-1B, 5 June 1950

[78] According to information conveyed orally to the Historical Office by CWO Paul T. Mesaris, the discontinuance of the Office of the Assistant for Reserve Forces on 31 March 1950 was by personal directive of the Commanding General.

[79] TWX, Hq USAF to CG, ConAC, AFPDC 20069, 6 February 1950

the Directorate of Plans, Requirements and Organization.[80] These, then, constituted essentially the "major" organizational changes occurring in the headquarters of the Continental Air Command during the first six months of 1950.[81]

Of the foregoing, perhaps the most significant was the establishment of a Program Monitoring Division, conceived and organized to aid in providing better coordinated programming of Air Force organizations, personnel, aircraft, flying hours, and installations, with a view towards guiding operational, logistical, and budgetary actions at all levels of Command.[82] In the Continental Air Command the introduction of the program presaged an extensive broadening of the activities of the Directorate of Statistical Services.[83]

80/ IRS, Director of Plans, Organization and Requirements to Deputy for Operations and Vice Commander, Sub: Program and Manpower - USAF Program, 2 March 1950

81/ Word was received during this period of the requirement for the transfer of certain audit functions to Auditor General. However, the actual démise of the Directorate of Audits did not occur until September 1950. See Historical Report of the Directorate of Audits for June 1950

82/ 1. Historical Report of the Program Monitoring Division for March 1950
2. AFL 150-15, 28 March 1950

83/ Memorandum to Brigadier General R. C. Candee, Sub: Initial Study to Effect on Directorate of Statistical Services, Hq ConAC of USAF Program - Organizations, Personnel, Aircraft, Flying Hours, and Installations, 21 April 1950, prepared by the Directorate of Statistical Services, contained as incl to Historical Report of Statistical Services for April 1950

An examination of the Rosters of Key Personnel for January-June 1950 (attached as Appendix I) and of the General Orders for that same period disclose relatively few changes among the most prominent staff personnel of the headquarters. Colonel Charles R. Landon, who had served as Deputy for Personnel since the activation of the Continental Air Command, was trasferred in February 1950 to Headquarters, United States Air Force, for duty as Director of Statistical Services. Colonel Landon was succeeded as Deputy for Personnel by Colonel Richard W. Fellows, who was in turn succeeded by Colonel Reuben Kyle, Jr..[84/] In May the transfer of Colonel George S. Brown, whose affiliations with the Continental Air Command dated back, like Colonel Landon's, to its founding, led to the appointment of Colonel Albert P. Clark, Jr., as Assistant Deputy for Operations.[85/]

IV

As the all-pervasive workings of Unification served progressively to dissolve the "boundaries" existing between the respective Services,[86/] so did postwar developments occurring in the

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[84/] G.O. #15, Hq ConAC, 10 March 1950

[85/] G.O. #33, Hq ConAC, 31 May 1950

[86/] 1. May 20, 1950 was proclaimed Armed Forces Day by President Truman. On that day, for the first time in history, the United States paid tribute to all of the Armed Forces on the same day. See ltr, Armed Forces Day Area Commander to All Air Force Commanders, Western Area (except Fourth AF), Sub: Armed Forces Day, 20 May 1950, 24 February 1950

United States Air Force tend to bring about a parallel erosion of the command "boundaries" separating the major air commands[87] and to promote, as a result, a high degree of interdependence among the major commands themselves. In 1949, it will be recalled, the Continental Air Command had been charged with the support of the emergency war operations of the Strategic Air Command and the Military Air Transport Service as one of its primary missions and had taken steps to adapt its plans and activities accordingly.[88]

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2. For a brief account of the "fruits" of Unification, see pp 3-4 of the Speakers Guide for Service Spokesmen, published by the Office of Public Information, Department of Defense, for May 1950
3. The ConAC numbered air forces were charged with the responsibility for representing the Air Force in all discussions with appropriate echelons of the Army and Navy concerning the common utilization of fixed wire communication facilities. See ConAC Reg 100-4, 30 March 1950
4. For a general discussion of the workings in the Continental Air Command of the Department of Defense policy on the joint use of equipment maintenance facilities, see Supplemental Historical Report of the Directorate of Materiel Planning for February 1950.

[87] One Continental Air Command Base Commander, commenting on the divisive influence existing in the Air Force by major air command "boundaries", remarked thus in a paper on "Ideas to Effect Better Economy and Better Efficiency in the USAF": "Make an Air Force out of all of USAF rather than eight or ten different major commands each working for its own purposes, in spite of, or against any other major command. From my point of view, our various major commands might well be called, Infantry, Field Artillery, Coast Artillery, etc., as far as being a homogeneous unity working for the Air Force..." See paper prepared by Colonel Claude E. Duncan, contained as Inclosure to ltr, General Whitehead to General McKee (undated), [vid. sup. doc. #143, Volume VII]

[88] 1. SECRET Historical Report of the War Plans Branch, Plans Division, for January-March 1950. [vid. sup. doc. #10]

Now, in 1950, two of the Strategic Air Command's Fighter-Escort Groups had been given the secondary mission of *ground support*, and, by direction of the Chief of Staff, United States Air Force, were made available for tactical training and for use in support of Army Field Forces' units[89] (normally, of course, a function of the Continental Air Command). Use of the Strategic Air Command's Fighter Wings in an *air defense* capacity was also contemplated.[90] Three of the Continental Air Command's Air Force Reserve Training Centers were located on installations of other major air commands.[91] One of the Command's numbered air forces, the Fourteenth, was located at Robins Air Force Base, an installation belonging to the Air

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2. SECRET ltr, Hq ConAC to Commander, MATS, Sub: Augmentation of Military Air Transport Service Airlift, 23 January 1950
3. SECRET ltr, Hq ConAC to Deputy C/S, Operations, Hq USAF, Sub: Improvement of Continental Air Command Capability to Augment Military Air Transport Command, 10 February 1950

[89] 1. CONFIDENTIAL ltr, Hq SAC to CG, Second AF, Sub: Intentions of Chief of Staff, USAF, Concerning the 27th and 31st Fighter Wings, 15 June 1950
2. RESTRICTED TWX, Hq USAF to CG, ConAC, AFOOP-C 56759, 8 May 1950, contained as inclosure to Historical Report of the Organization Division for May 1950

[90] SECRET IRS, Director of Operations and Training to General Whitehead, Sub: Training and Utilization of SAC Fighter Units, 30 March 1950

[91] Three others were located at *naval* air stations (Floyd Bennett, Olathe, and Hensley).

Air Materiel Command.[92] The USAF Security Service, a major air command, was a tenant on the Continental Air Command's Brooks Air Force Base, San Antonio, Texas. The 62nd Troop Carrier Group, a Continental Air Command unit, occupied Kelly Air Force Base, Texas, on a joint basis.[93] And in the sphere of "missions" (a potential source of contention among the major commands), the idea of having the Continental Air Command activate, man, train and use an Air Depot Wing,[94] (a type of unit peculiar, in the Zone of the Interior, to the Air Materiel Command) was apparently looked upon with equanimity by the Air Materiel Command. (How unlike the early years of World War II when the efforts of the Second Air Force to bring the Air Service Command's Air Service Groups in training on

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[92] The anomaly of this situation may all the more be appreciated when one notes the perturbation expressed by the Tactical Air Command over the prospect of being "tenants" on Langley Air Force Base which, under the proposed reorganization of the Continental Air Command, was slated for assignment to the Eastern Air Defense Force. Observed Major General Robert M. Lee: "The projected assignment of Langley Air Force Base to another command and the physical location of Headquarters Tactical Air Command at Langley is not considered the optimum in command relationships." See SECRET ltr, Hq TAC to CG, ConAC, Sub: Internal Organization of Continental Air Command, 1 June 1950 [vid. sup. doc. #30]

[93] 1. TWX, Hq USAF to CG, AMC, 22 March 1950
2. TWX, CG, AMC to SAAMA, MCABXB-3-63-E, 24 March 1950

[94] 1. IRS, Directorate of Plans, Organization and Requirements, to Deputy for Materiel, Sub: Assignment of Air Depot Wing to Langley AFB, 16 February 1950
2. IRS, Directorate of Materiel Planning to Deputy for Operations, Sub: Assignment of Air Depot Wing to Langley AFB, 7 March 1950

Second Air Force installations under its [i.e., Second Air Force] command control were time and again repulsed.)[95]

To the Historian the foregoing suggest a greater degree of fluidity with respect to "missions" and major command "boundaries" than is believed hitherto to have been the case, and the disadvantages which may periodically have resulted from a "joint" use of facilities and installations were perhaps more than offset by a growing sense of consciousness of the Air Force as being a single unified entity, rather than an organization composed of a collection of independent, individualistic subordinate commands.[96]

As in the preceding year, evidence accumulated in the first six months of 1950 that the unit resources of the Command were unequal to the many demands made upon them. This was especially true with respect to the forces which the Command was able to allot to the performance of its mission of tactical air cooperation.[97] To have fulfilled Army Field Forces' requirements for troop carrier aircraft alone would have required the equivalent of two additional Troop Carrier Groups over and above the troop carrier capabilities of the Continental Air Command.[98] Although its

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[95] Pp 360-364, History of the Second Air Force for 1944.

[96] In this connection, see the remarks of Colonel Claude E. Duncan, quoted in footnote #87 above.

[97] Historical Report of the Tactical Air Command Branch, Operations Division, for June 1950

[98] 2nd Ind., Hq ConAC to Director of Plans and Operations, Hq USAF, 15 June 1950 to ltr, OCAFF, ATTNG-25 360, Sub: Army Field Forces Minimum Requirements for Tactical Air Support Aircraft During Fiscal Year 1951, 27 April 1950

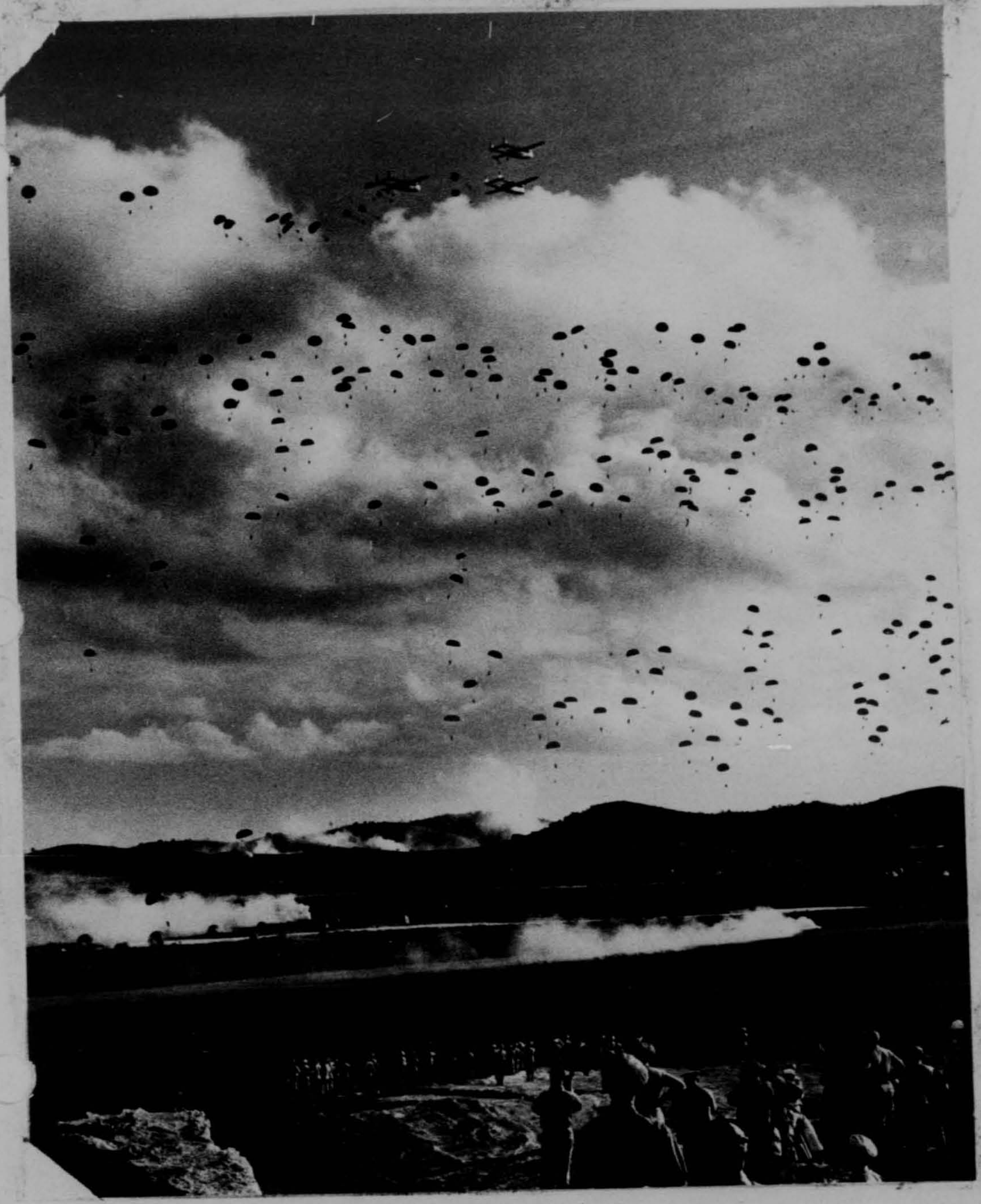
Fighter-Bomber requirements had been reduced by the Army Field Forces to the base minimum necessary for the training of its units, those requirements also exceeded the capabilities of the one remaining Fighter-Bomber Group /i.e., the 20th/, available to the Command upon the transfer of the 31st Fighter-Bomber Wing to the Strategic Air Command.[99/] It was as a result of this situation that employment of the 31st and 27th Fighter-Escort Wings in their secondary rôle of ground support was solicited.[100/]

In summary, any consideration of developments in the organization and mission of the Continental Air Command during the first six months of 1950 must take into account the manner in which the operations, missions, and activities of the Command were affected by the "economy" measures of the Department of Defense during this period. Restrictions of the preceding year on flying hours were continued, thereby hampering the training of units; the Command's inventory of Minimum Individual Training aircraft underwent a perceptible reduction;[101/] the Command's ability to transfer its personnel freely was impaired by restrictions imposed on the use of PCS funds; the Command's supervisory activities were handicapped by a shortage of travel funds. Against this backdrop of "Economy", the Command's achievements in the furtherance of its multitudinous missions become more significant and noteworthy.

[99/] Ibid.

[100/] Ibid.

[101/] Historical Report of the Aircraft and Flying Hour Allocations Branch, Operations Division for May 1950



Continental Air Command Troop Carrier Aircraft
and 82nd Airborne Division Paratroopers in
Exercise PORTREX

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SECRET

Chapter Two

CONTINENTAL AIR COMMAND UNITS AND INSTALLATIONS

1 January 1950 - 30 June 1950

No history of the Continental Air Command can ever hope adequately to portray the multiplicity or diversity of the "actions" initiated by the Command in connection with its units and installations during the period under consideration in this volume. The number of individual unit "actions" (i.e., activations, inactivations, redesignations, reorganizations, movements, etc.) issued by the Command in connection with its Regular Table of Organization and Table of Distribution units, and those in connection with Air Force Reserve (including corollary units), plus a host of miscellaneous units, was almost staggering. Similarly, "action-measures" and planning undertaken with respect to the Command's installations were no less infinite in variety and scope, owing to the broad missions and responsibilities of the Command in the spheres of Air Defense, Tactical Aviation, and the Reserve Forces. For those and other reasons, no attempt has been made herein to treat and to trace each unit "action" during this period. Rather our primary concern has been with the principal changes which occurred among the Command's unit resources and its installations during the first six months of 1950. For the reader who is interested, a table reflecting the status of all Regular

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units in the Command and of changes in their status has been incorporated among the supporting documents.[102]

The accession of the First Fighter Wing from the Strategic Air Command (with an effective date of 1 July 1950)[103] was counterbalanced by the loss to the Command of one of the Continental Air Command's two Fighter-Bomber Wings, i.e., the 31st, located at Turner Air Force Base, Albany, Georgia.[104] Victorville Air Force Base, California, was acquired from the Air Materiel Command for the purpose of "housing" the First Fighter Wing.[105] This acquisition was offset by the loss of Turner Air Force Base, an inevitable corollary of the transfer of its occupant unit, the 31st Fighter-Bomber Wing.[106] (Parenthetically, it may be noted that the acquisition of Turner Air Force Base by the Strategic Air Command represented the consummation of efforts on the part of that Command to acquire that station dating back to the summer of 1948.)[107]

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[102] RESTRICTED Table, "Continental Air Command Units", prepared by the Directorate of Historical Services, October 1950

[103] 1. RESTRICTED G.O. #37, Hq ConAC, 22 June 1950
2. Ltr, Hq USAF to CG, ConAC, Sub: Reassignment of the 1st Fighter-Interceptor Wing and the 31st Fighter-Bomber Wing, 16 June 1950, contained as incl. to Historical Report of the Organization Division for June 1950

[104] RESTRICTED G.O. #37, Hq ConAC, 22 June 1950

[105] 1. G.O. #25, Hq ConAC, 18 April 1950
2. Victorville AFB was redesignated George AFB on 2 June 1950. See History of the Organization Division for April 1950

[106] G.O. #40, Hq ConAC, 5 July 1950

[107] See Volume I, "Organization and Mission", History of the Tactical Air Command for 1948

Significant "actions" initiated during the period January-June 1950 with respect to the Command's Regular Wings might be presented in a "montage" as follows: (1) the 81st Fighter-Interceptor Wing was reassigned from the Twelfth Air Force to the Fourth Air Force[108] (in order to "consolidate" the operational control of units assigned to the Western Air Defense Force)[109] and subsequently moved from Kirtland Air Force Base, New Mexico, to Moses Lake Air Force Base, Washington;[110] (2) the 317th, 318th and 319th Fighter All-Weather Squadrons were reorganized;[111] (3) all Fighter Wings in the Command were redesignated as one of the following types: Fighter-Interceptor, Fighter-Bomber, or Fighter All-Weather;[112] (4) all Wing-Base Maintenance, Supply, Motor Vehicle and Installations Squadrons were reorganized, and all Wing-Base Service Squadrons were inactivated, (resulting in an average loss of two officer and three airmen spaces in each Wing;[113] (5) Support elements of the

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[108] G.O. #17, Hq ConAC, 17 March 1950

[109] History of the Organization Division, Directorate of Plans, Organization and Requirements for March 1950

[110] Moses Lake AFB was renamed Larson AFB during this period. See Radionote, Hq USAF to PIO Heykins, et al /undated/

[111] 1. G.O. #23, Hq 325th Fighter All-Weather Wing, 22 June 1950
2. RESTRICTED ltr, Department of the Air Force to CG, ConAC, Sub: Reorganization of the 317th, 318th, and 319th Fighter All-Weather Squadrons, 31 May 1950

[112] Memorandum to All Deputies and Directors, Hq ConAC, Sub: Redesignation of Fighter Wings, 13 January 1950

[113] History of the Organization Division for January-February 1950

62nd Troop Carrier Wing were inactivated[114] and the lone survivor of the Wing, i.e., the 62nd Troop Carrier Group (Heavy), was moved from McChord Air Force Base, Washington, to Kelly Air Force Base, Texas;[115] (6) the 325th Fighter All-Weather Wing was moved in May from Moses Lake Air Force Base, Washington, to McChord Air Force Base, Washington,[116] a move dictated (as were most of the other unit movements during this period) by a desire to strengthen the Command's air defense "front" across the Pacific Northwest approaches.[117]

Considerable unit and installations "activity" manifested itself during this period in connection with air defense matters. The redeployment of some of the Command's fighter-interceptor and

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[114] RESTRICTED ltr, Department of the Air Force to CG, ConAC, Sub: Reorganization of Certain Units of the 325th Fighter-All-Weather Wing and the 81st Fighter-Interceptor Wing; Inactivation of Certain Units of the 62d Troop Carrier Wing, Heavy, 8 May 1950

[115] On its move to Kelly Air Force Base, Texas, Headquarters 62nd Troop Carrier Group (H), moved only with two of its squadrons. Later, the decision was made to move the Group's third squadron (i.e., the 4th) to Kelly AFB. See ltr, Hq ConAC to CGs, Fourth and Twelfth AFs, Sub: Reassignment of 62d Troop Carrier Group, Heavy, and Certain Other United States Air Force Units, 24 April 1950, Ltr, Hq ConAC to CGs, Fourth and Twelfth AFs, Sub: Reassignment of 62d Troop Carrier Group, Heavy, and Certain Other United States Air Force Units, 28 April 1950 and Ltr, Hq ConAC to CG, Twelfth AF, Sub: Movement of 4th Troop Carrier Squadron, Heavy, 9 June 1950

[116] RESTRICTED TWX, Hq USAF to CG, ConAC, et al, AFOOP-C-54420, 23 March 1950

[117] Radionote for PIO Hampton from AFSPR-Z Eisenhart, Hq USAF, 22 March 1950

fighter all-weather units has already been mentioned. An Headquarters, Albuquerque Air Defense Area (Provisional), was organized at Kirtland Air Force Base, New Mexico, on 1 May 1950.[118] Additional Aircraft Control and Warning Squadrons were activated and others were reorganized during this period in an effort to strengthen the air defense capabilities of the Command.[119] In keeping with the desire of the Commanding General, Continental Air Command, to replace corollary tactical units with corollary aircraft control and warning units, Reserve corollary aircraft control and warning units were activated.[120] The 472nd Signal Aviation Heavy Construction Company was relieved from assignment to the Military Air Transport Service and assigned to the Continental Air Command, with station at Kelly Air Force Base, Texas, for utilization in construction work required under the Aircraft Control and Warning program.[121] Facilities for use as filter centers by the Ground Observer Corps were acquired.[122]

118/ Ltr, Hq ConAC to CG, Fourth AF, Sub: Designation and Organization of Headquarters, Albuquerque, Air Defense Area, Provisional, 1 May 1950

119/ RESTRICTED Activation Orders published by the Continental Air Command during January-June 1950

120/ Historical Report of the Organization Division for March 1950

121/ 1. Historical Report of the Organization Division for April 1950
2. Ltr, Hq ConAC to Director of Manpower and Organization, Hq USAF, Sub: Assignment of Signal Aviation Heavy Construction Company, 1 May 1950

122/ Historical Report of the Directorate of Installations for February and April 1950

Some administrative difficulties were experienced by the Command in obtaining Volunteer Air Reserve Training facilities required in implementation of the Command mission with respect to the Air Force Reserve.[123] Many of these difficulties were eliminated in June when the Command was given virtually complete operational control for the acquisition of facilities for the Volunteer Air Reserve Program, with a minimum of administrative overhead and a minimum of "processing" to be entailed.[124] It was ironical that this operational freedom should have been obtained at a time when its importance was decreased by the decrease in the scope of the Volunteer Air Reserve Program itself.[125] By June, 584 Volunteer Air Reserve Training facilities had been acquired, of which only 36 involved R&U lease costs. The remainder were acquired at no cost to the government, fifty by written permit, and 498 by oral agreements.[126]

During the first six months of 1950, the Command "lost" more installations than it gained. As we have previously had occasion to note, Turner Air Force Base, Albany, Georgia, was transferred to the Strategic Air Command. Marshall Air Force Base, Kansas,

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[123] Historical Reports of the Operations Division, Directorate of Installations, for January, March, June and July 1950

[124] Historical Report of the Operations Division, Directorate of Installations, for June 1950

[125] Historical Report of the Operations Division, Directorate of Installations, for July 1950

[126] Historical Report of the Directorate of Installations for June 1950

and Benjamin Harrison Air Force Base, Indiana, were transferred to the Fifth Army.[127] Fairfax Field, Kansas, Lockbourne Air Force Base, Ohio, Grenier Air Force Base, Manchester, New Hampshire, Brooks Air Force Base, San Antonio, Texas, Dow Air Force Base, Bangor, Maine, and Reading Municipal Airport, Reading, Pennsylvania, were declared excess to the needs of the Command.[128] Gained by the Command during this period were Victorville (George) Air Force Base, California, and Schlegel Air Force Plant, Cleveland, Ohio.[129]

An extensive reassignment of Command installations was slated to occur under the Reorganization of May-August 1950, in which the six numbered air forces were reduced to four, and in which command control over units and installations necessary to the activities of the Eastern and Western Air Defense Forces, and the Tactical Air Command, was to pass to those Commands.[130] The reassignments entailed by this reorganization will be treated in the history of the Continental Air Command for July-December 1950.

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[127] 1. Ltr, Department of the Air Force to CG, ConAC, Sub: Discontinuance of Air Force Operations at Marshall AFB, Kansas, 21 March 1950
2. Ltr, Hq ConAC to Director of Installations, Hq USAF, Sub: ConAC Requirement for Facilities at Benjamin Harrison Air Force Base After Movement of Headquarters Tenth Air Force to Selfridge Air Force Base, 9 November 1949

[128] 1. History of the Organization Division for April 1950
2. History of the Organization Division for June 1950
3. TWX, Hq USAF to CG, AMC, AFMAI 10639, 8 December 1949

[129] TWX, Hq USAF, to CG, AMC, AFMAI G 27010, 17 March 1950

[130] See Article, "ConAC Reorganization", contained in the Intelligence Review, published by the Continental Air Command, 5 July 1950

ROSTER OF KEY PERSONNEL

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ROSTER OF KEY PERSONNEL

Continental Air Command

Mitchel Air Force Base, New York

31 January 1950

STAFF POSITIONS	NAME
Commanding General	Lt Gen Ennis C. Whitehead
Vice Commander	M Gen Charles T. Myers
Army & Navy Liaison Officer	M Gen Willard W. Irvine
Assistant for Reserve Forces	Col Reuben Kyle, Jr.
Assistant to the Vice Commander	Col William C. Warren
Chief, Manpower Evaluation Board	Lt Col Edward H. Nigro
Air Adjutant General	Col Neal J. O'Brien
Assistant Air Adjutant General	Lt Col Vance E. Murphy
Director of Publications	Maj Walter N. Armbruster
Director of Administration (Actg)	Capt Bruce H. Gemmel
Director of Historical Services	Civilian Jacob J. Lichman
Air Surgeon	B Gen John W. Hargreaves
Inspector General	M Gen Charles E. Thomas
Air Inspector (Actg)	Col Edgar T. Selzer
Flying Safety	Maj August E. Weil
Air Provost Marshal	Lt Col Archibald E. Tanner
Public Information	Maj Max D. Hampton
Comptroller	B Gen Robert C. Candee
Assistant Comptroller	Col Earl B. Cook
Director of Programs & Costs	Lt Col Tom R. Taylor
Director of Statistical Services	Lt Col Jack E. Wert
Director of Budget	Maj Edward T. Baydala
Director of Audits (Actg)	Capt Joseph V. Matella
Director of Finance	Col Elmer W. Gude
Deputy for Personnel	Col Charles R. Landon
Assistant Deputy for Personnel	Col Richard W. Fellows
Air Chaplain	Col Roy R. Reynolds
Air Judge Advocate	Col Desmond O'Keefe
WAF Staff Director	Maj Marjorie O. Hunt
Director Personnel Planning & Management	Lt Col Richard A. Yudkin
Director of Military Personnel	Col John C. McCurnin
Director of Military Personnel Procurement	Lt Col Frederick W. Shipley, Jr.
Director of Civilian Personnel	Civilian Frederick R. Taylor
Director of Personnel Services (Actg)	Maj Burgess Gradwell
Director of Air Force ROTC	Lt Col Dexter L. Hodge
Ground Safety	Maj Edmund J. Evans
Director of Civil Air Defense	Col John C. Kilborn
Deputy for Operations	B Gen Herbert B. Thatcher
Assistant Deputy for Operations	Col George S. Brown
Director of Operations & Training	Col Dolf E. Muehleisen
Director of Plans Organizations & Requirements	Col James H. Price
Director of Communications & Electronics	Col Hobart R. Yeager
Director of Intelligence (Actg)	Lt Col Ernest J. White, Jr.

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STAFF POSITIONS	NAME
Deputy for Materiel	Col Signa A. Gilkey
Assistant Deputy for Materiel	Col Robert, C. Mcbride
Director of Materile Planning	Lt Col Robert L. Petit
Director of Maintenace Supply & Services	Col Marion G. Ferguson, Jr.
Director of Installations	Col Ward T. Abbott
Deputy for Tactical Air Operations (Add dy)	M Gen Robert M. Lee
Commanding Officer, Hq & Hq Sq, ConAC	Maj Arthnr V. Schultz

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ROSTER OF KEY PERSONNEL

Continental Air Command

Mitchel Air Force Base, New York

28 February 1950

STAFF POSITIONS	NAME
Commanding General	L Gen Ennis C. Whitehead
Vice Commander	M Gen Charles T. Myers
Army & Navy Liaison Officer	M Gen Willard W. Irvine
Assistant for Reserve Forces	Col Reuben Kyle, Jr.
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Comptroller	B Gen Robert C. Candee
Assistant Comptroller	Col Earl B. Cook
Director of Programs & Costs	Lt Col Tom R. Taylor
Director of Statistical Services	Lt Col Jack E. Wert
Director of Budget (Actg)	Maj Earl H. Butler
Director of Audits	Capt Joseph V. Matella
Director of Finance	Col Elmer W. Gude
Deputy for Personnel	Col Richard W. Fellows
Assistant Deputy for Personnel	Lt Col Lawrence P. Dash
Air Chaplain	Col Roy F. Reynolds
Air Judge Advocate	Col Desmond O'Keefe
WAF Staff Director	Maj Marjorie O. Hunt
Director of Personnel Planning & Management	Lt Col Richard A. Yudkin
Director of Military Personnel	Col John C. McCurnin
Director of Military Personnel Procurement	Lt Col Frederick W. Shipley Jr.
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Director of Personnel Services	Maj Burgess Gradwell
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Ground Safety	Maj Edmund J. Evans
Deputy for Operations	B Gen Herbert B. Thatcher
Assistant Deputy for Operations	Col George S. Brown
Director of Civil Air Defense	Col John C. Kilborn
Director of Operations & Training	Col Dolf E. Muehleisen
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Director of Communications & Electronics	Col Robert R. Yeager
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Director of Installations	Col Ward T. Abbott
Deputy for Tactical Air Operations (Add dy)	M Gen Robert M. Lee
Commanding Officer, Hq & Hq Sq, ConAC	Maj Riley M. Whittington

ROSTER OF KEY PERSONNEL

Continental Air Command

Mitchel Air Force Base, New York

31 March 1950

STAFF POSITIONS	NAME
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Vice Commander	M Gen Charles T. Myers
Army & Navy Liaison Officer	M Gen Willard W. Irvine
Assistant to the Vice Commander	Col William C. Warren
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Air Provost Marshal	Col Robert E. Deans
Public Information Officer	Maj Max D. Hampton
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Director of Civilian Personnel	Civilian Frederick R. Taylor
Director of Personnel Services	Maj Burgess Gradwell
Director of Air Force ROTC	Lt Col Dexter L. Hodge
Ground Safety	Maj Edmund J. Evans

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STAFF POSITIONS	NAME
Deputy for Operations	B Gen Herbert B. Thatcher
Assistant Deputy for Operations	Col George S. Brown
Director of Civil Air Defense	Col Jhon C. Kilborn
Director of Operations & Training	Col Dolf E. Muehleisen
Director of Plans Organizations & Requirements	Col Bruce K. Holloway
Director of Communications & Electronics	Col Robert R. Yeager
Director of Intelligence (Actg)	Lt Col Ernest J. White, Jr.
Deputy for Materiel	Col Signa A. Gilkey
Assistant Deputy for Materiel	Col Robert C. McBride
Director of Materiel Planning	Lt Col Robert L. Petit
Director of Maintenance Supply & Services	Col Marion G. Ferguson, Jr.
Director of Installations	Col Ward T. Abbott
Deputy for Tactical Air Operations (Add dy)	M Gen Robert M. Lee
Commanding Officer, Hq & Hq Sq, ConAC	Maj Riley N. Whittington

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ROSTER OF KEY PERSONNEL

Continental Air Command

Mitchel Air Force Base, New York

30 April 1950

STAFF POSITIONS	NAME
Commanding General	Lt Gen Ennis C. Whitehead
Vice Commander	M Gen Charles T. Myers
Manpower Evaluation Board	Lt Col William A. Lanford
Army & Navy Liasion	M Gen Willard W. Irvine
Air Adjutant General	Col Neal J. O'Brien
Air Surgeon	B Gen John W. Hargreaves
Inspector General	M Gen Charles E. Thomas, Jr.
Air Inspector	Col Edgar T. Selzer
Dir of Flying Safety	Maj August E. Weil
Air Provost Marshal	Col Robert B. Deans
Public Information Officer	Maj Max D. Hampton
Air Judge Advocate	Col Desmond O'Keefe
Comptroller	B Gen Robert C. Candee
Director of Programs & Cost	Lt Col Tom R. Taylor
Director of Stat Services	Lt Col Jack E. Wert
Director of Budget	Maj Earl H. Butler (Actg)
Director of Audits	Capt Joseph V. Matella
Diredtor of Finance	Col Elmer W. Gude
Deputy for Personnel	Col Reuben Kyle, Jr.
Air Chaplain	Col Roy F. Reynolds
WAF Staff Director	Maj Marjorie O. Hunt
Dir of Pers Plan & Magnt	Lt Col Richard A. Yudkin
Dir of Military Personnel	Col John C. McCurnin
Dir of Military Pers Proc	Lt Col Frederick W. Shipley, Jr.
Dir of Personnel Services	Maj Burgess Gradwell
Dir of Air ROTC & Air Scouts	Lt Col Dexter L. Hodge
Ground Safety	Maj Edmund J. Evans
Deputy for Operations	B Gen Herbert B. Thatcher
Dir of Operations & Training	Col Dolf E. Muehleisen
Dir of Plans Organ & Rqmts	Col Bruce K. Holloway
Dir of Communications & Electronics	Col Hobart R. Yeager
Dir of Intelligence	Lt Col Ernest J. White, Jr., (Actg)
Dir of Civil Air Defense	Col John C. Kilborn
Deputy for Materiel	Col Signa A. Gilkey
Dir of Materiel Planning	Lt Col Robert L. Petit
Dir of Maint Supply & Sev	Col Marion G. Ferguson Jr.
Dir of Installations	Col Ward T. Abbott
Commanding Officer Hq & Hq Sq	Maj Riley N. Whittington
Eastern Air Defense Force	M Gen Robert M. Webster

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ROSTER OF KEY PERSONNEL

Continental Air Command

Mitchel Air Force Base, New York

31 May 1950

STAFF POSITIONS	NAME
Commanding General	Lt Gen Ennis C. Whitehead
Vice Commander	M Gen Charles T. Myers
Army & Navy Liaison Officer	M Gen Willard W. Irvine
Assistant to the Vice Commander	Col William C. Warren
Chief, Manpower Evaluation Board	Lt Col William A. Lanford
Air Adjutant General	Col Neal J. O'Brien
Assistant to Air Adjutant General	Lt Col Vance M. Murphy
Director of Publications	Lt Col James C. Barlow
Director of Administration	Lt Col William F. Mullins
Director of Historical Services	Civilian, Jacob J. Lichman
Air Surgeon	B Gen John W. Hargreaves
Inspector General	M Gen Charles E. Thomas
Air Inspector	Col Edgar T. Selzer
Flying Safety	Maj August E. Weil
Air Provost Marshal	Col Robert [illegible]. Deans
Public Information Officer	Maj Max D. Hampton
Comptroller	B Gen Robert C. Candee
Assistant Comptroller	Col Earl E. Cook
Director of Programs & Costs	Lt Col Tom R. Taylor
Director of Statistical Services	Lt Col Jack E. Wert
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Director of Audits	Capt Joseph V. Matella
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Air Chaplain	Col Roy P. Reynolds
Air Judge Advocate	Col Desmond O'Keefe
WAF Staff Director	Maj Marjorie O. Hunt
Director of Personnel Planning & Management	Lt Col Richard A. Yudkin
Director of Military Personnel	Col John C. McCurnin
Director of Military Personnel Procurement	Lt Col Frederick W. Shipley Jr.
Director of Civilian Personnel	Civilian, Frederick P. Taylor
Director of Personnel Services	Maj Burgess Cradwell
Director of Air Force ROTC	Lt Col Dexter L. Hodge
Ground Safety	Maj Edmund J. Evans

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STAFF POSITIONS	NAME
Deputy for Operations	B Gen Herbert B. Thatcher
Assistant Deputy for Operations	Col George S. Brown
Director of Civil Air Defense	Col John C. Kilborn
Director of Operations & Training	Col Dolf E. Muehleisen
Director of Plans Oragnizations & Requirements	Col James H. Price
Director of Communications & Electronics	Col Robert R. Yeager
Director of Intelligence (Actg)	Lt Col Ernest J. White, Jr.
Deputy for Materiel	Col Signa A. Gilkey
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Director of Materiel Planning	Lt Col Robert L. Petit
Director of Maintenance Supply & Services	Col Marion G. Ferguson, Jr.
Director of Installations	Col Ward T. Abbott
Deputy for Tactical Air Operations (Add dy)	M Gen Robert M. Lee
Commanding Officer, Hq & Hq Sq, ConAC	Maj Riley N. Whittington

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ROSTER OF KEY PERSONNEL

Continental Air Command

Mitchel Air Force Base, New York

31 June 1950

STAFF POSITIONS	NAME
Commanding General	Lt Gen Ennis C. Whitehead
Vice Commander	M Gen Charles T. Myers
Army & Navy Liaison Officer	M Gen Willard W. Irvine
Assistant to the Vice Commander	Col William C. Warren
Chief, Manpower Evaluation Board	Lt Col William A. Lanford
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SUPPORTING DOCUMENTS

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SUPPORTING DOCUMENTS

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11^1	Ltr, Hq ConAC to CG, TAC, Sub: Long Range Planning in Hq ConAC, 6 Apr 50 (S)
11^2	IRS, DO to PO&R, Sub: Recommendations for Locations of Hq, ConAC, Hq EADF & WADF, 24 Feb 50 (C)
15^2	ConAC Reg 26-2, 14 Apr 50
16^1	Study, "Proposed Internal Reorganization of the Continental Air Command", ppd by the Plans Division, PO&R, Hq ConAC, 20 Apr 50 (S)
17	1st Ind., Hq Twelfth AF to CG, ConAC, 27 Apr 50 to Ltr, Hq ConAC to Twelfth AF, Sub: Long Range Planning in Hq ConAC (S)
18	Summary of Commanders' Remarks on the Proposed Internal Reorganization of the Continental Air Command (S)
19^3	Ltr, Hq Tenth AF to CG, ConAC, Sub: Long Range Planning in Hq ConAC, 27 Apr 50 (S)
19^4	1st Ind., Hq First AF to CG, ConAC, 2 May 50 to ltr, Hq ConAC to CG, First AF, Sub: Long Range Planning in Hq ConAC, 6 Apr 50 (S)
19^5	1st Ind., Hq TAC to CG, ConAC, 1 May 50 to ltr, Hq ConAC to Hq TAC, Sub: Long Range Planning in Headquarters ConAC, 6 Apr 50 (S)
19^6	Ltr, Hq TAC to CG, ConAC, Sub: Long Range Planning in Hq ConAC, 28 Apr 50 (S)
20	Ltr, Hq USAF to CG, ConAC, Sub: Proposed Internal Reorganization of ConAC, 23 May 50 (S)

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24^1	IRS, DO to DP, DM, PO&R, O&T, Comm, Sub: ConAC Reorganization, 22 May 50 (S)
27	Historical Report of Directorate of Budget for 1 Jul-30 Sep 50
30^1	Ltr, Hq TAC to CG, ConAC, Sub: Internal Organization of ConAC, 1 Jun 50 (S)
30^2	1st Ind., Hq ConAC to CG, TAC, 19 Jun 50 to ltr, Hq TAC to CG, ConAC, Sub: Internal Organization of ConAC, 1 Jun 50 (S)
31^3	Historical Report of the Air Surgeon's Office for May 50
33	Ltr, Hq ConAC to Director of Manpower and Organization, Hq USAF, Sub: Information Pertaining to ConAC Manpower Evaluation Boards, 30 Jun 50
36^1	IRS, O&T to Bud, Sub: Distribution ACM P488 Funds FY 1951, 23 Jun 50
36^2	Historical Report of the Directorate of Materiel Planning for June 50
42	Ltr, Hq ConAC to Deputy C/S, Operations, Hq USAF, Sub: Relocation of Aircraft Control and Warning Units in Support of ConAC SREWP 1-49 and Permanent Aircraft Control and Warning System, 4 Jan 50 (S)
43^1	Radnote, Hq USAF to CG, ConAC, AFSPR-2, 22 Mar 50
43^2	TWX, CG, ConAC to Deputy C/S, Operations, Hq USAF, ConACC 231, 6 Mar 50 (S)
43^3	TWX, C/S, Hq USAF to CG, ConAC, 18 Jan 50 (S)
44^1	Memorandum, Hq ConAC, 15 Mar 50 with Annex I. Organizational Chart, Study on Location, Hq WADF, (C)
44^2	Memorandum for the CG, Sub: Recommendations for Locations of Hq ConAC, Hq EADF & Hq, WADF. (Housekeeping facilities were not considered), 14 Feb 50 (C)

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45^{2}	Ltr, Hq USAF to CG, ConAC, Sub: Responsibility for Planning and Preparation of Certain Civil Defense and Allied Programs Within the Department of Defense, 1 Jun 50 with 1 Incl. thereto
46	Ltr, Hq ConAC to C/S, Hq USAF, Sub: Proposed Internal Reorganization of the Continental Air Command, 2 May 50 (S)
50	1st Ind., Hq USAF to CG, ConAC, 5 Jul 50 to ltr, Hq ConAC to Hq USAF, Sub: Deletion of ConAC Responsibilities, 28 Dec 49
51^{3}	Extract Copy of Historical Report of the Director of Military Personnel Procurement for Jan-Jun 50
53^{2}	AF Reg 45-20, 21 Sep 50
57^{1}	Extract Copy of Historical Report of the Air Provost Marshal's Office for Jun 50 (C)
57^{2}	Extract Copy of Historical Report of the Air Provost Marshal's Office for Jul 50
57^{4}	Ltr, Hq ConAC to CG, First AF, et al, Sub: Discontinuance of USAF Absentee Apprehension Program, 6 Jun 50
59^{5}	Ltr, Hq USAF to CG, AU, Sub: Air Force Extension Course Program, 20 Feb 50
59^{6}	Ltr, Hq USAF to CG, ConAC, Sub: Transfer of Functions from ConAC to Air University, 7 Apr 50
60^{1}	ConAC Reg 24-3, 8 May 50
61^{1}	G.O. #30, Hq ConAC, 19 May 50
61^{3}	Extract Copies of Historical Reports of the Air Surgeon's Office for Mar and Apr 50
61^{5}	Ltr, Hq ConAC to C/S, Hq USAF, Sub: Operation of Hospital Squadrons, 28 Jan 50
68^{1}	Extract Copy of Historical Report of the Directorate of Personnel Planning and Management for Apr 50 (S)

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68^{2}	Ltr, Hq ConAC to Deputy C/S, Personnel, Hq USAF, Sub: Participation in Selective Functions by ConAC, 29 Apr 50 (S)
71	Extract Cy of Historical Report of the Directorate of Personnel Planning and Management for Jan-Feb 50 (S)
74^{1}	Ltr, General Rawlings to General Whitehead, 12 Dec 49
74^{2}	Ltr, General Whitehead to General Rawlings, 4 Jan 50
75	Extract Cy of Historical Report of the Office of the Comptroller for Jun 50
77^{1}	Extracts from the ConAC Manpower Evaluation Board Survey of Hq ConAC, 4 Apr-17 May 50
77^{2}	ConAC Reg 21-1B, 5 Jun 50
86^{1}	Ltr, Armed Forces Day Area Commander to All Air Force Commanders, Western Area (except Fourth AF), Sub: Armed Forces Day, 20 May 50, 24 Feb 50
87	Extract Cy of paper prepared by Colonel Claude E. Duncan, contained as incl. to ltr, General Whitehead to General McKee
88^{2}	Ltr, Hq ConAC to Commander, MATS, Sub: Augmentation of Military Air Transport Service Airlift, 23 Jan 50 (S)
88^{3}	Ltr, Hq ConAC to Deputy C/S, Operations, Hq USAF, Sub: Improvement of ConAC Capability to Augment Military Air Transport Command, 10 Feb 50 (S)
94^{1}	IRS, Directorate of Plans, Organization and Requirements to Deputy for Materiel , Sub: Assignment of Air Depot Wing to Langley AFB, 16 Feb 50
94^{2}	IRS, Directorate of Materiel Planning to Deputy for Operations, Sub: Assignment of Air Depot Wing to Langley AFB, 7 Mar 50
97	Extract Cy of Historical Report of the Tactical Air Branch, Operations Division for Jun 50

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98	2nd Ind., Hq ConAC to Director of Plans and Operations, Hq USAF, 15 Jun 50 to ltr, OCAFF, ATTNG-25 360, Sub: Army Field Forces Minimum Requirements for Tactical Air Support Aircraft During Fiscaly Year 1951, 27 Apr 50
101	Extract Copies of Historical Report of the Aircraft and Flying Hour Allocations Branch for May 50
102	Table, "Continental Air Command Units", ppd by the Directorate of Historical Services, October 1950 (R)
103[1]	G.O. #37, Hq ConAC, 22 Jun 50 (R)
105[1]	G.O. #25, Hq ConAC, 18 Apr 50
112	Memorandum to All Deputies and Directors, Sub: Redesignation of Fighter Wings, 13 Jan 50
115[1]	Ltr, Hq ConAC to CGs, Fourth and Twelfth AFs, Sub: Reassignment of 62d Troop Carrier Group, Heavy, and Certain Other United States Air Force Units, 24 Apr 50
115[2]	Ltr, Hq ConAC to CGs, Fourth and Twelfth AFs, Sub: Reassignment of 62d Troop Carrier Group, Heavy, and Certain Other United States Air Force Units, 28 Apr 50
116	TWX, Hq USAF to CG, ConAC et al, AFOOP-C-54420, 23 Mar 50 (R)
118	Ltr, Hq ConAC to CG, Fourth AF, Sub: Designation and Organization of Headquarters, Albuquerque, Air Defense Area, Provisional, 1 May 50
119	Activation Orders published by the Continental Air Command during Jan-Jun 50 (R)
121[2]	Ltr, Hq ConAC to Director of Manpower and Organization, Hq USAF, Sub: Assignment of Signal Aviation Heavy Construction Company, 1 May 50
130	Article, "ConAC Reorganization", contained in the Intelligence Review, published by the Continental Air Command, 5 Jul 50

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

Classified [illegible]
by Auth CG ConAC
6 APR 1950 jms
(Date) (Initials)

IN REPLY
REFER TO:

6 APR 1950

322 - 1 ConAC

SUBJECT: Long Range Planning in Headquarters Continental Air Command.

TO : Commanding General, Tactical Air Command, Langley AFB, Va.
ATTENTION: Major General Robert M. Lee.

1. Headquarters USAF originated a reorganization plan in order to better permit this headquarters to accomplish the major missions charged to it. This headquarters then drew up a proposal which had as its main points:

a. A new command (Combat Command) be formed, having the Air Defense and Tactical Air Command missions.

(1) Subordinate commands to be Eastern Air Defense Force, Western Air Defense Force and Tactical Air Command.

(2) Subordinate command headquarters to be full administrative headquarters.

(3) All Regular Air Force Tactical Units to be assigned to these subordinate commands.

b. Continental Air Command would then have all misions now charged to it less Air Defense and Tactical Air Command missions.

(1) Subordinate Air Forces to be decreased by two (2), i.e., Twelfth and Fourteenth Air Forces to combine, closing the Twelfth; and First and Ninth to combine, closing the Ninth.

c. New organization to require no more personnel than now available to Continental Air Command.

2. The foregoing proposal was not approved and this headquarters was directed to submit a new plan.

3. A new plan has been drafted in this headquarters for submission to Headquarters USAF and a copy of this proposal is attached as Inclosure #1. There is no indication at this time whether Headquarters USAF will approve either of these proposals or when the proposals would be

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Long Range Planning in Hq ConAC. (continued)

implemented if approved by Headquarters USAF.

4. The information outlined above and furnished you in the attached proposal is forwarded for information and consideration in order that you may be informed as to the current organizational thinking in this headquarters. You may release the information herein to selected individuals in your headquarters to assist them in planning, but it must be pointed out to them that any discussion in which they engage must be on the basis of the plan being a classified, unapproved proposal. Information will not be divulged except to those individuals who may actually need the information in order to better perform their duties.

5. For your further information this letter is forwarded to you as a result of rumors, which have become generally prevalent, that a major change was being contemplated.

6. Any implementation of proposals to reorganize will be done in a routine manner and with ample notice to field activities concerned.

7. Comments on the proposed plan are desired and will be submitted so as to arrive at this headquarters not later than 1 May 1950.

Charles T. Myers
CHARLES T. MYERS
Major General, United States Air Force
Vice Commander.

1 Incl:
Draft of Reorganization Plan.

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HEADQUARTERS
CONTINENTAL AIR COMMAND
INTEROFFICE ROUTING SLIP

FILE:

SUBJECT: Recommendations for Locations of Hq, ConAC, Hq EADF & WADF

C O P Y
322

NO	DATE	FROM	TO	Number and date each entry - show date of dispatch. Show staff division or office in FROM-TO columns. Sign each entry legibly - show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
1	24 Feb	DO	PO&R	1. The Commanding General does not desire to make any survey of other command installations until USAF has approved and directed the surveys. 2. The Commanding General has inclosed a sample type letter which should be re-worked after a study has been made, showing our exact requirements. Thereafter, the survey can be done intelligently, and will cause less of a stir. 3. The Commanding General also, doesnnot desire to bring up a possible move of this headquartersat this time; certainly not until after a decision regarding the Air Combat Command is made. In any event, headquartersof the Air Combat Command, if approved, will remain at Mitchel, and the present 9th Air Force would become Headquarters, Continental Air Command; therefore, General Hale and his staff would be right in place andno fundswould be required to form Continental Air Command Headquarters. 4. The present Continental Air Command at Mitchel AFB would become the Air Combat Command, including most of its present people and civilians. At some later date after Eastern and Western ADFs' are relocated, and the Air Combat Command formed, its move to Scott, Tinker, Fort Worth, Kansas City or such place, might be considered. HERBERT B. THATCHER, Brigadier General, USAF Deputy for Operations

7-31

HQ ConAC FORM 1-1
22 April 1950

Do not detach from correspondence

L-50-391

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ConAC REGULATION)
26-2)

HEADQUARTERS CONTINENTAL AIR COMMAND
Mitchel Air Force Base, N.Y., 14 April 1950

ORGANIZATION - TACTICAL AIR COMMAND

Organization and Mission of Tactical Air Force (Provisional)

1. <u>Mission</u>. The mission of the Tactical Air Force (Provisional) is to provide a field operational headquarters trained, organized, and equipped to conduct tactical air operations independently or in conjunction with land, naval, and/or amphibious forces of the United States.

2. <u>Organization</u>. To carry out its mission, the Tactical Air Force (Provisional) is provided a headquarters (Tactical Air Force (Provisional)). This headquarters has been designated, organized, and assigned under the provisions of Air Force Regulation 20-38. The Tactical Air Force (Provisional) will exercise operational control of the forces which are allocated to it by higher authority, for training exercises and maneuvers in time of peace and for the conduct of operations, as directed, in the event of war. The Tactical Air Force (Provisional) is under the continuous operational control of the Commanding General, Tactical Air Command.

3. <u>Responsibilities</u>. The responsibilities of the Commanding General, Tactical Air Force (Provisional), include the following specific functions:

   a. With respect to the Commanding General, Tactical Air Command:

      (1) Provision of a mobile operational headquarters for the conduct of and participation in maneuvers and exercises.

      (2) Maintenance of liaison with such headquarters and agencies as designated by the Commanding General, Tactical Air Command, for the evaluation and testing of Air Force systems, tactics, techniques, and procedures applicable to the utilization and employment of tactical air units when acting in conjunction with surface forces, and the timely submission of recommendations with respect to those matters.

      (3) Submission of recommendations to the Commanding General, Tactical Air Command, with regard to training standards and proficiency of tactical air units.

      (4) Preparation and distribution of operations orders for the conduct of exercises and maneuvers based on operations plans prepared by Headquarters Tactical Air Command.

      (5) Participation in joint exercises and maneuvers by utilizing and employing designated personnel and units from other components of the Department of Defense, as may be made available, in accordance with approved plans.

   b. With respect to the Commanding General, Fourteenth Air Force:

      (1) Proficiency of assigned personnel in current concepts and knowledge of the proper employment of units in tactical air operations.

      (2) Training of personnel and units specifically allocated to the Tactical Air Force (Provisional) in air-surface techniques, tactics, and procedures.

---

*This Regulation supersedes ConAC Regulation 26-2, 16 July 1949.

(3) Provision of cadres of personnel trained and indoctrinated in tactical air operations for the future timely formation of Tactical Air Force headquarters for oversea deployment, as required, in accordance with war or emergency plans.

4. Administration. Necessary administrative services and logistical support will be provided the Tactical Air Force (Provisional) by the Continental Air Command air forces, as directed by the Commanding General, Continental Air Command. In addition, the following will apply:

a. When the Headquarters Tactical Air Force (Provisional) is in garrison, it will be supported by the air base unit permanently assigned at its home station. The air base unit will issue supplies and equipment to Headquarters Tactical Air Force (Provisional) as required, and officers designated by Headquarters Tactical Air Force (Provisional) will accept responsibility for supplies and equipment.

b. When the Headquarters Tactical Air Force (Provisional) takes the field for field exercises or maneuvers, additional officers and airmen will be attached. This augmentation will provide a headquarters squadron which will be responsible for the housekeeping functions of the headquarters in the field. The headquarters of the Continental Air Command air force in whose area the Tactical Air Force (Provisional) is operating will be responsible for the scheduled delivery of supplies and equipment, as required, to the Headquarters Tactical Air Force (Provisional). When these supplies and equipment are received, Headquarters Tactical Air Force (Provisional) will assume responsibility for the use, maintenance, safeguarding, and accounting of the supplies and equipment.

5. Direct Communication. The Commanding General, Tactical Air Force (Provisional), is authorized direct communication with the commanding generals of the Eastern and Western Air Defense Forces, the commanding generals of the Continental Air Command air forces, and with the commanders of Army, Navy and Air Force units which have been designated to operate with the Tactical Air Force (Provisional), in accordance with approved plans.
(PO&R)

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

CHARLES T. MYERS
Major General, USAF
Vice Commander

OFFICIAL:

Neal J. O'Brien
NEAL J. O'BRIEN
Colonel, USAF
Air Adjutant General

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20 Apr 50
Date Initials

PROPOSED INTERNAL REORGANIZATION OF THE CONTINENTAL AIR COMMAND

INDEX

Prepared by
Plans Division
Directorate of PO&R
Hq, ConAC
20 April 1950

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PROPOSED INTERNAL REORGANIZATION
OF THE CONTINENTAL AIR COMMAND

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Annex 3 - Personnel Authorizations

Annex 4 - List of Assigned Units and Installations
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  Appendix 2 - Western Air Defense Force
  Appendix 3 - Tactical Air Command
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Hq, ConAC - 20 April 50

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PROPOSED INTERNAL REORGANIZATION OF THE CONTINENTAL AIR COMMAND

SECTION I

GENERAL

1. An internal reorganization of the Continental Air Command which would result in greater operational efficiency and in an increase in air defense capabilities, is necessary. Studies made over a period of several months have indicated that the myriad responsibilities assigned to the ConAC air forces have served to place less emphasis on the air defense and tactical air missions than can be considered desirable. In addition, the operational effectiveness of the regular combat units has been lowered because units are assigned to one headquarters and under the operational control of another.

2. In order to attain the ultimate in operational effectiveness and in the performance of Continental Air Command's numerous responsibilities, an internal reorganization of the Continental Air Command is envisioned, as follows:

a. The headquarters of the Air Defense Forces will be administrative as well as operational. Regular fighter wings, air divisions (defense) and certain air bases will be assigned to the Air Defense Forces.

b. The headquarters of the Tactical Air Command will be administrative and operational. Certain regular combat and support units with TAC capabilities and air bases will be assigned to the Tactical Air Command.

c. The headquarters of the Tactical Air Force will also be administrative and operational. Certain of the TAC units and Pope Air Force Base will be assigned to the Tactical Air Force. Such an organization will permit the Headquarters, TAF to move to a theatre of operations on 48 hours notice.

d. The ConAC air forces will be relieved of all responsibilities for the administration, support and training of the regular air force combat units. All regular air force combat units, assigned to the Continental Air Command, will be reassigned to the Air Defense Forces, the Tactical Air Command or the Tactical Air Force, as indicated above. The ConAC air forces will thus be able to concentrate on the training and support of the Reserve forces and on the performance of the miscellaneous area functions for which they are responsible.

3. The various missions and responsibilities assigned to the Continental Air Command by the Chief of Staff, USAF will continue to be performed by the reorganized Continental Air Command. The only

exception is the Air Force Extension Course Program. Responsibility for the conduct of this program will be transferred to the Air University.

SECTION II

HEADQUARTERS, CONTINENTAL AIR COMMAND

4. Under the proposed reorganization, it is not anticipated that there will be any great change in the organization of the Headquarters, Continental Air Command. Headquarters, Continental Air Command will continue to exercise supervision of the ConAC air forces, the Air Defense Forces and the Tactical Air Command and will act as the overall planning agency for the air defense of the United States. See Annex 1 for organizational chart of the proposed Continental Air Command.

5. For the present, it is envisioned that Headquarters, Continental Air Command will remain at Mitchel Air Force Base, New York. However, the vulnerability of this location in case of enemy attack makes it mandatory that this headquarters be moved to a more "secure" location as soon as funds are made available.

SECTION III

CONTINENTAL AIR COMMAND AIR FORCES

6. Inasmuch as the Continental Air Command Air Forces, under the proposed reorganization, will no longer administer, train and support the regular combat units, their respective workloads will be decreased. It is therefore believed reasonable to combine certain air force areas of responsibility. Previous studies have indicated that the most logical combination would be the combination of the First and Ninth Air Force areas and the combination of the Twelfth and Fourteenth Air Force areas. The Fourth and Tenth Air Force areas will maintain their present areas of responsibility. This plan will thus result in a four air force structure with the combined Twelfth and Fourteenth Air Force areas having a workload slightly less than that of the existent Tenth Air Force. The combined First and Ninth Air Forces will have a workload exceeding that of the Tenth Air Force but one that should be capable of efficient management since the total area is smaller than the Tenth Air Force area and no regular air force combat units will have to be administered or trained.

7. Under the proposed organization, the ConAC air forces will continue to perform the missions and responsibilities presently assigned except that the ConAC air forces will no longer have to administer and support the regular air force combat units located in their respective areas. The deletion of the latter responsibility will enable the ConAC air forces to devote more effort to preparation for

their primary mobilization mission in the event of war. See Annex 4 for list of assigned units and installations to be supported by each ConAC air force.

8. The headquarters of the Fourth and Tenth Air Forces will remain at Hamilton Air Force Base and Selfridge Air Force Base respectively. The headquarters of the Fourteenth Air Force, located at Robins Air Force Base, will act as the headquarters of the combined Twelfth and Fourteenth Air Forces. The headquarters, Twelfth Air Force will be inactivated. The headquarters of the First Air Force, located at Mitchel Air Force Base, New York, will act as the headquarters of the combined First and Ninth Air Forces. The Ninth Air Force will be redesignated the Ninth Tactical Air Force and moved, less personnel and equipment, to Pope Air Force Base, North Carolina.

SECTION IV

AIR DEFENSE FORCES

9. Regular fighter wings, air divisions (defense) and certain air bases will be assigned to the Air Defense Forces as indicated in Annex 4. The internal organization of the Air Defense Forces will depend upon the local situation and the disposition of the forces assigned. The present location of the headquarters of the Eastern Air Defense Force, at Mitchel Air Force Base, is not believed suitable due to the vulnerability of the communications facilities at this location. It is therefore considered mandatory to move this headquarters to a more secure location as soon as possible. Studies are now being made to determine the suitability of Stewart Air Force Base as the location for Headquarters, Eastern Air Defense Force. Hamilton Air Force Base is a satisfactory location for the Headquarters, Western Air Defense Force. The present missions and responsibilities of the Air Defense Forces will remain in effect except that, under the new organization, the Air Defense Forces will command and support their assigned units.

SECTION V

TACTICAL AIR COMMAND

10. The Headquarters, Tactical Air Command will remain at Langley Air Force Base, Virginia and will be expanded in order that it may administer and support its assigned units and bases. See Annex 4. The additional office space requirements for the Headquarters, Tactical Air Command can be met by utilizing space vacated by the Headquarters, Ninth Air Force. The Tactical Air Command will continue to perform its present missions and in addition will be prepared, in the event of war or national emergency, to assume USAF mobilization as a primary mission. This will entail TAC performance as a personnel or mobilization command. In the event that Headquarters, Tactical Air Command is made the

Headquarters, Air Personnel Command, the TAC units, assigned to the Tactical Air Command, will be reassigned to the Ninth Tactical Air Force. It is therefore proposed that the organization outlined in Annex 1 be phased into the organization outlined in Annex 2 in approximately one year. If this were done, Tactical Air Command would already be in existence as the Air Personnel Command and no major reorganization would have to be accomplished in case of war or national emergency.

SECTION VI

NINTH TACTICAL AIR FORCE

11. The existent Headquarters, Ninth Air Force will be redesignated as the Headquarters, Ninth Tactical Air Force and moved, less personnel and equipment, to Pope Air Force Base, North Carolina. The present Tactical Air Force (Provisional), and the 8th and 9th Air Divisions (Tactical), whose assigned personnel make up the Tactical Air Force (Provisional), will be inactivated. The headquarters of the new Ninth Tactical Air Force will be administrative and operational, and will exercise command of the units and installations indicated in Annex 4. This headquarters will also exercise operational control of additional TAC units allocated to it by Headquarters, Tactical Air Command. Should the organization outlined in Annex 2 be implemented, the Ninth Tactical Air Force headquarters will be expanded so that it can furnish administrative and logistic support to the additional assigned units.

SECTION VII

PERSONNEL REQUIREMENTS

12. The personnel requirements under the reorganization as compared to the personnel authorizations for the existing organization are indicated in Annex 3. It will be noted that a savings in total personnel is anticipated. This economy is occasioned by the deletion of two Air Force headquarters and the anticipated increase in internal efficiency of the new organization. It is conceived, in general, that personnel assigned to the Headquarters, Twelfth Air Force will be reassigned to the headquarters of the Air Defense Forces and that personnel of the Headquarters, Ninth Air Force will be reassigned to the headquarters of the Tactical Air Command and the Ninth Tactical Air Force.

SECTION VIII

REORGANIZATION PROCEDURE

13. In order to continue the effective administration, support and training of all assigned units, it is believed that the reorganization of the Continental Air Command should be implemented on a phased basis. Such a procedure should result in less confusion and less deleterious effect on the morale of assigned personnel. Assuming R day as the day the first action of the reorganization takes place, it is considered that the following steps should be taken in chronological order during the periods indicated:

a. R-day. Inactivate the Headquarters, Twelfth Air Force and reassign the personnel of the Headquarters, Twelfth Air Force to the Air Defense Forces. The Headquarters, Fourteenth Air Force will simultaneously assume control of the Twelfth Air Force area. The 1st Liaison Flight, the 2602d Tow Target Squadron, and the 62d Troop Carrier Group, Heavy will be reassigned to the Tactical Air Command.

b. R day to R + 15 days. Inactivate the 8th and 9th Air Divisions and the Tactical Air Force (Provisional). Redesignate the Ninth Air Force as the Ninth Tactical Air Force and move the Headquarters, Ninth Tactical Air Force to Pope Air Force Base, less personnel and equipment. Simultaneously, have the First Air Force assume control of the Ninth Air Force area and have Headquarters, Tactical Air Command assume control of all regular TAC units in the Ninth Air Force area. The necessary augmentation of Headquarters, Tactical Air Command and Headquarters, Ninth Tactical Air Force will be provided by using personnel formerly assigned to Headquarters, Ninth Air Force. The 4th Fighter Wing, Langley Air Force Base and the 7th and 12th Radar Calibration Units should be reassigned to the Eastern Air Defense Force effective the day the First Air Force takes over the Ninth Air Force area.

c. R + 15 to R + 30. Reassign all regular TAC units, assigned to the Fourteenth Air Force, to the Tactical Air Command and Ninth Tactical Air Force as indicated in Annex 4. Also reassign the 803d Engineer Aviation Battalion to the Tactical Air Command.

d. R + 30 to R + 90. As the Air Defense Forces become capable of administering and supporting assigned units, assign the remainder of the fighter wings and the air divisions (defense), as well as AC&W groups, to the air defense forces. The 11th Radar Calibration Unit will be reassigned to the Western Air Defense Force during this period.

14. There will, of course, be certain internal personnel changes in all the headquarters which can be carried on throughout this phasing period at the discretion of the CG, Con AC.

SECTION IX

CONCLUSIONS

15. The internal reorganization of the Continental Air Command, as outlined above, is feasible and can be accomplished within existing personnel resources.

16. The reorganization of the Continental Air Command, as outlined above, will result in increased operational effectiveness.

SECTION X

RECOMMENDATIONS

17. It is recommended that:

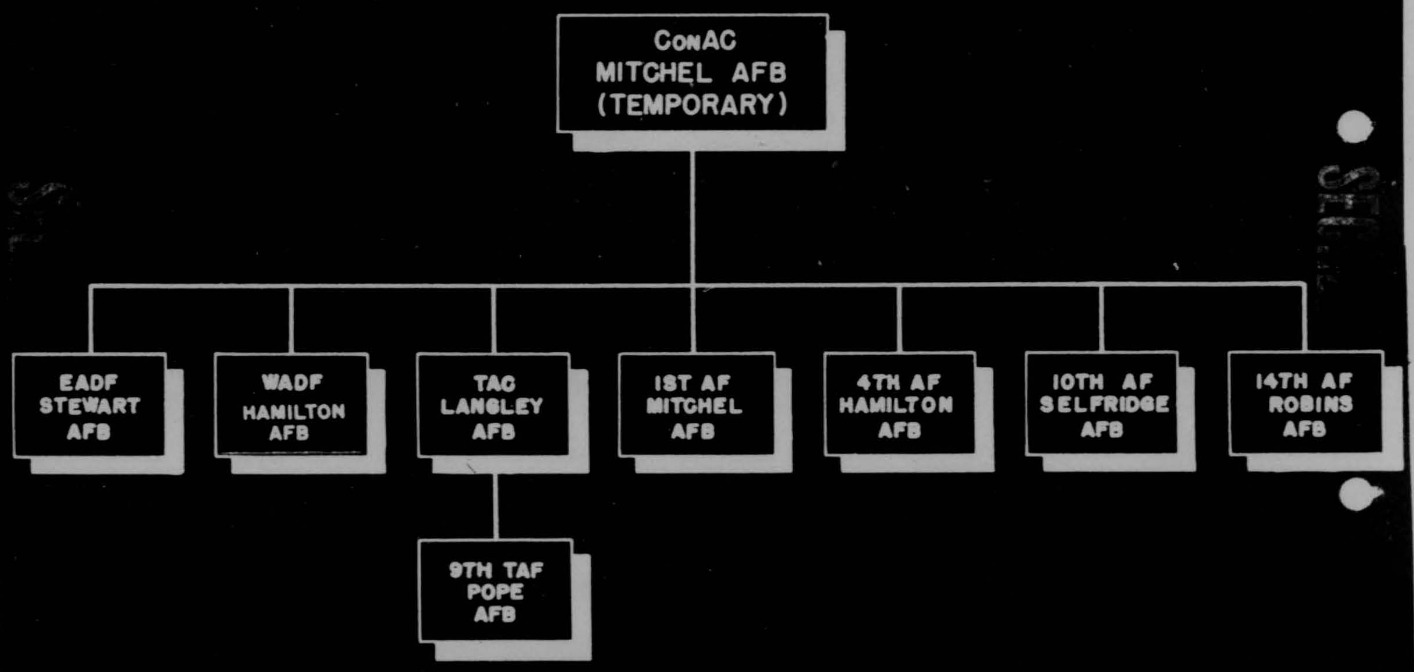
a. The reorganization, as outlined in paragraph 2 above, be approved.

b. The reorganization be implemented as outlined in paragraph 13 above.

c. The personnel authorizations for the proposed reorganization, as indicated in Annex 3, be accepted and utilized as planning figures pending further detailed study of the individual workloads to be handled by each headquarters. The figures indicated in Annex 3 are conservative figures which may need augmentation at a later date.

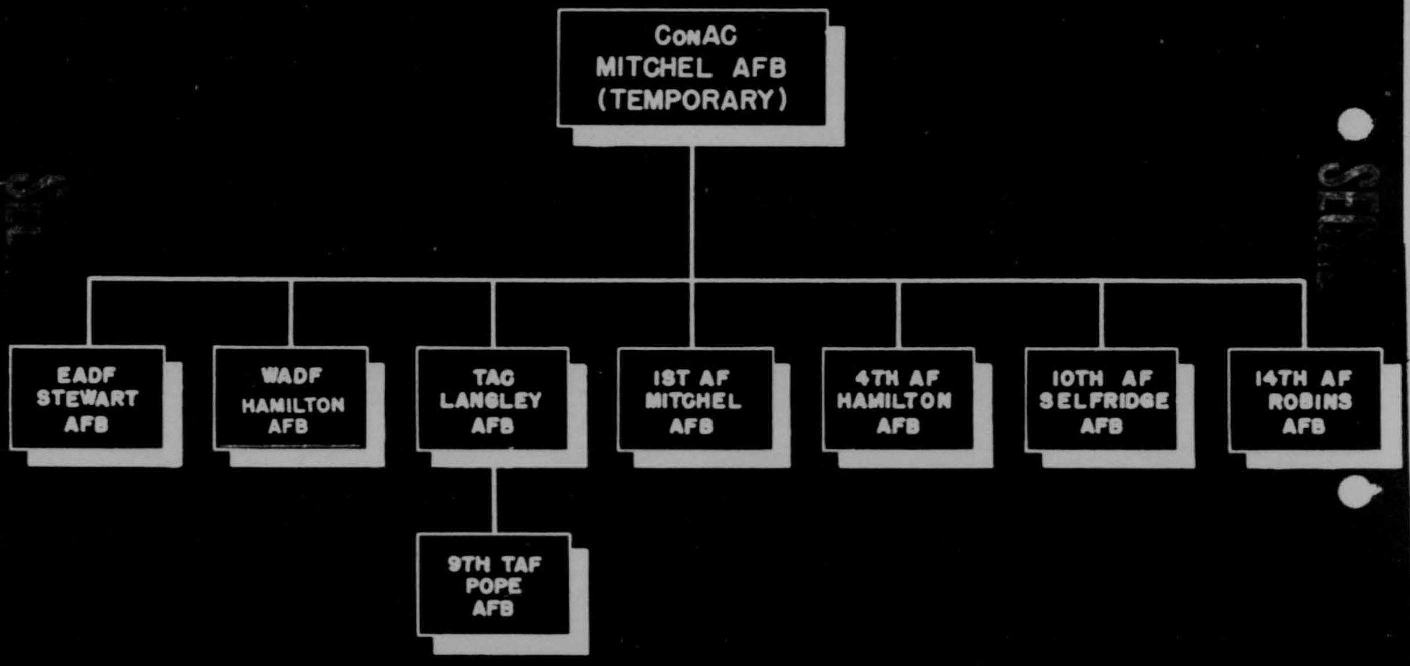
d. The apparent personnel savings be held within the total personnel authorizations for the Continental Air Command to be used as a reserve for any miscalculations in the strength figures proposed in Annex 3.

e. The final personnel savings, if any, be applied toward increasing the efficiency of ConAC fighter-all weather squadrons by increasing them to 25 aircraft squadrons. In this respect, it is believed that no more effective utilization of personnel savings can be made than to employ them to increase the air defense capabilities of this command.



ANNEX 1—ORGANIZATIONAL CHART
STUDY ON INTERNAL REORGANIZATION OF ConAC

Annex 1



ANNEX 1—ORGANIZATIONAL CHART
STUDY ON INTERNAL REORGANIZATION OF ConAC

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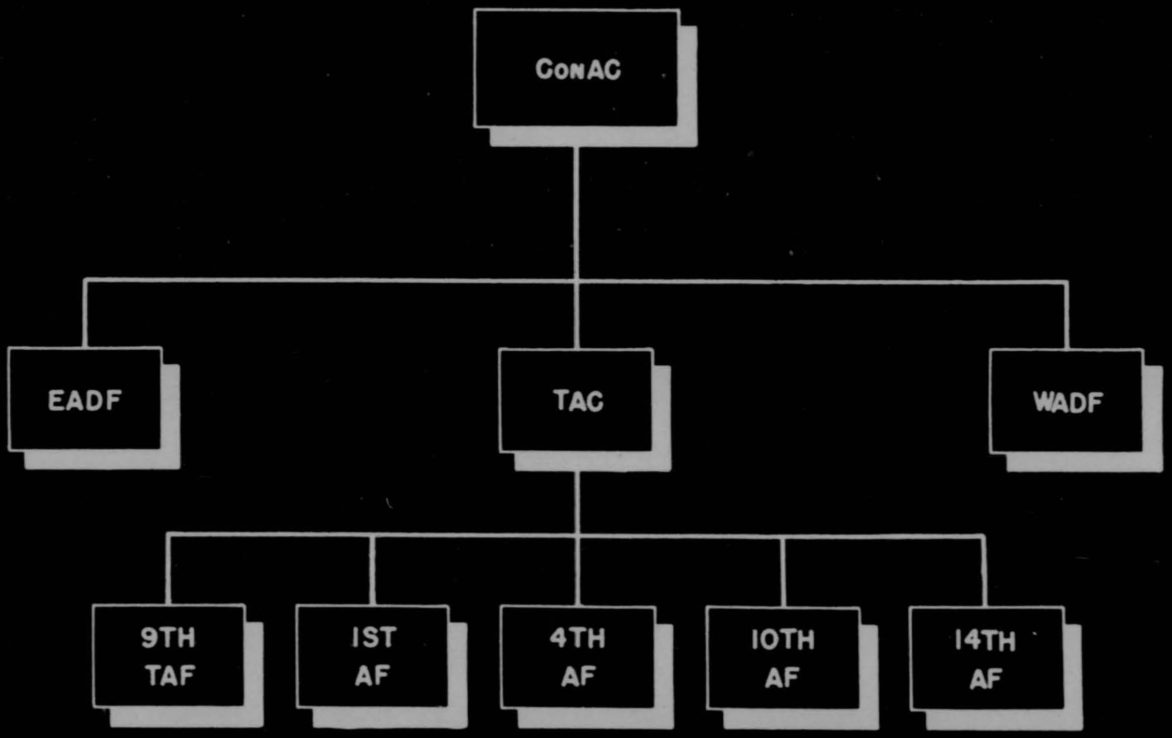

ANNEX 2 - ORGANIZATIONAL CHART
STUDY ON INTERNAL REORGANIZATION OF ConAC

Annex 2

Annex 3

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PERSONNEL AUTHORIZATIONS - ANNEX 3

HEADQUARTERS	CURRENT AUTHORIZED STRENGTH			PROPOSED AUTHORIZATIONS UNDER NEW ORGANIZATION		
	O	AM	C	O	AM	C
ConAC	335	658	350	335	658	350
ADC	69	26	12			
EADF	40	54	11	150	325	130
WADF	40	54	8	130	300	100
TAC	65	43	35	150	300	110
TAF(PROV)-9th TAF	36	62	0	100	175	30
FIRST AF	138	359	146	127	380	145
NINTH AF	143	399	138			
FOURTH AF	146	306	146	109	250	105
TENTH AF	144	409	195	119	340	130
TWELFTH AF	133	339	107			
FOURTEENTH AF	162	533	132	116	370	124
TOTAL	1451	3242	1280	1336	3098	1224
Savings thru reorganization				115	144	56

REMARKS:

1. Headquarters figures are for the performance of headquarters functions. In the case of the numbered air forces, these figures include:

- a. Flight Sections
- b. Army liaison
- c. Reserve Records
- d. Area Joint Committee
- e. Area Joint PIO
- f. Hospital liaison
- g. Transport Sq at Fourteenth AF
- h. Food Service Sq at Fourteenth AF

2. Flight Sections are also included in figures indicated for ConAC, EADF, WADF, TAC, and 9th TAF.

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Annex
4

LIST OF ASSIGNED UNITS AND INSTALLATIONS

Eastern Air Defense Force	-	Appendix 1
Western Air Defense Force	-	Appendix 2
Tactical Air Command	-	Appendix 3
Ninth Tactical Air Force	-	Appendix 4
First Air Force	-	Appendix 5
Fourth Air Force	-	Appendix 6
Tenth Air Force	-	Appendix 7
Fourteenth Air Force	-	Appendix 8

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EASTERN AIR DEFENSE FORCE - APPENDIX 1

App 1

Assigned Units		Location
52d Fighter - All Weather Wing	-	McGuire AFB
33d Fighter - Interceptor Wing	-	Otis AFB
4th Fighter - Interceptor Wing	-	Langley AFB
56th Fighter- Interceptor Wing	-	Selfridge AFB
26th Air Division (Defense)	-	Roslyn, N. Y.
503d AC&W Group	-	Roslyn, N. Y.
30th Air Division (Defense)	-	Selfridge AFB
541st AC&W Group	-	Selfridge AFB
32d Air Division (Defense)	-	Stewart AFB
540th AC&W Group	-	Stewart AFB
7th Radar Calibration Unit	-	Langley AFB
12th Radar Calibration Unit	-	Langley AFB
4400th Air Base Group		Stewart AFB
2476th Base Service Squadron	-	Oscoda AFB

Assigned Air Bases

Stewart AFB, N. Y. (4400th Air Base Group)
McGuire AFB, N. J.
Otis AFB, Mass.
Langley AFB, Va.
Selfridge AFB, Mich.
Oscoda AFB, Mich. (2476th Base Service Squadron)

REMARKS:

Eastern Air Defense Force will also be responsible for installations at all radar sites and air defense control centers in its area.

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WESTERN AIR DEFENSE FORCE - APPENDIX 2

Assigned Units		Location
* 325th Fighter - All Weather Wing	-	McChord AFB
78th Fighter - Interceptor Wing	-	Hamilton AFB
* 81st Fighter - Interceptor Wing	-	Moses Lake AFB
* 1st Fighter - Interceptor Wing	-	Victorville AFB
25th Air Division (Defense)	-	Silver Lake, Wash.
505th AC&W Group	-	Silver Lake, Wash.
28th Air Division (Defense)	-	Hamilton AFB
542d AC&W Group	-	Hamilton AFB
690th AC&W Squadron (Separate)	-	Kirtland AFB
11th Radar Calibration Unit	-	Hamilton AFB
2580th Air Base Squadron (Bombing and Gunnery Range)	-	Luke AFB

* Planned redeployment of fighters: One squadron of 81st Fighter - Interceptor Wing will remain at Kirtland AFB. One squadron of 325th Fighter - All Weather Wing will remain at Moses Lake AFB. 1st Fighter - Interceptor Wing will be assigned to the Continental Air Command.

Assigned Air Bases

Moses Lake AFB, Wash.
McChord AFB, Wash.
Victorville AFB, Calif.
Hamilton AFB, Calif.

REMARKS:

Western Air Defense Force will also be responsible for installations at all radar sites and air defense control centers in its area.

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TACTICAL AIR COMMAND - APPENDIX 3

Assigned Units		Location
Ninth Tactical Air Force	-	Pope AFB
20th Fighter - Bomber Wing	-	Shaw AFB
31st Fighter - Bomber Wing	-	Turner AFB
* 62d Troop Carrier Group	-	Kelly AFB
7th and 8th Troop Carrier Squadrons	-	Kelly AFB
4th Troop Carrier Squadron	-	McChord AFB
316th Troop Carrier Group	-	Sewart AFB
314th Troop Carrier Wing	-	Sewart AFB
2601st Assault Squadron	-	Sewart AFB
363d Tactical Reconnaissance Group (with 1 squadron)	-	Langley AFB
161st Tactical Reconnaissance Squadron	-	Shaw AFB
84th and 85th Bombardment Squadrons (L)	-	Langley AFB
1st Liaison Flight	-	Biggs AFB
2d Liaison Flight	-	Langley AFB
3d Liaison Flight	-	Lawson AFB
4th and 5th Liaison Flights	-	Pope AFB
1st Shoran Beacon Unit	-	Langley AFB
4410th Bomb Disposal Unit (Separate)	-	Pope AFB
803d Eng Aviation Bn (Separate)	-	McChord AFB
5th Radar Calibration Unit (Separate)	-	Pope AFB
363d Recon Tech Squadron (Separate)	-	Langley AFB
4408th Air Base Squadron	-	Lawson AFB
2581st Air Base Squadron (Bombing and Gunnery Range)	-	Eglin #2
1st Tow Target Squadron (Separate)	-	Biggs AFB

* Planned movement of 62d Troop Carrier Group from McChord AFB to Kelly AFB where it will be on a tenant status.

Assigned Air Bases

Sewart AFB
Shaw AFB
Turner AFB
Lawson AFB (4408th Air Base Squadron)

REMARKS:

None

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App 3

NINTH TACTICAL AIR FORCE - APPENDIX 4

Assigned Units		Location
502d Tactical Control Group	-	Pope AFB
30th Motor Transport Squadron (Separate)	-	Shaw AFB
2d Radio Relay Squadron (Separate)	-	Pope AFB
934th Signal Bn (Separate)	-	Pope AFB
2600th Air Base Squadron	-	Pope AFB

Assigned Air Bases

Pope AFB (2600th Air Base Squadron)

REMARKS:

None

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FIRST AIR FORCE - APPENDIX 5

AFRTCs		Location
2230th	-	Floyd Bennett NAS, N. Y.
2233d	-	Mitchel AFB, N. Y.
2234th	-	Hanscomb Municipal Airport, Mass.
2236th	-	Godman AFB, Ky.
2237th	-	Newcastle County Apt, Dela.
2239th	-	Greater Pittsburgh Municipal Apt, Pa.
2240th	-	Cleveland Municipal Apt, O.

Assigned Air Bases

Mitchel AFB, N. Y. (2500th Air Base Group)
Godman AFB, Ky.
Dow AFB, Me. (Inactive)
Grenier AFB, N. H. (Inactive)
Slocum AFB, N. Y. (Inactive)
Dover AFB, Dela. (Inactive)
Lockbourne AFB, O. (Inactive)

Miscellaneous

41 AROTC units
183 ANG units at 42 locations
278 VART units (19707 Off and 4062 AM)
94542 Officer Reserve Records
43917 AM Reserve Records

App 5

REMARKS:

None

Hq, ConAC - 20 April 50

FOURTH AIR FORCE - APPENDIX 6

AFRTCs		Location
2343d	-	Portland Municipal Apt, Ore.
2346th	-	Hamilton AFB, Calif.
2347th	-	Long Beach Municipal Apt, Calif.

Assigned Air Bases

None

Miscellaneous

19 AFROTC units
81 ANG units at 19 locations
321 VART units (12226 Off and 1341 AM)
41500 Officer Reserve Records
19657 AM Reserve Records

REMARKS:

None

App
6

Hq, ConAC - 20 April 50

TENTH AIR FORCE - APPENDIX 7

AFRTCs		Location
2242d	-	Selfridge AFB, Mich.
2465th	-	Wold-Chamberlain Municipal Apt, Minn.
2466th	-	Atterbury AFB, Ind.
2469th	-	Scott AFB, Ill.
2471st	-	O'Hare International Apt, Ill.
2472d	-	Olathe NAS, Kans.
2473d	-	Offutt AFB, Nebr.

Assigned Air Bases

Atterbury AFB
Sherman AFB (4405th Air Base Sq)
Marshall AFB (4406th Air Base Sq) (AF moving out by 16 June 50)

Miscellaneous

33	AROTC units
140	ANG units at 30 locations
369	VART units (14249 Off and 2709 AM)
59824	Officer Reserve Records
55612	AM Reserve Records

REMARKS:

None

App 7

Hq, ConAC - 20 April 50

FOURTEENTH AIR FORCE - APPENDIX 8

AFRTCs		Location
2596th	-	Hensley NAS, Tex.
2592d	-	Tinker AFB, Okla.
2584th	-	Memphis Municipal Apt, Tenn.
2585th	-	Miami International Apt, Fla.
2587th	-	Birmingham Municipal Apt, Ala.
2589th	-	Dobbins AFB, Ga.

Assigned Air Bases

Dobbins AFB, Ga.
Greenville AFB, S. C. (Inactive)
Moody AFB, Ga. (Inactive)
Orlando AFB, Fla. (Inactive)

Miscellaneous

34	AROTC units
112	ANG units at 20 locations
406	VART units (7069 Off and 1355 AM)
49828	Officer Reserve Records
37912	AM Reserve Records

REMARKS:

None

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Hqs ConAC
Subject: Long Range Planning in Headquarters Continental Air Command

CG 1st Ind

HEADQUARTERS TWELFTH AIR FORCE, Brooks Air Force Base, Texas APR 27 1950

TO: Commanding General, Continental Air Command, Mitchel Air Force Base, New York

1. In accordance with Paragraph 7, basic letter, the proposed plan and alternate plan for reorganization of Continental Air Command have been studied and the following comments and observations are submitted as being applicable to both plans. All comments are based on an assumption that the current international situation does not deteriorate further.

2. Both plans visualize increased emphasis in specialization of functions within each command. It is concurred in that specialization will result in increased proficiency in the specialized field, but specialization in each field will normally result in a requirement for more personnel for the total, if a similar degree of proficiency is to be maintained. The plans under consideration further envisage an overall reduction of personnel, rather than an increase. As a result, this headquarters cannot help but feel that the proposed plan will increase proficiency of air defense matters, at the expense of the Reserve Program, and in direct proportion thereto.

3. Although the two Air Defense Forces, TAC and TAF are presently in existence, the proposed plan envisages expanding these headquarters approximately four-fold in strength (excepting TAC which would be doubled). The two Air Defense Force Headquarters and TAC are to become administrative. Considering the increased responsibilities of these headquarters, it would appear that for practical purposes, the plan actually requires one additional headquarters over and above the present structure. Experienced officers are already spread too thin, due to the requirements of the many headquarters. The assignment of administrative functions and responsibilities to the two Air Defense Headquarters and TAC Headquarters will be a further drain on the already sorely depleted reservoir of experienced officers. It is believed that the additional requirement for experienced personnel will be greater than the savings of the same type personnel to be gained by closing two numbered Air Force Headquarters. Admittedly, this is a debatable question, however, this headquarters offers it for consideration.

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4. There will be duplication of supply, maintenance, operational and personnel functions by the numbered Air Forces, the Air Defense Forces and TAC. The workload in administration of civilian component matters will not decrease proportionately with the requirements of these latter commands.

5. The geographical areas of the commands will be larger than can be administered most efficiently. In the case of the numbered Air Forces, all geographical areas will not correspond with those of the Army and Navy. Two of the Air Force Headquarters will each be required to coordinate matters of mutual interest with not one but two Army and two Navy Area Commanders. This is a minor point, and in itself is not considered of sufficient importance to be a bar to adoption of either plan.

6. Considering the numbered Air Forces, personnel assigned thereto will be limited to duty with civilian components. This will greatly increase the number presently having such limitations. It is felt that individuals will suffer from lack of contact with Regular units, and a morale problem will ensue. It is believed many of the best officers, those who have their careers at heart, will attempt to avoid this duty, thereby lowering the quality of USAF administration of civilian component matters. This relatively important field of Air Force responsibility already suffers in comparison with the Army and Navy, both in the quality, quantity, and rank of officers assigned. Any appreciable reduction of emphasis in this area will also probably draw unfavorable political reactions.

7. At the present time, even with the dual responsibility for administering Regular and Reserve Force units, Continental Air Command and the numbered Air Forces have a low priority in personnel and other resources. It is realistic to expect that with increased emphasis on air defense matters, and the Regular units transferred from their jurisdiction, the numbered Air Forces will receive even lower priority.

8. The phasing of the proposed reorganization appears satisfactory except for the questionable ability of the First and Fourteenth Air Forces to take over the areas administered by the Ninth and Twelfth Air Forces, without additional personnel or without reducing supervision of civilian component matters to an unsatisfactory level. With particular reference to this area, if the Fourteenth Air Force is manned according to the reduced authorizations, as proposed in Annex III, a deterioration in administration of the Reserve program appears unavoidable. This belief is more or less substantiated by the fact that prior to the assignment of this area to the Twelfth Air Force, from June 1948 until January 1949, the Fourteenth Air Force was charged with

Subject: Long Range Planning in Headquarters Continental Air Command

the responsibility for both areas. According to many reports I have received both from Reserve Force personnel and from my own officers who were formerly assigned to the Fourteenth Air Force, and others who were in the Twelfth Air Force when it took over from the Fourteenth, the situation was far from good. This is not a reflection against the Fourteenth Air Force, other than to bring out the fact that that Air Force was faced with a most difficult task.

9. The Fourteenth Air Force found it advisable, even with a greatly augmented headquarters personnel authorization, to have a Liaison Detachment consisting of seven officers, five airmen, and five civilians stationed at Fort Sam Houston, to work with the Fourth Army and to handle certain Air Force matters in the present Twelfth Air Force area. I do not concur in the wisdom of this decentralized segment of the Fourteenth Headquarters, but mention it to illustrate the difficulty the Fourteenth actually experienced in attempting to administer so large an area.

10. If the reorganization plan is implemented, it is recommended that consideration be given to locating the one Air Force Headquarters in the San Antonio area, rather than at Robins Air Force Base. San Antonio is as well located geographically, housing conditions should be better, and the Air Force Headquarters will be immediately adjacent to one of the two Army Headquarters.

11. The proposed manning for the numbered Air Forces is not considered adequate, if it is desired to continue the present degree of supervision and control over civilian component matters. Proposed manning for the Fourteenth Air Force to administer both areas is less than the current Twelfth Air Force authorization, and is considered inadequate to properly discharge the proposed functions of the larger area. Staff visits, inspections and other contacts with civilian components will have to be curtailed. Non-productive hours spent in traveling greater distances will be increased. While information is not available to permit detailed calculations of the personnel requirements of the entire proposed Fourteenth Air Force area, any reduction in their current authorization would appear questionable. In this connection, based upon the workload of this headquarters and pertaining only to the present Twelfth Air Force area, studies indicate that effort has been expended as follows:

	Percentage of Effort Expended					
	AG	IG	DP	DO	DM	COMPR
a. Regular units recently lost or to be lost under the proposed plan:	25%	27%	30%	30%	37%	45%
b. Civilian Components, AFRTCs, ARCTC, Hosp Sqdns, etc:	75%	73%	70%	70%	63%	55%

1st Ind (Cont'd)

Subject: Long Range Planning in Headquarters Continental Air Command

The Regular Units referred to above include the 81st Fighter Wing, the 2602nd Tow Target Squadron, the 2595th Air Base Group (Brooks AFB), the 40th Communications Squadron, the 579th Air Force Band, and the 2594th AFORD.

12. From the above figures it is estimated that were the Twelfth Air Force to be relieved of the responsibility for administering and supporting the units listed under "a" above, the overall workload would be reduced approximately 30-35%. In other words, in taking over the Twelfth Air Force area in accordance with the proposed plan, the Fourteenth Air Force will assume 65-70% of the normal workload and responsibilities of the Twelfth Air Force. If the present workload of the Fourteenth Air Force approximates that of the Twelfth Air Force and if effort has been expended by the Fourteenth Air Force as indicated for the Twelfth Air Force in the chart above, the Fourteenth Air Force will be relieved of 30-35% of their responsibilities while taking on the 65-70% of the Twelfth Air Force. This indicates a considerable increase in workload with a decrease of 30% in current authorized manning strength. It is most difficult to visualize the increased efficiency resulting from specialization, which will be sufficient to allow for such an increase in workload with a simultaneous and sizable reduction in personnel authorization.

13. In summary, this headquarters is of the opinion that the proposed plan will accomplish the desired result of placing more emphasis on Air Defense matters, but at the same time it possesses disadvantages which will adversely affect the Reserve Program. A preferable solution would be to retain the present responsibilities and boundaries of the numbered Air Forces and to increase their capabilities to permit the desired emphasis on Air Defense matters. Even though neither an increase in Continental Air Command's capabilities, nor a decrease in their current miscellaneous distracting functions may be feasible, the desirability of a change in the present set-up still appears to be questionable, since from this level it appears the most equitable allocation of available strength to existing responsibilities has already been made.

Alden R. Crawford

ALDEN R. CRAWFORD
Major General, USAF
Commanding

Incl w/d

SUMMARY OF COMMANDERS' REMARKS ON THE PROPOSED INTERNAL REORGANIZATION OF THE CONTINENTAL AIR COMMAND

First Air Force

1. Concur in proposed organization.
2. State plan does not establish responsibility for corollary program.
3. Alternate plan no problem.

Fourth Air Force

1. Manning of Fourth is adequate.
2. Don't like TAC as personnel command.
3. Think a Ninth TAF is sufficient and that no TAC is needed if mobilization mission is left in ConAC Hq.

Ninth Air Force

1. Want two major commands - ConAC and Continental Combat Command.
2. Primary proposal is concurred in.
3. Believe manning of First and Ninth should be 130 officers, 470 airmen and 145 civilians.

Tenth Air Force

1. Reorganization is necessary.
2. Prefer six numbered air forces.
3. Separate TAC.
4. ConAC to have Air Defense and Civilian Components.
5. Proposed manning believed inadequate.

Twelfth Air Force

1. Don't like the proposed reorganization.
2. State reorganization will be bad on morale of officers assigned to Air Forces.
3. Don't like TAC as personnel command.
4. Prefer Brooks AFB as site for Twelfth-Fourteenth Hqs.
5. Proposed manning believed inadequate.
6. Think present organization is preferable.

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Fourteenth Air Force

1. Recommended 116 officers adequate.
2. Need 450 airmen - not 370.

Eastern Air Defense Force

1. Reorganization and manning okay but have better solution.
2. Reactivate ADC - abolish Air Defense Forces.
3. Designate Air Force Commanders as Air Defense Region Commanders - the headquarters to be divided in two parts (1) present Air Forces and (2) Air Defense regions, both under one commander.

Western Air Defense Force

1. Concur in reorganization.
2. Manning appears adequate.
3. Hamilton preferred to Sacramento for Headquarters, WADF.

Tactical Air Force

1. Don't like operational TAF.
2. Want Ninth TAF to have assigned:
   Pope AFB
   TAC Control Gp
   Signal Bn
   Radio Relay Sq
   Calibration Unit
   4th and 5th Liaison Flights
   Bomb Disposal Unit
   Motor Transp Sq

Tactical Air Command

1. Organization basically sound.
2. Don't like idea of TAC being Personnel Command - Annex 2.
3. Believe personnel authorizations inadequate want:

TAC	171	O	294	AM	110	Civ
TAF	101	O	196	AM	43	Civ

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Auth: C G Tenth AF
27 April 1950
H.O.A.

HEADQUARTERS TENTH AIR FORCE
SELFRIDGE AIR FORCE BASE, MICHIGAN

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OFFICE OF THE COMMANDING GENERAL

27 APR 1950

SUBJECT: Long Range Planning in Headquarters Continental Air Command

TO: Commanding General
Continental Air Command
Mitchel Air Force Base
New York

1. Reference letter Headquarters Continental Air Command 6 April 1950, subject: "Long Range Planning in Headquarters Continental Air Command" and attached staff study "Proposed Internal Reorganization of the Continental Air Command." The comments requested by paragraph 7 of referenced letter are furnished below.

2. This headquarters concurs in the necessity of a functional division of ConAC missions and in the concept of a reassignment of missions to functional commands, each being administratively and logistically independent.

3. The ConAC plan to accomplish this objective by an internal reorganization into functional subordinate commands is concurred in except as follows:

a. Capability of Tenth Air Force.

(1) Relief from responsibility for administration, training and support of regular AF units, will reduce the work load applicable to one fighter wing base (Selfridge), one air division, one AC&W group. The total work load reduction is considered disproportionate to the reduction in personnel amounting to 16% officers and 16% airmen and 30% civilians. Current planning indicates increased responsibility will be assigned in the nature of flying training at ROTC units, security of military information at specified industrial installations, internal security in emergencies for similar installations. The development of the civilian components programs,

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ANG, AIR RES & VAR is progressively increasing work loads in these missions. It is estimated that, the proposed reduction in personnel without corresponding reduction in work load will appreciably lower Tenth Air Force efficiency.

b. Division of Areas.

(1) The retention of six air force areas coinciding with the six army areas and certain naval districts, is considered highly desirable to facilitate the coordination of the three services on mutual problems of domestic emergency, recruiting, etc. and in time of emergency or war, the problems of mobilization. While the plan proposes a reduction to four air force areas (and five in the alternate plan) it is noted that the areas remain co-terminal. This is a minimum acceptable solution but is expected to amplify, particularly in an emergency, the problems of coordination, where one air force area commander must cooperate with two army areas and several naval districts.

(2) It is suggested that the areas of air defense forces and air divisions (DEF) may be aligned to conform to boundaries of air force areas and facilitate coordination of air force affairs by ConAC Air Forces.

c. It is concluded that, without lowering the effeciency of the ConAC air forces and without increasing coordination problems, personnel are not available for the manning of TAC and the Air Defense Forces as administratively and logistically independent commands.

4. It is recommended that the following proposal be considered:

a. TAC organizational structure and responsibility.

(1) The importance of TAC responsibility is believed to warrant a separate command directly under Headquarters USAF, and that personnel requirements be furnished by sources outside ConAC.

b. If the reorganization must be accomplished within ConAC with present personnel, that TAC be organized as an administrative and

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SUBJECT: Long Range Planning in Headquarters Continental Air Command

logistic independent subordinate command and that the Air Defense Forces remain operational and their units receive administrative and logistic support from the ConAC air forces as heretofore.

Paul L. Williams
PAUL L. WILLIAMS
Major General, USAF
Commanding

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(Hq ConAC, 6 Apr 50) 1st Ind
Subj: Long Range Planning in Hq ConAC

2 MAY 1950

HEADQUARTERS, FIRST AIR FORCE, Mitchel Air Force Base, New York, 2 May 1950.

TO: Commanding General, Continental Air Command, Mitchel Air Force Base, New York.

1. Reference is made to secret message, this headquarters, AF1AFCG 110, 21 April 1950.

2. Study of the reorganization proposal brings out certain points which appear worthy of consideration prior to implementation.

a. Although the numbers of personnel authorized by the attached tables is probably adequate for the missions of the various headquarters, it is believed that the shortage of well qualified, key staff officers will become even more critical. Undoubtedly, many of the key officers to build up the staffs of the Air Defense Forces will have to come from the numbered Air Forces headquarters. It is anticipated that loss of a tactical mission and loss of the tactical units will detract somewhat from the prestige of the numbered Air Forces.

b. It is assumed that the corollary program for the tactical units being assigned to the Air Defense Forces will be continued. Although this program costs the parent unit considerably more effort than was originally anticipated, it is believed to be of sufficient value and importance to warrant its continuance. Considerable damage would be done to the Reserve Program if the Corollary Units were eliminated at this time.

3. This headquarters desires to re-emphasize the necessity for transferring all key military and civilian personnel presently administering the Reserve Forces Program in Ninth Air Force to Headquarters, First Air Force if the proposed reorganization is implemented. If this action is taken and key personnel presently assigned to this headquarters are not withdrawn, Headquarters, First Air Force will be able to effectively administer all units and personnel scheduled for assignment under the proposed reorganization.

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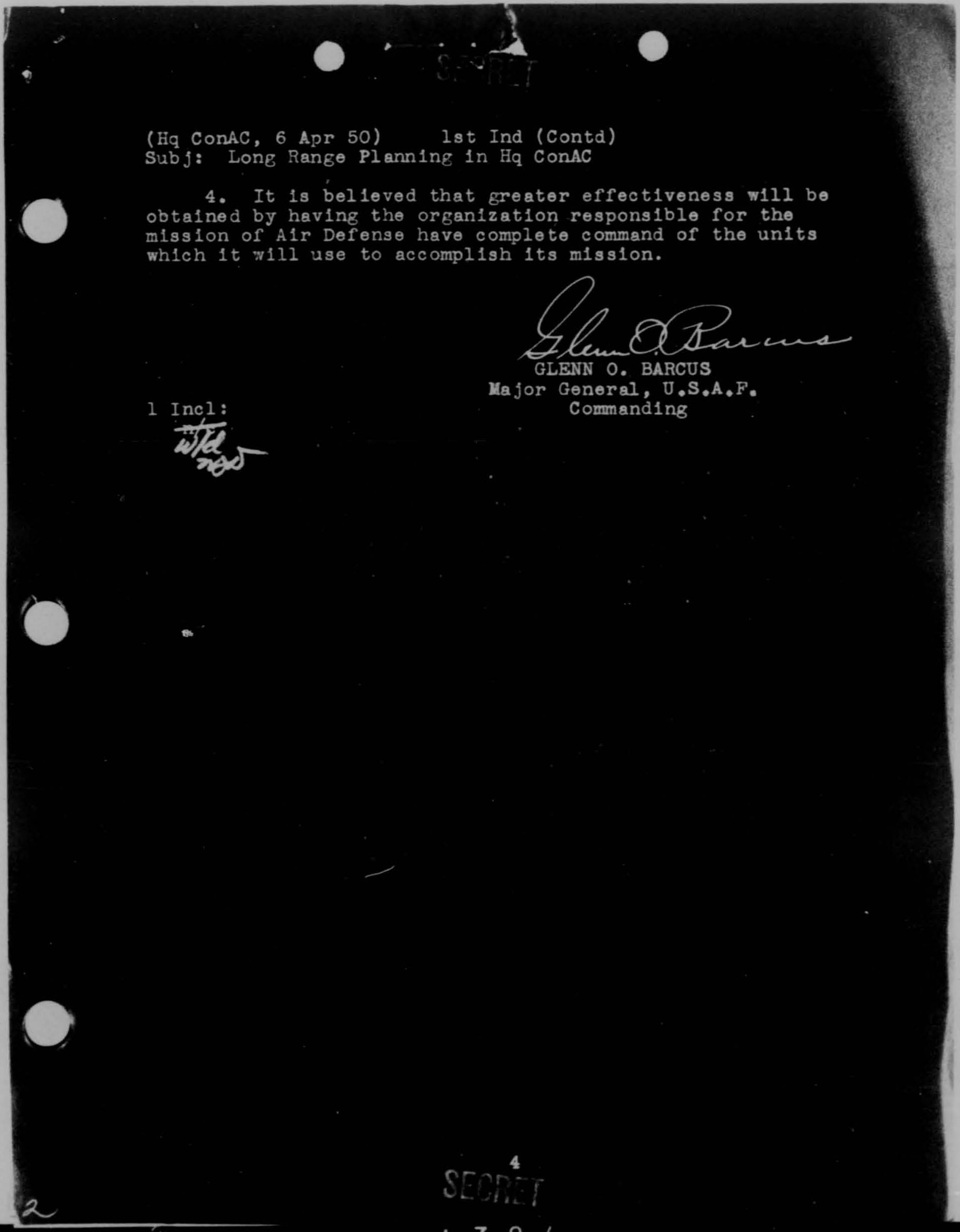

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(Hq ConAC, 6 Apr 50) 1st Ind (Contd)
Subj: Long Range Planning in Hq ConAC

4. It is believed that greater effectiveness will be obtained by having the organization responsible for the mission of Air Defense have complete command of the units which it will use to accomplish its mission.

Glenn O. Barcus
GLENN O. BARCUS
Major General, U.S.A.F.
Commanding

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Hq Continental Air Command, Mitchel AF Base, N. Y.
6 April 1950

Subject: Long Range Planning in Headquarters Continental Air Command

DP 381 1st Ind

Hq Tactical Air Command, Langley AF Base, Virginia MAY 1 1950

TO: Commanding General, Continental Air Command, Mitchel AF Base, N. Y.

1. In compliance with Paragraph 7, basic communication, the following comments are submitted:

a. The proposal as outlined in the basic study and depicted in organizational chart Annex 1 is generally concurred in. It is considered essential that a Tactical Air organization be effected without delay capable of adequately performing its peace-time responsibilities, and also, capable of discharging its primary mission in the event of hostilities. This organization must possess the inherent flexibility required for both instant deployment, and concurrently, the necessary means to form additional forces for subsequent deployment. It is considered necessary that the Headquarters Tactical Air Command and the Headquarters Tactical Air Force (Reduced) be organized to encompass operational and administrative functions to fulfill the aforementioned requisites. It is considered necessary that certain ancillary units located in the proximity of Pope Air Force Base be assigned to Headquarters Tactical Air Force (Reduced). This would permit a continuing degree of logistical and administrative proficiency to ensure an orderly and rapid expansion in the event of an emergency.

3 Reorganizatn of ConAC
2 Tray

b. That portion of the basic proposal wherein Tactical Air Command would perform the additional responsibilities of an "Air Personnel Command" as depicted in organizational chart Annex 2 is not concurred in. These responsibilities presently administered by Headquarters Continental Air Command should remain with that headquarters. To combine "Air Personnel" and "Tactical Air" functions would not appear practical and would be prejudicial to the accomplishment of the requisites delineated in 1 a, above.

c. The proposed personnel authorizations listed in Annex 3 as pertains to the Tactical Air Command and Tactical Air Force are considered inadequate. Based on a study of the mission of Tactical Air Command and Tactical Air Force as outlined in ConAC Regulations 26-1 and 26-2 and based on the premise of a fully constituted Headquarters Tactical Air Command and a Headquarters Tactical Air Force (Reduced), the following is a minimum of personnel required to satisfactorily discharge the assigned responsibilities:

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Hq Continental Air Command, Mitchel AF Base, N. Y.
1st Ind 6 April 1950
Subject: Long Range Planning in Headquarters Continental Air Command

(1) Headquarters Tactical Air Command:

Officers	171
Airmen	294
Civilians	110

(2) Headquarters Ninth Tactical Air Force (Reduced):

Officers	101
Airmen	196
Civilians	43

d. Reference the proposed assignment of air bases and units as listed in Appendices 1 and 3 to Annex 4, it is considered desirable that Langley Air Force Base be assigned to the Tactical Air Command. Under the proposal, the tactical units allocated to the Tactical Air Command with location at Langley Air Force Base are presently dependent upon the Fourth Fighter Interceptor Wing for their support and would continue to be dependent upon that unit in the organization as presently proposed. This arrangement would undoubtedly provoke a multiplicity of problems with the Fourth Fighter Interceptor Wing assigned to the Eastern Air Defense Force, and the 363d Tactical Reconnaissance Group and the two (2) light bomb squadrons assigned to the Tactical Air Command. Whereas an air defense unit is for the most part a static organization, tactical air units must be capable of deployment to the field during exercises and maneuvers and must be supported under those conditions. It would appear practical to either reactivate the 363d Tactical Reconnaissance Wing or the 47th Light Bomb Wing, and attach the Fourth Fighter Interceptor Group for its static support.

e. The alternate plan to the staff study as outlined in Annex 5 is not concurred in. This plan would appear uneconomical in that larger numbers of personnel would be required to form the additional headquarters. Furthermore, the historical precedent established by the Ninth Air Force in World War II dictates the perpetuation of that designation.

2. In view of the comments and discussion in 1 above, certain specific recommendations are contained in Inclosure No. 2 and submitted for your consideration.

FOR THE COMMANDING GENERAL:

Robert H. Clark
ROBERT H. CLARK
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[illegible]

2 Incls
1. n/c
Added 1 Incl
2. Proposed Reorganization

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HEADQUARTERS
TACTICAL AIR FORCE (PROVISIONAL)
Camp Mackall, North Carolina

WRW/grj

TAF CG

28 APR 1950

SUBJECT: Long Range Planning in Hq ConAC

TO: Commanding General
Continental Air Command
Mitchel Air Force Base
New York

1. The comments of this headquarters on the proposed internal reorganization of the Continental Air Command will be limited to those aspects relating to the proposals directly affecting the Tactical Air Force and its relationship with other components of the Continental Air Command.

2. Section I, Paragraph 2c, Letter, your headquarters, subject as above, dated 6 April 1950, states that "the Tactical Air Force will act as an operational headquarters during time of peace. This headquarters will be capable of rapid expansion into a completely administrative and operational headquarters, with its own assigned units, in time of war."

3. Comments:

a. The Tactical Air Force (Provisional) is the only USAF headquarters in being, or planned, to have the capability of rapidly moving out to form the operating nucleus of a Theater Air Task Force Headquarters, in time of war.

b. In order to perform this function the Tactical Air Force should be so organized, manned and equipped as to be able to move in a matter of hours. (Hq V Corps, the corresponding Army Field Force unit is presently fully manned and equipped and capable of moving on 48 hours notice.) In order for the Tactical Air Force Headquarters to be set up on a comparable basis it would absolutely require that the headquarters have all administrative as well as operational staff functions, in being, and functioning. It is definitely unrealistic to suppose that a purely operational headquarters can be manned and organized on a functional administrative basis by M Day assignees and be capable of moving into a theater in less than a matter of weeks or perhaps months.

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c. I conclude therefore; that in order for the Tactical Air Force to perform this one mission alone, it will require that it have at least minimum administrative functions, in being.

4. The Tactical Air Force also has the mission of conducting exercises and maneuvers during time of peace. Experience gained on exercises and maneuvers conducted during the past year has proven conclusively that the present system of augmentation combined with having administrative and logistical (Materiel) functions furnished by the regional Air Force is costly, inefficient, undependable and unwieldy. Sound operational plans cannot be developed by independent agencies located hundreds of miles away from each other, no matter how earnestly each agency is trying to do a good job.

5. The "Augmentation" system cannot be justified on any single known point.

a. It is excessively costly in dollars. (Per Diem, travel expenses, etc.)

b. It is wasteful of manpower. (Augmentation personnel for the next exercise must frequently be taken from regular assignments long before augmentation people on the current exercise can be released.)

c. It is a reckless waste of training. Experience gained by augmentation personnel is immediately lost to this headquarters, and a new group must be indoctrinated and, if possible, trained whose experience will in turn be lost before the next maneuver.

d. It is wasteful of talent and ability. Augmentation personnel will not exert their best efforts and full capabilities on a temporary duty basis.

e. It is destructive of morale. Temporary duty personnel resent being away from their home stations for lengthy periods, serving a unit in which they are not vitally interested and at the same time losing out on opportunities for self-advancement at their home stations or permanent commands.

f. I conclude therefore that both principal missions of the Tactical Air Force require that this headquarters be organized and manned to carry on both administrative and operational functions.

6. Provided the Tactical Air Force is organized on a fully administrative and operational basis, it would then be in a position to have

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directly assigned to it, those units which are now permanently under its operational control and any others which any conceivable circumstances might require. It is believed that this arrangement would substantially increase the operational efficiency of these units, namely the 502d Tactical Control Group and the 934th Signal Battalion.

7. Recommendations:

a. That the Ninth Tactical Air Force be organized on a fully administrative as well as operational basis.

b. That the following units and activities be permanently assigned to the Ninth Tactical Air Force:

(1) Pope Air Force Base, North Carolina

(2) 502d Tactical Control Group

(3) 934th Signal Battalion (Separate)

(4) 2d Radio Relay Squadron (Separate)

(5) 5th Radar Calibration Unit (Separate)

(6) 4th and 5th Liaison Flights

(7) 4410th Bomb Disposal Unit (Separate)

(8) 30th Motor Transport Squadron

W. R. Wolfinbarger
W. R. WOLFINBARGER
Brig. Gen., USAF
Commanding

Info cy:
CG, TAC

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DEPARTMENT OF THE AIR FORCE
Office of the Chief of Staff
United States Air Force
Washington, D. C.

23 May 1950

AFCPO 323.3

SUBJECT: Proposed Internal Reorganization of Continental Air Command.

TO : Commanding General
Continental Air Command
Mitchel Air Force Base, New York

1. Your "Proposed Internal Reorganization of Continental Air Command", dated 20 April 1950 is approved, except that potion of Section V, TACTICAL AIR COMMAND which envisages that the Tactical Air Command will be prepared, in the event of war or national emergency, to assume USAF mobilization as a primary mission, and to later become an Air Personnel Command.

2. Subject to this modification you are authorized to proceed immediately with your proposed internal reorganization.

/s/Lauris Norstad
/t/LAURIS NORSTAD
Lieutenant General, USAF
Acting Vice Chief of Staff

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FILE:

SUBJECT: ConAC Reorganization

HEADQUARTERS
CONTINENTAL AIR COMMAND
INTEROFFICE ROUTING SLIP

C O P Y
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NO	DATE	FROM	TO	Number and date each entry - show date of dispatch. Show staff division or office in FROM-TO columns. Sign each entry legibly - show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
1	22 May	DO	DP DM PO&R O&T Comm	1. Confirming verbal directive this date, it is desired that you review the following proposed time-phasing of the reorganization. This proposal will be finalised at a meeting at the Vice Commander's Office, 1600 hours, 23 May. The proposed phasing is as follows: a. By 1 July inactivate the Twelfth Air Force Headquarters and reassign to the Fourteenth Air Force the units and responsibilities of the Twelfth Air Force. b. By 1 August, TACHeadquarters is manned and the appropriate tactical units reassigned to it from Fourteenth, Fourth and Ninth Air Forces. Ninth TAF Headquarters is brought to strength. Headquarters WADF is brought to strength and Headquarters Fourth Air Force is reduced to its new strength. Fourth Air Force tactical unitsare reassigned to WADF. Responsibilities of the Ninth Air Force are reassigned to First Air Force. c. By 1 September, EADF is brought to strength and the appropriate tactical unitsof the First and Tenth Air Forces are reassigned to it. HeadquartersFirst Air Force reachesits new strength. /s/GSB /t/GEORGE S. BROWN Colonel, USAF Executive - DO - 1239

HQ ConAC FORM 1-1
22 April 1950

Do not detach from correspondence

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L-50-391

DIRECTORATE OF BUDGET
REPORT OF HISTORICAL DATA FOR THE PERIOD 1 JULY - 30 SEPTEMBER 1950

Reorganization within Continental Air Command. The first of these forseeable abnormalities was the impending reorganization within Continental Air Command. Basically this reorganization called for the division of the assigned missions, tasks and functions of Continental Air Command among four air forces, Eastern Air Defense Force, Western Air Defense Force and Tactical Air Command, The reorganization of this command was scheduled to commence 1 July and be completed by 1 September. In itself such far reaching change in organization would create just the sort of confusion in funds management which the Budget Directorate was trying to avoid. A plan for distribution of budget authorizations and funds was therefore prepared and submitted to the Vice Commander for his approval. The basic concept of this plan was to make distribution of budget authorizations and funds on the theoretical basis that the effective date of the reorganization was 1 July rather than being phased over a period of two months. Upon receipt of the Vice Commander's approval, letters were dispatched to all Continental Air Command Major Subordinate Commands, Bud 121.2, "Funding for Fiscal Year 1951", 26 June 1950, explaining that fiscal year 1951 funds would be distributed "labeled" in accordance with the ventual organization of Continental Air Command. Where the subordinate commands were in no position to assume the fiscal burden at this premature date, the budget and fiscal responsibilities were tentatively assigned to one of the already existing air forces. However, it was directed that the fiscal records be established and maintained in the name of the eventual subordinate command having responsibility. In this manner, it was made possible to make a simple physical transfer of an already existing set of records at such time as the organization was sufficiently staffed to accomplish their assigned mission. Attached as Exhibit "A" is copy of letter to CG, WADF, Bud 121.2, "Funding for Fiscal Year 1951", 26 June 1950, which is representative of the letters dispatched to all Continental Air Command major subordinate commands on this subject. Thus was the reorganization of Continental Air Command assimilated with a minimum of confusion and dislocation.

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HEADQUARTERS TACTICAL AIR COMMAND
Langley Air Force Base
Virginia

In Reply
Refer To

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Authority of
the Commanding General
Tactical Air Command
1 JUN 1950
Date
Initials

SUBJECT: Internal Organization of Continental Air Command 1 JUN 1950

TO: Commanding General
Continental Air Command
Mitchel Air Force Base, New York

1. In compliance with letter, subject as above, your headquarters, dated 18 May 1950, submitted herewith is the recommended Table of Distribution for Headquarters, Tactical Air Command. The Table of Distribution for Headquarters, Ninth Tactical Air Force will be submitted by separate letter at a later date.

2. The personnel allocations, military and civilian, established in Inclosure #1 to above referenced letter, are considered adequate with the exception of the officer authorization for Headquarters, Tactical Air Command, and the airmen authorization for Headquarters, Ninth Tactical Air Force. The officer strength proposed for Headquarters Tactical Air Command, see Inclosure #1, 169 as opposed to 150 authorized by your headquarters, is considered the minimum essential requirement.

3. The requirement for 169 officers, with ranks as shown, was determined from a thorough study and analysis of the mission and responsibilities, present and projected, of this command. The officer requirements recommended by this headquarters in comparison with the current authorization and the authorization proposed by your headquarters are shown on attached chart, see Inclosure #2. In consideration of the acknowledged requirement for the ranks presently authorized this headquarters to perform the mission assigned, as Deputy for Tactical Air Operations, the proposed increase to accomplish the additional tasks resulting from this reorganization is considered reasonable and valid. The factors considered by this headquarters in arriving at the officer requirement are briefly outlined as follows:

a. The primary mission of the Tactical Air Command is and will be the planning and execution of tactical air operations in concert with specified agencies of the Department of the Army. This necessitates lateral coordination and cooperation with such Army Headquarters as Army

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Field Forces, V Corps and various numbered armies. A similar situation exists with respect to this headquarters' relationship with Naval organizations. It is believed that such a responsibility dictates the valid requirement for the assignment of senior Air Force officers in order to "Support the Army more effectively and to do a better job than has been accomplished in the past," as stated by the Chief of Staff, United States Air Force, in a recent statement concerning this proposed reorganization. An additional requirement for senior officers is the multitude of special assignments such as liaison representation on Joint Staffs, both United States and foreign forces, 689 Boards, Ad Hoc Committees, steering committees and similar functions requiring experienced senior officers to maintain the prestige of the United States Air Force and to obtain the maximum results from Joint Tactical Operations.

b. Recent statements by the Secretary of the Air Force and the Chief of Staff, United States Air Force, on the reorganization of Continental Air Command to improve its ability to support the Army in their operations has resulted in an increased interest by officers of the Ground Forces in what the actual reorganization will be. Army personnel have expressed a belief that the Air Force has not in the past placed personnel either in sufficient numbers or adequate in rank and experience in the positions required for proper coordination and cooperation with the Army. This attitude has resulted in an increased tempo of activities on the part of Army personnel to influence development of Air Force techniques, tactics, equipment and doctrine. This attitude is alarming and could conceivably affect adversely the efficiency of the tactical air operations system as well as the fine relationship now existent. In order to keep pace with this increased activity, it is necessary to make certain that the confidence of the Army is restored in the ability and desire of the Air Force itself to improve the capabilities of tactical air operations. This will take a reasonable number of ranking personnel with general and technical experience.

c. The additional number of officers recommended for Headquarters Tactical Air Command is considered the acceptable minimum to provide an adequate staff to accomplish the tasks assigned. The temporary duty and special duty requirements imposed on this headquarters, plus normal absences due to sickness, school, and leave, have resulted in 60.4% officer effectiveness during the past six months. In addition to these requirements, which will remain constant, the additional requirement for staff supervision and staff visits over a wide geographical area will be imposed upon the Tactical Air Command staff as a result of this reorganization.

Hq, Tactical Air Command, Langley AF Base, Va.

Subject: Internal Organization of Continental Air Command

3. It is recommended that the personnel requirements, as established in attached Table of Distribution, be approved for Headquarters Tactical Air Command.

4. It is further recommended that Langley Air Force Base be assigned to the command of the Commanding General, Tactical Air Command. The projected assignment of Langley Air Force Base to another command and the physical location of Headquarters Tactical Air Command at Langley is not considered the optimum in command relationship. The assignment of Langley Air Force Base to the Commanding General, Tactical Air Command would provide commanders concerned with clear cut channels of control. It would provide for efficient direction of unit and station effort, simplify communications channels, and engender higher morale in operating units. In short, it would directly contribute to the attainment of the desired degree of tactical effectiveness.

2 Incls
  1. Table of Dist.,
     Hq TAC
  2. Off. Auth. Chart

ROBERT M. LEE
Major General, U. S. A. F.
Commanding

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ROUTING	COORDINATION	STAFF ACTIVITY
		CG
		VC
		DAD
		DT/AO
		DTAO
		IG
		A Insp
		SM
		PIO
		AG
		COMP
		Anal
		Budg
		Fis
		Prog
		Stat
		DP
		Chap
		JA
		Pers
		Surg
		WAF
		Int
		Comm
		O&T
		P&R
		DM
		Mat P
		Mat S
		M&S
		Instl
		DRP
		Res
		ROTC
		ANG

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Prepared by

Coordinated with CAPT JJ O'CONNO

EVALUATION

Nos Record

Permanent X

Temporary

Until

CAPT J.J. O'Connor/6132/mo
13 June 50

TAC (1 Jun 50) 1st Ind 19 JUN 1950

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Commanding General, Tactical Air Command, Langley Air Force Base, Virginia

1. As a result of the conferences at this headquarters 7 and 8 June 1950 the following adjustments have been made in the personnel allocations for Headquarters Tactical Air Command and Headquarters Ninth Tactical Air Force as proposed under the reorganization of Continental Air Command:

a. Add one Colonel, delete one Lieutenant; grade adjustment to provide a Colonel space for the Air Judge Advocate, Headquarters TAC.

b. Delete 25 Airmen, Headquarters TAC to provide additional spaces for Headquarters Ninth Tactical Air Force.

c. Add 25 Airmen Headquarters Ninth TAF.

d. Add 5 Officers, 7 Airmen to Headquarters TAC for Hq Flight.

NOTE: The handling of classified correspondence in this headquarters is governed by ConAC Staff Memo 205-4 and AF Regulation 205-1.

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ConAC Form AG 9
19 August 1949

L-49-889 H.759

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ROUTING	COORDINATION	STAFF ACTIVITY
		CG
		VC
		DAD
		DTAO
		LOTAO
		IG
		A Insp
		PM
		PIO
		AG
		COMP
		Aud
		Budg
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		Prog
		Stat
		DP
		Chap
		JA
		Pers
		Surg
		MAP
		Serv
		DO
		Int
		Comm
		O&T
		P&R
		DM
		Mat P
		Mat S
		M&S
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		ROTC
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ConAC Form HQ-AG 9
12 August 1949

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Hq TAC
Subject: Internal Organization of Continental Air Command

ConAC 322 (1 Jun 50) 1st Ind (Cont)

c. Add one graded [illegible] civilian to Headquarters TAC to provide a clerk-stenographer for the Commanding Officer, 62nd Troop Carrier Group.

2. These changes result in the following personnel authorizations:

Space Allocation	Offr	Amn	Civ	Gr Civ	[illegible]
Hq Tactical Air Command	175	282	111	111	111
DDF Flight	(5)	(7)			
62d T.C. Gp			(1)	(1)	(1)
Hq Ninth Tactical Air Force	100	200	30	30	30
Total	275	482	141	141	141

Grade Ceiling

Officers	Gen Off & Col	Lt Col	Maj	Capt	Lt	Total
Hq Tactical Air Cmd	16	27	55	[illegible]	[illegible]	175
DDF Flight				(1)	(4)	(5)
Hq Ninth Tactical Air Force	5	17	46	[illegible]	[illegible]	100
Total	21	44	101	67	[illegible]	275

Airmen	M Sgt	T Sgt	S Sgt	Sgt	Cpl	Pfc & Pvt	Total
Hq Tactical Air Cmd	19	27	72	61	87	16	282
DDF Flight			(5)	(1)	(1)		(7)
Hq Ninth Tactical Air Force	16	17	49	43	63	12	200
Total	35	44	121	104	150	28	482

3. Proposed aircraft allocations for headquarters of your command are amended as follows:

	[illegible]	[illegible]	Total
Hq Tactical Air Command	[illegible]	[illegible]	12
Hq Ninth Tactical Air Force	[illegible]	[illegible]	10

NOTE: The handling of classified correspondence in this headquarters is governed by ConAC Staff Memo 205-4 and AF Regulation 205-1.

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By ____

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ROUTING	COORDINATION	STAFF ACTIVITY
		CG
		VC
		DAD
		DTAO
		LOTAO
		IG
		A Insp
		PM
		PIO
		AG
		COMP
		Aud
		Budg
		Fis
		Prog
		Stat
		DP
		Chap
		JA
		Pers
		Surg
		WAF
		Serv
		DO
		Int
		Comm
		O&T
		P&R
		DM
		Mat P
		Mat S
		M&S
		Instl
		DRF
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EVALUATION

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ConAC Form HQ-AG 9
19 August 1949

SECRET

To: TAC
Subject: Internal Organization of Continental Air Command

CONAC 322 (1 Jun 50)   1st Ind (Cont)

1. It is desired that you use the space allocations, grade ceilings and aircraft allocations outlined above for the tables of distribution now being prepared by your headquarters.

2. The current assignment of Langley Air Force Base was determined by the current assignment of the 4th Fighter Interceptor Wing. Future planning indicates the 4th Fighter Interceptor Wing will move from Langley Air Force Base and Langley Air Force Base will then be assigned to Tactical Air Command.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

V. E. MURPHY
Lt. Col., USAF
Asst. Air Adj. Gen.

2 Incls
w/d

INCLOSURES NOT NEED IN AG FILES

6914

C-6977 14 June 50
Register No.

C-[illegible] 15 June 50
By

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L-49-959

Monthly Staff Historical Reports
Air Surgeon
May 1950
EXTRACT COPY

* * * * * *

The proposed reorganization of Continental Air Command has sent us searching for qualified surgeons for EADF, WADF, TAC, and TAF. The reduction in Air Forces from six to four has not left us with two extra surgeons since they were already doubling in brass as both Air Force surgeon, base surgeon and hospital commander. It is hoped that Headquarters USAF can help us fill our needs.

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

30 June 1950

IN REPLY
REFER TO: MEB 334

SUBJECT: Information Pertaining to Continental Air Command Manpower Evaluation Boards

TO : Director of Manpower and Organization, Headquarters USAF, Washington 25, D. C.

1. For your information, the following is submitted in regard to Manpower Evaluation Boards within this command. Changes are due to the reorganization of Continental Air Command.

a. The MEB's at the numbered air force headquarters are being discontinued, effective not later than 1 September 1950.

b. Manpower Evaluation Boards will be established at Headquarters, Tactical Air Command, Eastern Air Defense Force and Western Air Defense Force as soon as practicable and not later than 1 September 1950.

c. The Headquarters, ConAC MEB will be increased in size and will assume the responsibility of surveying Air Force Reserve Training Centers in addition to current responsibilities.

2. Because the changes indicated above will be gradual, it is not considered practical to submit schedules of surveys, except for the Hq, ConAC MEB, during the transition period. A schedule of proposed surveys for all MEB's within this command will be submitted approximately 1 September 1950. A copy of each completed survey report will be submitted as in the past.

3. The tentative schedule submitted by letter, MEB 334, "Schedule of Continental Air Command Manpower Evaluation Board", 16 May 1950, is revised as follows:

Paragraph 4, Incl, change to: 2343rd AFRTC, Portland Airport, Portland, Oregon, 19 to 30 July 1950 (Joint with Fourth AF MEB).

Paragraph 6 through 9, Incl, delete.

FOR THE COMMANDING GENERAL:

st/ V. E. MURPHY
Lt. Col., USAF
Asst. Air Adj. Gen.

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Distribution ACM
P488 Funds FY 1951

SAW/eem/7226

2   23 June   O&T   Bud   1. This directorate concurs with plan outlined in comment #1 above.

2. EADF should be made responsible for funding for the following manuever:

Casino

3. WADF should be made responsible for funding for the following maneuvers:

San Francisco, Los Angeles & Albuquerque
Whole Western Air Defense Force Area

4. TAC should be made responsible for funding for the following maneuvers:

Camid V
Armor Air Team
Winter Airborne
Mountain
Close Tactical Fighter Support Demonstration
Air Indoctrination Course III
Spring Combine
Shore to Shore.

5. Due to participation of more than one command in the Aircraft Controllers Course, it is not possible to decide at this time the funding procedure that should be used. Your directorate will be advised when a decision has been made.

6. The Air Force Gunnery Meet is directed by Hq USAF. However, it is anticipated that Hq ConAC will be delegated the funding responsibilities in this maneuver. Therefore, funds for this maneuver should be retained in this headquarters.

7. $1,000 should be retained in this headquarters to defray the cost of observers to maneuvers of foreign nations.

8. It is further suggested that sufficient funds be retained in this headquarters to defray travel costs incurred by members of this command in connection with the entire maneuver program.

WRIGHT J. SHERRARD
Lt. Col., USAF
Chief, Operations Div.

DOLF E. MUEHLEISEN
Colonel, USAF
Director, O&T
Ext 1230

Bud 121.2

Distribution ACM P488
Funds FY 1951

s/t/ Mr. J. W. Chandler/2117/cnp

1 21 Jun Bud O&T

1. Reference conference between Major Wells, your office and representatives of this directorate, 21 June 1950, the following procedure relative to distribution of Air Combat Maneuver funds for FY 1951 is submitted for coordination and approval.

a. Director of Budget will distribute ACM P488 funds to those ConAC sub-commands which have responsibility for conducting the maneuver, namely TAC, EADF or WADF. The distribution to be in accordance with the assignment of approval maneuvers as furnished by your office.

b. This Directorate will continue to monitor and supervise the over-all expenditure of funds as in the past.

c. This Directorate will furnish monthly a report of the status of project funds by specific manuever for information and review.

2. Adoption of the above procedure should eliminate a large volume of paper work at ConAC and enable the operating agencies to plan operations with the knowledge of funds that are available for the exercise to be accomplished.

3. It is requested that this directorate be furnished a list of maneuvers segragated by sub-command at the earliest practicable date to enable this directorate to accomplish the necessary funds distribution at an early date.

s/t/ E. T. BAYDALA
Major, USAF
Director of Budget

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Bud 121.2

Budget Program for
FY 1952 - ACM. P488 Funds

GLW/eem/7226

2 DO Bud 1. Reference note 1 above, the ACM program, as submitted by Continental Air Command, for Fiscal Year 1952 has been planned with the view of economy in keeping with the general policy as set forth by the Dept of Defense. In consideration of the above, the maneuver program was planned to present the minimum amount of training at the lowest cost possible consistant with the accomplishment of mission of ConAC. Therefore, it is believed any further reduction in the ACM program would be ill advised. This is based on the following poihts:

a. ConAC's missions are: - 1. Air Defense, 2. Tactical Air Support, requiring a maneuver program designed to test the equipment and training of personnel necessary to accomplish the above two missions.

b. Due to the current installation of radar sites and those scheduled for installation by FY 52, the ACM program is designed to offer the first coordinated series of tests of the integrated Air Defense system of the U.S. This necessitated an increase in the Air Defense maneuver program to accomplish the above test.

c. The Tactical Air Support maneuvers have been closely coordinated with Army for FY 51 and FY 52 and have been designed to offer only that support necessary to enable Army Field Forces to accomplish their Field Exercise program. Any reduction in these maneuvers would leave the Tactical Air Command without any maneuver program and therefore, without any tests to indicate the effectiveness of the accomplishment of their mission.

d. The remaining maneuvers are the Air Force Gunnery Meet which is USAF directed and therefore beyond the control of this command, the Aircraft Controllers Course which is considered a priority No. 1 expenditure of funds (P488 or from some other fund) to furnish trained personnel for the Air Defense System, and the Observers to Maneuvers of Foreign Nations which could be deleted but would only effect a savings of $1,000.00.

2. Any arbitrary reduction in funds available to this command for ACM's for FY 52, would of necessity result in the cancellation of the majority of the Air Tactical Support Maneuvers plus the possibility of a minimum percentage reduction across the board on all other maneuvers.

36²

HEADQUARTERS
CONTINENTAL AIR COMMAND
INTEROFFICE ROUTING SLIP

FILE: Monthly Staff Historical Reports
DM - Materiel Planning
SUBJECT: June 1950

EXTRACT COPY

	DATE	FROM	TO	Number and date each entry - show date of dispatch. Show staff division or office in FROM-TO columns. Sign each entry legibly - show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
1	17 Jul	MatP	Hist	1. FY 1951 Air Combat Maneuver Funds: Representatives of this office attended a meeting held by the Dir of Budget regarding the funding of air combat maneuvers for the FY 1951. Materiel Planning is charged with monitoring the DM ACM funds. The total command ACM fund estimates for FY 1951 is $213,000. Approximately 50% of this total is DM funds. It was decided at the meeting to distribute the ACM funds to the EADF, WADF and TAC upon their reorganization. Each of these headquarters will be given the total fundsto conduct maneuvers scheduled for each particular headquarters. This constitutes a new policy on ACM funding since previously the funds were given to each Air Force just prior to each maneuver. We in Materiel Planning concurred in the new procedure since under the previous system we received numerous last-minute requests from the field for funds to cover unforeseen occurrences. Now the three headquarters will know the total funds they have to conduct each maneuver and can plan the scope of the maneuver accordingly. Also, they can conduct more thoroughly pre-planning materielwise since they will now have fundson hand months in advance to do necessary rehabilitation, laying on of supplies, etc.
*		*		* * * * *

HQ ComAC FORM 1-1
22 April 1950

Do not detach from correspondence

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FILE

POAR/Lt. Col. Rasmussen/kfe

POAR 322.1

4 JAN 1950

SUBJECT: [illegible]ation of Aircraft Control and Warning Units in Support of ConAC EDWP 1-49 and Permanent Aircraft Control and Warning System.

TO: Deputy Chief of Staff, Operations, Headquarters, United States Air Force, Washington 25, D.C.

1. In view of the increased necessity for an air defense in being, it is considered necessary to amend the present plan for the location of certain aircraft control and warning units. In this respect, the importance of the Los Angeles, California area makes it mandatory that the control center in this area be manned and equipped in anticipation of an attack conducted with little or no warning. For this reason, it is believed that the control center in Los Angeles area should be manned by USAF personnel rather than by personnel of the Reserve Forces on inactive status.

2. Current planning reveals that the control center in the Los Angeles area can be manned by USAF personnel without exceeding the limitations of the current USAF troop program. A re-evaluation of the aircraft control and warning system needed in the Albuquerque, New Mexico area indicates that the one AC&W Squadron, augmented as required, now located in the Albuquerque area is sufficient for the control of this area. Therefore, the activation of the Hq and Hq Sq, 27th Air Division (Defense), the Hq, 544th AC&W Group and the 685th, 686th and 687th AC&W Squadrons, at Albuquerque, as programmed in the Department of the Air Force Troop Program, 1 August 1949, is not considered necessary. Rather, it is believed that these units should be activated at Fort Mac Arthur, California during the third quarter, fiscal year 1[illegible] in order to attain the necessary air defense capability in the Los Angeles area. The activation of these units at Fort Mac Arthur, California will preclude the necessity for the activation of the 669th and 670th AC&W Squadrons at this location, as programmed in the Department of the Air Force Troop Program, 1 August 1949. The 669th and 670th AC&W Squadrons need not be activated unless further planning indicates a requirement for these units at other locations.

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Others

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ConAC FORM HQ-AG 9
14 December 1948

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By

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FCAR 660.2

Subject: Relocation of AC&W Units in Support of ConAC [illegible] 1-49 and Permanent AC&W System.

3. It is recommended that the following units be ~~[illegible]~~ PROGRAMMED for activation at Fort Mac Arthur, California during the third quarter, fiscal year 1950:

27th Air Division (Defense)
544th AC&W Group
655th AC&W Squadron
656th AC&W Squadron
657th AC&W Squadron

4. Request approval of the recommendation contained in paragraph 3 above, at the earliest possible date, in order that this command may make appropriate formal requests for all aircraft control and warning units desired for activation during the third quarter, fiscal year 1950.

FOR THE COMMANDING GENERAL:

V. E. MURPHY
Lt. Col., USAF
Asst. Air Adj. Gen.

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14 December 1948

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JEP A152

Mar 22 11:10 AM '50

OP OP JEG

DE JEPC 17C

OP 221525Z

FM HQ USAF WASHINGTON, DC

TO COMGENCONAC MITCHEL AFB NY

AF GRNC

/RADNOTE/FOR PIO HAMPTON FROM AFSPR-2 EISENHART.

THE FOLLOWING INFORMATION IS TO BE HELD FOR RELEASE UNTIL NOTIFIED BY THIS OFFICE:

A FIGHTER WING HEADQUARTERS AND TWO FIGHTER SQUADRONS OF THE CONTINENTAL AIR COMMAND WILL BE TRANSFERRED IN THE NEAR FUTURE TO THE NORTHWEST AREA OF THE UNITED STATES. THIS TRANSFER IS DESIGNED TO MKE THE BEST USE OF AVAILABLE FIGHTER SQUADRONS IN THE ORGANIZATION OF A MODERN AIR DEFENSE FRONT ACROSS THE PACIFIC NORTHWEST APPROACHES. OTHER UNITS TO BE TRANSFERRED IN THE RE-DEPLOYMENT OF CONAC FORCES WILL BE A FIGHTER-ALL WEATHER WING HQS AND ONE SQ, A TROOP CARRIER GROUP HQS, TWO TROOP CARRIER SQ, AND AN AIR DEPOT WING. THE 81ST FIGHTER-INTERCEPTOR WING HQS AND TWO SQS OF THE WING NOW LOCATED AT KIRTLAND AIR FORCE BASE, ALBUQUERQUE, NEW MEXICO, WILL MOVE TO MOSES LAKE AFB, MOSES LAKE, WASHINGTON. ONE SQ OF THE 81ST WING WILL REMAIN AT KIRTLAND AFB. THE WING IS EQUIPPED WITH NORTH AMERICAN F-86 "SABRE" AIRCRAFT. APPROXIMATELY 1,200 MILITARY PERSONNEL WILL BE INCLUDED IN THE TRANSFER. IN ADDITION TO STRENGTHENING THE NORTHWEST DEFENSES THIS MOVE WILL AID IN ALLEVIATING THE HOUSING SHORTAGE AT

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322

KIRTLAND AFB AND ALLOW MORE ROOM FOR EXPANSION OF THE RECENTLY ACTIVATED SPECIAL WEAPONS COMMAND AT THAT BASE. THE 325TH FIGHTER-ALL WEATHER WING AND TWO OF ITS THREE SQS EQUIPPED WITH NORTH AMERICAN F-82 "TWIN MUSTANG" AIRCRAFT ARE NOW LOCATED AT MOSES LAKE AFB. THE THIRD SQ OF THIS WING IS PRESENTLY STATIONED AT MCCHORD AFB, TACOMA, WASHINGTON. THE WING HQS AND ONE SQ WILL MOVE FROM MOSES LAKE AFB TO MCCHORD. THE THREE SQS OF THIS WING ARE SCHEDULED TO RECEIVE LOCKHEED F-94 RADAR-EQUIPPED FIGHTER LATE THIS SUMMER. THE 62ND TROOP CARRIER GROUP WITH THREE SQS EQUIPPED WITH DOUGLAS C-54 "SKYMASTER" AIRCRAFT IS NOW LOCATED AT MCCHORD AFB, THE GROUP HSQ AND TWO SQS WILL BE MOVE TO KELLY AFB, SAN ANTONIO, TEXAS, PLANS CALL FOR THIS GROUP TO BE EQUIPPED WITH DOUGLAS C-124S LATE THIS SUMMER. THE THIRD SQ OF THIS GROUP WILL REMAIN AT MCCORD AFB. THE 25TH AIR DEPOT WING, UPON COMPLETION OF THIS TRAINING AT KELLY AFB, WILL MOVE TO HILL AFB, OGDEN UTAH, AS PREVIOUSLY ANNOUNCED, TO MAKE ROOM FOR THE TROOP CARRIER UNITS.

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6 March 1950

From: CG, ConAC

To: Deputy Chief of Staff, Operations
Headquarters United States Air Force
Washington 25, D. C.

231 . This headquarters desires to relieve the 81st Fighter Interceptor Wing, With all its squadrons plus the 690th AC&W Sq from assignment to the 12th AF and assign them to the 4th AF without change in strength or station, effective 20 March 50.

This proposal is prompted by the fact that under the planned redeployment of units in the northwest area, the 81st Wing less one tactical squadron will be stationed in the 4th AF area. In addition, it would place all air defense units assigned to ConAC and stationed within the area of responsibility of the Western Air Defense Force under the command of one AF commander. Request expeditious approval.

7519 322 [illegible] (Cont)

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From: C/S Hq USAF 18 Jan 1950

To: SAC

Info to: ConAC

This headquarters plans to transfer the 1st Ftr Wing from your command to ConAC. Tentative date of transfer is concurrent with units movement to Victorville on or about 1 June 1950. Change of date will be considered if you and CG ConAC so recommend. This transfer is the result of: A. Primary need for interceptor group for Los Angeles area. B. Greater suitability of F-86 as an interceptor than as an escort fighter. On date of transfer the 31st Ftr Wg, equipped with F-84E aircraft, will be given M-Day assignment and be under your jurisdiction as of M-Day. The 31st Ftr Wg has been assigned secondary mission of long range escort and will be available for training within your program. Pending this transfer, movement of personnel and equipment from 1st Wing will be held to a minimum. Your comments or recommendations on this overall plan are desired. Direct communication is authorized with CG ConAC on this subject.

M513 322 Units (O+M)

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No. 1. 19 Jun DO to POR

For info & nec action.

(signed) J. J. Fischer
Lt Col. USAF

PO&R to O&T, DO, DM, VC, AG-C

1. Check with USAF Plans shows date of transfer of 1st Ftr Wg as of 1 June 50.

2. Separate action has been taken to designate secondary mission of 31st Ftr-Bomb Gp to Long Range Escort.

3. For information & file in AG-C.

J. H. PRICE
Col., Dir of PO&R

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15 March 1950

STATEMENT OF THE PROBLEM

1. To determine the requirements of the Headquarters, Western Air Defense Force as concern location, personnel and space.

ASSUMPTIONS

2. The Western Air Defense Force will continue to be responsible for the conduct of the air defense of the United States in the area west of 103° west longitude.

3. The Headquarters, Western Air Defense Force will be a complete administrative (to include logistic) and operational headquarters which will command fighter units and air divisions (defense). See Annex 1 for organizational chart.

4. The availability of major wire communication lines and adequacy of rerouting capabilities is the most important single factor to be considered in the location of a headquarters responsible for the control of air defense means.

5. In addition to the availability of adequate communications facilities, the following criteria, arranged in order of general priority, were considered in order to determine a suitable location for the Headquarters, Western Air Defense Force:

a. Availability of military air base facilities at which the Headquarters, Western Air Defense Force can be located.

b. Favorable proximity to the center of the area of the United States for which the headquarters is responsible.

c. Availability of major surface and air transportation.

d. Reasonable, tactical and logistic security.

e. Availability of adequate water supply, electric power and fuel.

f. Freedom from natural handicaps such as floods, radio dead space and extremely inclement weather.

g. Availability of housing accommodations for military personnel.

h. Availability of civilian employees.

DISCUSSION

6. The Sacramento, California area is the most satisfactory general location for the Headquarters, Western Air Defense Force as far as wire communications facilities are concerned. See Annex 2 for copy of communications study prepared by the Director of Communications, this headquarters.

7. There are two air force bases in the immediate Sacramento area which could possibly be utilized as the location of the Headquarters, Western Air Defense Force. These are McClellan Air Force Base (assigned to the Air Materiel Command) and Mather Air Force Base (assigned to the Air Training Command). McClellan Air Force Base has three, 7,000' hard surface runways. Mather Air Force Base has four, 7,500' hard surface runways. Both of these fields are suitable for the operation of jet aircraft. If the Headquarters, Western Air Defense Force were located at either one of these bases, it is assumed that Headquarters, Western Air Defense Force would be a tenant unit utilizing the services provided by the base establishment. Thus, it is anticipated that the strength of the Headquarters, Western Air Defense Force would be limited to its own headquarters personnel (including a flight section) and a headquarters communications squadron.

8. Sacramento has adequate major air and surface transportation facilities in all directions. Although this location is slightly south and west of the center of the WADF area, the superior communications and transportation facilities outweigh the fact that Sacramento is not the geographical center of the WADF area.

9. Reasonable tactical and logistic security is anticipated if the headquarters is located in the Sacramento area since Sacramento is not a main industrial center, although it is the commercial and shipping center for the Sacramento valley which is a highly productive agricultural, mining and lumbering region. Superior communications and transportation facilities exist to all major centers on the west coast.

10. Climatic conditions and freedom from natural handicaps are superior to those existing further north although a more southerly location might be considered desirable in this respect.

11. The availability of civilian employees and housing accommodations for military personnel is not known. A survey of the area will reveal the adequacy of these factors. Since Sacramento is a city of 105,958 population, with a total of 158,999 population in the metropolitan area (1940 census), no extreme difficulty in this respect is anticipated.

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12. Attached as Annex 3 is a proposed breakdown of personnel authorizations for the Headquarters, Western Air Defense Force based on the organization outlined in paragraph 4, above. A detailed TD is now being prepared and will be submitted to the Commanding General, ConAC in the near future. The total strength figures of 130 officers, 250 airmen and 100 civilians agree with the figures proposed in the ConAC reorganization concept, 28 February 1950, previously submitted to the Commanding General, Continental Air Command. It will be noted that this total strength includes provisions for a headquarters flight section, statistical control unit and personnel required for participation in the Joint Information Center now located on the Pacific Coastal Frontier. In addition to the strength in the headquarters, it will be necessary to provide a headquarters communications squadron consisting of 6 officers and 82 airmen. Thus, the total strength of the Headquarters, Western Air Defense Force and the communications squadron will be 136 officers, 332 airmen and 100 civilians.

13. The space requirements for the Headquarters, Western Air Defense Force are indicated in Annex 4. The office space requirements are based on 125 square feet for each officer, airman and civilian. The flight line requirements are based on assigned aircraft.

CONCLUSIONS

14. Either McClellan or Mather Air Force Base would be suitable for the location of the Headquarters, Western Air Defense Force, providing adequate space is available.

RECOMMENDATIONS

15. It is recommended that:

a. Headquarters, Continental Air Command conduct surveys at McClellan and Mather Air Force Bases to determine the relative suitability of these two locations for the Headquarters, Western Air Defense Force.

b. The letter requesting authority to conduct these surveys (attached as Inclosure 1) be dispatched to Headquarters, United States Air Force immediately.

CONFIDENTIAL

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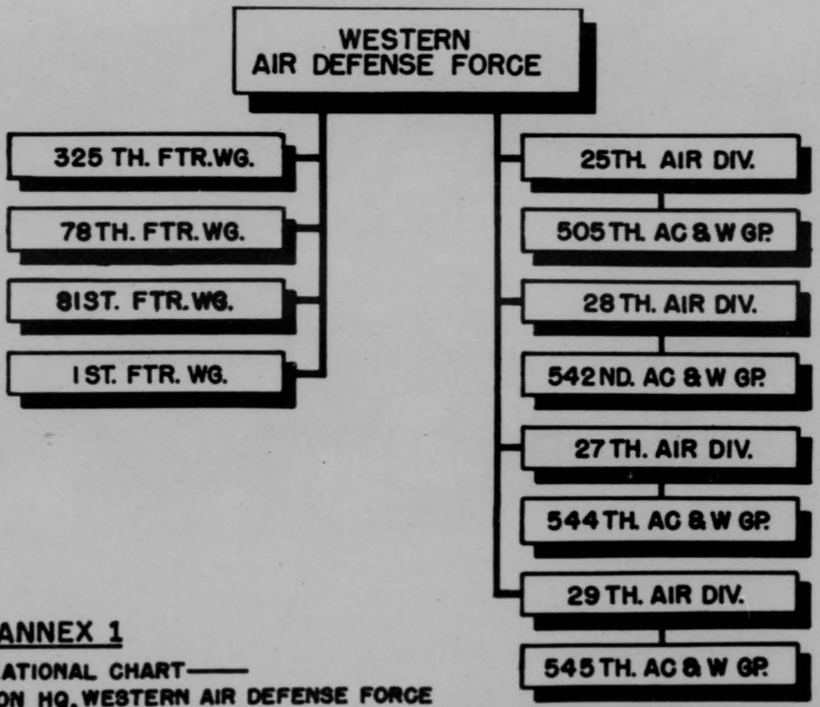


ANNEX 1

— ORGANIZATIONAL CHART —

STUDY ON LOCATION HQ, WESTERN AIR DEFENSE FORCE

CONFIDENTIAL

14 February 1950

MEMORANDUM FOR THE COMMANDING GENERAL:

SUBJECT: Recommendations for Locations of Hq. Continental Air Command, Hq. Eastern Air Defense Force & Hq. Western Air Defense Force. (Housekeeping facilities were not considered)

I. PROBLEM.

a. It may be necessary to relocate Hq. Continental Air Command, Hq. Eastern Air Defense Force and Hq. Western Air Defense Force. Adequate wire communications are absolutely necessary.

b. It is recommended that Hq. Continental Air Command be located in the St. Louis - Dayton - Louisville area. In general, adequate long-line wire communications are available at the Air Force Bases located in this area. It is recommended that Hq. Continental Air Command be located at Wright-Patterson AFB or Scott AFB.

c. It is recommended that the Eastern Air Defense Force be located at either Stewart AFB or at Olmsted AFB. Adequate wire facilities at Stewart AFB are available. From a communications viewpoint, Olmsted AFB is better since it is located on the main East-West trunk system and adequate lateral communications to the North and South are available.

d. It is recommended that the Western Air Defense Force be located in the Sacramento area, either at McClellan AFB or Mather AFB. The Sacramento area, from a communications viewpoint, is very superior to Hamilton AFB since Sacramento is located on the main East-West trunks on the West Coast, and also on the main North-South trunks. The circuits at Hamilton AFB now go through the bottleneck of San Francisco.

II. FACTS BEARING ON THE PROBLEM.

a. Only permanent Air Bases are considered.

b. Primary means of communications will be leased commercial circuits.

c. Alternate routing of circuits will be possible.

CONFIDENTIAL

H-160

Recommendations for Locations of Hq ConAC, Hq EADF & Hq WADF (cont'd)

III. ASSUMPTIONS.

a. It is assumed that the structure of the EADF and the WADF will be expanded to include administrative and logistical functions.

b. It is assumed that the command structure will be similar to Tab A.

c. Circuit requirements:

	ConAC	EADF	WADF
Minimum:	6 voice 6 TT	6 voice 6 TT	6 voice 6 TT
Maximum:	10 voice 10 TT	6 voice 10 TT	6 voice 10 TT

IV. DISCUSSION.

a. In approaching this study it was decided to divide the United States into three sections and, in turn, consider the permanent Air Bases in each section for possible use by the three headquarters concerned.

b. In the eastern section, 6 bases were tentatively selected for the site of EADF. These were:

1. Griffis AFB, Rome, N.Y.
2. Ft. Dix, New Jersey
3. Olmsted AFB, Middletown, Pa.
4. Otis AFB, Falmouth, Mass.
5. Stewart AFB, West Point, N.Y.
6. Westover AFB, Mass.

c. Ten (10) bases in the central U.S. were given consideration for possible location of ConAC. These were:

1. Chanute AFB.
2. Wright-Patterson AFB.

3. Ent AFB.
4. Lowry AFB.
5. Weaver AFB.
6. Selfridge AFB.
7. Sherman AFB.
8. Smyrna AFB.
9. Tinker AFB.
10. Scott AFB.

Offutt AFB has very good communications facilities, but was not included due to Strategic Air Command now being located there.

d. The western area contained seven (7) bases worthy of consideration for the WADF. These were:

1. Hill Field.
2. Mather AFB.
3. McClellan AFB.
4. McChord AFB.
5. Moses Lake AFB.
6. Spokane AFB.
7. Fairfield-Suisun AFB.

V. <u>CONCLUSIONS</u>.

a. It is concluded that Stewart AFB, Westover AFB, and Olmsted AFB would be satisfactory for the location of Hq. Eastern Air Defense Force.

b. It is concluded that Mather AFB, McClellan AFB and Fairfield-Suisun AFB would be good locations for the Western Air Defense Force.

Recommendations for Locations of Hq ConAC, Hq EADF & Hq WADF (cont'd)

c. It is concluded that either Wright-Patterson AFB or Scott AFB would be satisfactory for the location of Hq. Continental Air Command.

Hobart R Yeager

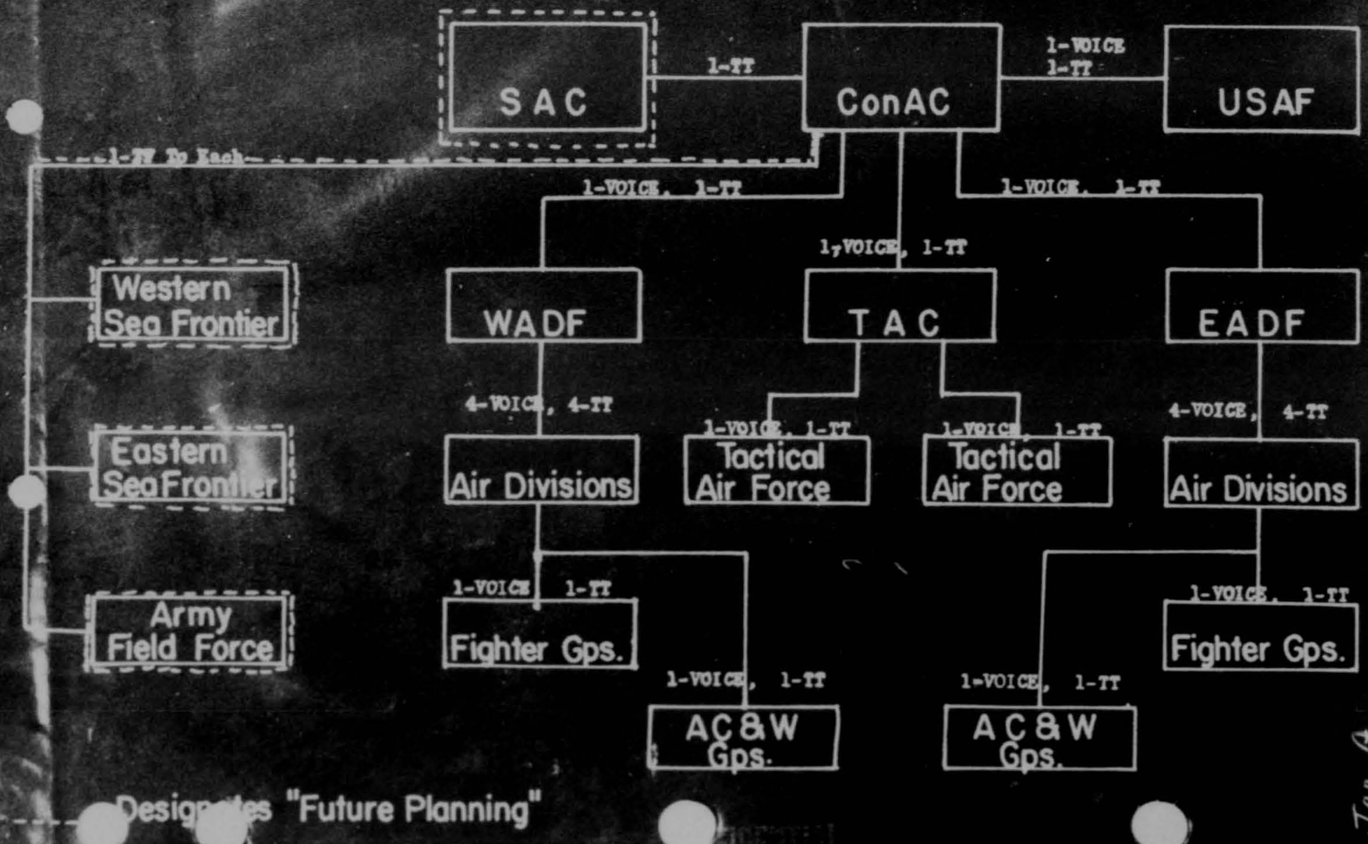
HOBART R. YEAGER
Colonel, USAF
Dir. of Comm. & Elect.

TABS:
A,B,C,D

To CG.

CONFIDENTIAL Bending edge 1" if possible

Tab "A"



CONFIDENTIAL

15 TAB A

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

AFOPO 384.51 1 Jun 1950

SUBJECT: Responsibility for Planning and Preparation of Certain Civil Defense and Allied Programs Within the Department of Defense

TO: Commanding General
Continental Air Command
Mitchel Air Force Base, New York

1. Attached hereto is a directive on the above subject. In it the Secretary of Defense outlines Service Responsibilities.

2. It is directed that the plans required in support of Air Force responsibilities listed in Section II, par. A, sub-pars. 3b, 3c, 3d, 3e and 3f be prepared by the Continental Air Command.

3. Coordination with the Army and Navy required under sub-par. 3b will be accomplished through this headquarters.

4. Sub-par. 3f requires coordination with the Army on the responsibility assigned the Army under sub-par. 13. It is anticipated that the Army will have a draft plan ready for coordination in the near future. Pending receipt of this draft plan, the Continental Air Command will do such preparatory planning as may be necessary.

5. Attention is directed to Section II, par. C, which outlines the purpose for which these plans are being submitted. It is readily apparent that the responsibilities assigned the Services will result in plans that will be in competition with each other for civilian participation. Since these plans will be reviewed by the Joint Chiefs of Staff, they will be binding on the Air Force. Hence, it is essential that:

a. Sufficient detail be included to enable the National Security Resources Board to determine the long range requirement that these plans will place on agencies outside the Department of Defense.

b. Budgeting data be included to show what will be budgeted for by the Air Force and what will have to be budgeted by other agencies. Dollar costs should not be included.

c. Details not essential to the above should not be included.

BY COMMAND OF THE CHIEF OF STAFF:

/s/ TRUMAN H. LANDON
Major General, U. S. Air Force
Asst to the Deputy Chief of Staff, Ops

1 Incl
Directive

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COPY

THE SECRETARY OF DEFENSE
Washington

24 Apr 1950

MEMORANDUM FOR THE SECRETARIES OF THE MILITARY DEPARTMENTS
THE ASSISTANT SECRETARIES OF DEFENSE
THE CHAIRMEN OF BOARDS, STAFFS AND COMMITTEES, OSD
THE DIRECTORS OF OFFICES, OSD

SUBJECT: Responsibility for Planning and Preparation of Certain Civil Defense and Allied Programs Within the Department of Defense

REFERENCES: (a) Secretary of Defense Memorandum, Subject: "Organization for the Handling of Civil Defense and Related Activities Within the NME," dated 1 August 1949.

(b) Secretary of Defense Memorandum, Subject: "Establishing an Assistant for Civil Defense Liaison in the Office of the Secretary of Defense," dated 1 August 1949

SECTION I: INTRODUCTION

A. Reference (a) contained an initial and tentative statement of the future functions of the National Military Establishment, now the Department of Defense, with respect to civil defense and related matters and pointed out that further delineation of responsibilities of the Department of Defense for civil defense by the National Security Resources Board was required. Reference (b) established the position of the Assistant for Civil Defense Liaison in the Office of the Secretary of Defense in order to provide for and assure full coordination of civil defense and related matters within the Department of Defense, and effective liaison therein with agencies outside of the Department of Defense.

B. As a result of Department of Defense discussions with the National Security Resources Board on the military aspects of civil defense and decisions within the Department of Defense, responsibility should now be assigned for planning and preparations in certain substantive areas of civil defense and related matters to the staff agencies and military departments of the Department of Defense.

C. It must be expected that other specific responsibilities will be allocated in the future as and when the occasion warrants.

SECTION II: ALLOCATION OF RESPONSIBILITY FOR CIVIL DEFENSE AND RELATED MATTERS

A. Responsibility for Civil defense and related matters is assigned as follows:

1. The Department of the Army. The Department of the Army shall be responsible for:

a. Policies, plans and recommendations for civilian auxiliaries in anti-aircraft, auxiliary military police and other similar programs;

b. Coordination with the Department of the Navy in planning for coastal visual surveillance from the shore;

c. Development of an explosive ordnance disposal program (i.e., unexploded bombs, missiles and projectiles) within the sphere of its responsibility and coordination of a total program in collaboration with the Department of the Navy;

d. Technical, training, and planning assistance in this ordnance disposal program to other civil defense planning agencies within the means available and in accordance with established policies;

e. Planning for emergency military support of operations for civil defense and related matters in those instances involving enemy created disaster wherein the civil defense organizations are unprepared or otherwise incapable of operating without this support; and for coordination of participation of the Departments of the Navy and Air Force in this activity;

f. Coordination with the Departments of the Navy and the Air Force as appropriate in deception methods.

2. The Department of the Navy. The Department of the Navy shall be responsible for:

a. Planning civilian participation in auxiliary coastal, river, and harbor patrols and other similar active defense measures;

b. Harbor and coastal passive defense programs, including appropriate coordination with the Department of the Army in the requirements for coastal visual surveillance from the shore;

c. Collaboration with the Department of the Army in the development of an explosive ordnance disposal program;

d. Coordination with the Department of the Army in the Navy participation in the emergency military support of operations for civil defense and related matters;

e. Determination as to the necessity for deception measures designed to aid anti-submarine warfare and to deny navigational assistance to enemy surface and sub-surface vessels (such as dimout, blackout, control of electronics emissions, camouflage). In the event the determination is affirmative,— the development of specific plans, techniques, and proposed regulations for enforcement by civil authorities. Coordination with the Departments of the Army and the Air Force in the determination of such deception measures in all areas where there is an overlapping interest.

3. <u>The Department of the Air Force</u>. The Department of the Air Force shall be responsible for:

a. Operations of the Civil Air Patrol for civil defense and allied programs under existing provisions therefor;

b. Determination as to the necessity for deception measures designed to deny air navigational assistance and bombing accuracy to enemy aircraft (such as blackout, control of electronics emissions, smoke screens, camouflage). In the event determinations are affirmative, planning will include technical requirements and suggested regulations for enforcement by civil authorities. Planning will be coordinated with the Departments of the Army and the Navy as appropriate;

c. Planning and operation of an aircraft observer system involving use of civilian volunteers as an augmentation of the radar screen;

d. Development of plans for a prototype civil air raid warning system with the assistance of civil authorities designed for use as guidance and implementation by civil authorities;

e. Operation of a military air raid warning system, and a limited interim civil air raid warning system for the period extending at least until the end of the fiscal year 1951;

f. Coordination with the Department of the Army in the Air Force participation in the emergency support of operations for civil defense and related matters.

4. The Munitions Board. The Munitions Board shall be responsible for:

a. Coordination and consolidation of technical data on protective construction as it pertains to production facilities essential to the logistical support of the Armed Forces;

b. Coordination of manpower requirements for participation of civilians in military defense programs;

c. Coordination of problems of dispersion of plants, facilities, and materiel essential to the logistical support of the Armed Forces;

d. Analysis, consolidation, and review of the logistical requirements received from the Military Departments for military support of operations for civil defense and related matters, arising from Joint Chiefs of Staff action in paragraph 6; processing these requirements in accordance with established procedure for mobilization and industrial mobilization planning.

5. The Research and Development Board. The Research and Development Board shall be responsible for:

a. Analysis of Department of Defense research and development programs to determine which ones are pertinent to and applicable in the area of civil defense responsibilities and advising the Secretary of Defense Assistant for Civil Defense Liaison;

b. Determination of the relevance to military programs of specific civil defense research and development projects proposed for assignment to the Department of Defense, and designation of appropriate agency to undertake the project;

c. Allocation to appropriate Department of Defense agency of funds made available to the Department of Defense for civil defense research and development.

6. The Joint Chiefs of Staff. The Joint Chiefs of Staff shall be responsible for:

a. Review and coordination of plans for military test exercises of civil defense and related matters which involve joint participation of more than one Service;

b. Consideration of the feasibility of making military support available, when plans for civil defense operations contemplate military support;

c. Furnishing to the responsible civil defense planning authorities, through the Secretary of Defense, guidance as to areas which, because of their high importance from the military viewpoint, are considered probable targets for some form of enemy attack and should be given appropriate attention in civil defense planning.

B. When civil defense planning as outlined in this directive, which involves the establishment or change of policy, requires coordination with other agencies outside the Department of Defense, such coordination shall be effected through the Secretary of Defense. Otherwise, direct coordination with such other agencies is authorized.

C. Formal plans developed under assignments herein shall be submitted to the Secretary of Defense for coordination with the National Security Resources Board and other appropriate civil planning agencies; and those plans which involve civilian volunteer participation shall not be implemented unilaterally until approved by the Secretary of Defense. (Plans submitted by the Military Departments will be forwarded through the Joint Chiefs of Staff).

D. Each department or agency assigned responsibilities herein is authorized to call upon the other departments or agencies for any assistance it may require in the preparation of plans and in the exercise of assigned functions.

/s/ LOUIS JOHNSON

40

SECRET

PO&R/Lt Col Rasmessen/
Ext. 6125

PO&R 322

2 MAY 1950

SUBJECT: Proposed Internal Reorganization of the Continental Air Command

TO: Chief of Staff, Headquarters, United States Air Force,
Washington 25, D.C.

1. References:

a. Top Secret letter this headquarters, DO 381, 28 October 1949, subject: "Status of Air Defense", with three inclosures.

b. Letter this headquarters, P&O 322, 28 December 1949, subject: "Deletion of Continental Air Command Responsibilities".

2. In view of the increased necessity for an effective air defense of the United States, I have considered it appropriate to investigate all possible factors affecting the establishment of an effective air defense. One of the foremost factors affecting the air defense capabilities is the organization of this command. As a result of several studies, I concluded that the excessive number of miscellaneous functions now the responsibility of this command should be deleted and/or transferred to other major commands in order that the air defense capabilities of the United States could be increased. Failure to receive authorization for the deletion of these miscellaneous functions and receipt of informal information to the effect that Headquarters, United States Air Force would be unable to approve the division of the present Continental Air Command into an Air Combat Command and an Air Personnel Command, indicated to me that an internal reorganization of the Continental Air Command was warranted if the end result of increased air defense effectiveness was to be achieved.

3. I propose to relieve the Continental Air Command Air Forces of all responsibilities for operations, administration, support and training of regular Air Force combat units. These regular Air Force combat units will be assigned to either an Air Defense Force, the Tactical Air Command or the Ninth Tactical Air Force, as is shown by the inclosure. This will permit the Continental Air Command Air Forces to concentrate on the training and support of the reserve activities of the Air Force, and the performance of those miscellaneous area functions for which they are now

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NOTE: *The handling of classified correspondence in this headquarters is governed by ConAC Staff Memo 205-4 and AF Regulation 205-1.*

Register No.
Date Mailed
By

ConAC Form HQ-AG 9
14 December 1948

Adjutant General's Classified File Copy

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POA&R 322
Subject: Proposed Internal Reorganization of the Continental Air Command

responsible. It will improve their capability for planning, for mobilization, and will make available a ready framework for assuming all area Air Force responsibilities inherent in a major mobilization effort.

4. The headquarters of the Air Defense Forces, the Tactical Air Command, and the Ninth Tactical Air Force will be both administrative and operational. All regular Air Force units of the Continental Air Command will be assigned to one of these subordinate commands. The two Air Defense Forces will have assigned regular fighter wings, air divisions (defense), as well as certain air bases. Regular Air Force combat and support units with tactical capabilities, and air bases, will be assigned to the Tactical Air Command.

5. The headquarters of the Ninth Tactical Air Force will be administrative and operational. It will have assigned some of the tactical units and will be stationed at Pope Air Force Base. This headquarters, under this plan, will be a fully effective "in existence" unit available to move to a theatre of operations on 48 hours' notice.

6. The proposed internal reorganization, as outlined in Inclosure 1, can be performed within my existing personnel authorizations. In fact, I anticipate certain personnel savings. The importance of utilizing these personnel savings in increasing my air defense capabilities through the augmentation of my weather fighter squadrons to 25 UE is evident.

7. I therefore recommend that:

a. The proposed internal reorganization of the Continental Air Command, as outlined in Inclosure 1, be approved.

b. I be authorized to proceed with implementation with 1 September 1950 as a target date.

Shown to Mr Turner MAY 1950

ENNIS C. WHITEHEAD
Lieutenant General, United States Air Force
Commanding

Hand Carried

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1 Incl.
Proposed Internal Reorganization of ConAC (4 cys)

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ConAC Form HQ-AG 9
14 December 1948

Adjutant General's Classified File Copy

Ltr fr Hq ConAC, 28 Dec 49, subj: Deletion of Continental Air Command Responsibilities

AFOOP-C 322 1st Ind

Department of the Air Force, Hq USAF, Washington 25, D. C., 5 Jul 1950

To: Commanding General, Continental Air Command, Mitchel AFB, N. Y.

1. Your request for relief from eleven responsibilities not directly related to air defense or tactical air missions has been considered and the following action taken:

a. The internal reorganization proposed by your Command has been approved for implementation.

b. Responsibility for Air Force liaison at water POE's is approved for transfer to the Air Materiel Command. The port detachments performing this function will be reassigned accordingly.

c. Apprehension of Air Force absentees is being discontinued.

d. The aviation cadet and officer candidate procurement program is scheduled for transfer to either the Air Training Command or the U. S. Army and USAF Recruiting Service prior to the next school year.

e. The Air Force Extension Course Program has been transferred to the Air University.

2. The remaining seven responsibilities will continue to be functions of your Command because of the considerations listed below, and because your pending reorganization is expected to relieve the tactical units of the unrelated administrative responsibilities now adversely affecting their combat capability.

a. On 24 January 1950, the proposed transfer of the Air Force ROTC program was disapproved by the USAF Military Education Board, composed of senior USAF general officers.

b. Transfer of the Air Scout Program is considered inadvisable because the Air Training Command is not sufficiently widespread geographically to perform this function satisfactorily.

c. The single Air Force contact function should not be deleted or transferred because a requirement exists for the expeditious, efficient handling of Air Force affairs on a local level by a single widespread organization readily accessible to any governmental agency or civilian having business with the Air Force.

Ltr fr Hq ConAC, 28 Dec 49, subj: Deletion of Continental Air Command Responsibilities

1st Ind (Contd)

d. The custody of Air Force prisoners at water POE's amounts in magnitude to an average of about eight prisoners each month from all overseas theaters. Your Command can receive these prisoners best, since no other Air Force command has confinement facilities in port areas.

e. The administration of procurement programs for Regular and Reserve officers and Armed Forces disciplinary control boards require administrative action by widespread geographical commands peculiar to your organization.

f. The return of Air Force dead, about 98 percent complete, can be completed under your Command with minimum expenditure of effort.

BY COMMAND OF THE CHIEF OF STAFF:

WILLIAM F. MCKEE
Major General, U. S. Air Force
Assistant Vice Chief of Staff

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Monthly Staff Historical Reports
Deputy for Personnel
Military Personnel Procurment
1 January - 30 June 1950
EXTRACT COPY

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b. The Secondary Mission assigned to the Officer Procurement Division is the supervision of regular officer screening centers. These centers interview applicants for regular commissions and warrants, and direct commissions, for professional fields such as Judge Advocate General Department, etc.

(1) Under the provisions of Air Force Regulation 36-28, 30 December 1949, the Commanding General, Continental Air Command, has been charged with the responsibility for the establishment and operation of Regular Officer Screening Centers within the ZI. During January 1950, authorization for implementation of the above-cited directive was delegated to the commanding generals of the six ConAC Air Forces. The concurrence of the commanding generals of other USAF major commands was requested for the retention of screening centers presently established and located on bases of their commands.

With the reorganization of ConAC and the inactivation of Hq, Twelfth Air Force, a message was forwarded to the Fourteenth Air Force requesting that effective 20 June 1950, they would assume full responsibility for the reorganization of officer screening centers at Randolph Air Force Base, Texas, and Barksdale Air Force Base, Louisiana, via the commanding general, Twelfth Air Force.

*   *   *   *   *   *

AIR FORCE REGULATION)
NO. 45-20)

DEPARTMENT OF THE AIR FORCE
WASHINGTON, 21 FEBRUARY 1950

RESERVE FORCES

Air Force Cooperation with Air Explorer (Air Scout) Program

Paragraph

1. Purpose. This Regulation is issued to inform all echelons of command of the cooperation which the Air Force provides Explorers of the Boy Scouts of America, participating in the Air Explorer Program, formerly known as the Air Scout Program.

2. General. The Boy Scouts of America is a civilian organization chartered by Congress to provide a program which may be used by citizens in their communities for the purpose of building character, citizenship, physical fitness, and stressing the general development of youth in the fundamental principles of leadership in democracy. As of 1 September 1949, members of the senior division of the Boy Scouts of America, formerly known as Senior Scouts, are "Explorers." All Scouts upon reaching their 14th birthday become Explorers and their program, "Exploring," includes land, sea, and air activities. The adoption of Exploring resulted in an initial 500 per cent increase in enrollment in the senior division of the Boy Scouts of America and consequently demands a much broader coverage of Air Force cooperation with emphasis at the local level covering local areas of responsibility. Explorers get their program either as Explorers in a Boy Scout Troop or as Explorers in an Explorer Unit. Explorer Units are organized as follows:

Unit	Individual
Explorer Post	Explorer
Explorer Squadron	Air Explorer
Explorer Ship	Sea Explorer

The above types of units and the Explorer Squadrons in particular, participate in the aviation studies of the Air Explorer Program which offers the youth an opportunity to learn aviation essentials and obtain a broader understanding of the air age and its significance. In keeping with the fundamental principles of the Boy Scouts of America, the training of the Explorers is nonmilitary, and their interest in aviation is concentrated on other than military phases.

3. Policy. The agreement which has existed between the Boy Scouts of America and the Air Force, since the inception of the Air Scout Program, provides for Air Force advice and assistance. This agreement will be continued on a broader scale for all Explorers and Explorer Units. One of the important provisions of this agreement is that the Explorers will not be utilized actively by the Air Force as a source of personnel procurement. However, the Air Force does receive long-range benefit from association with the Explorer Program by development of the wide-spread interest of these youths in, and familiarity with, aviation in general and the Air Force in particular. Primary responsibility for supervision of Air Force cooperation with the Air Explorer Program in Continental United States is delegated to the Commanding General, Continental Air Command. Qualified Air Force officers are assigned by that command as "Staff Explorer Officers" at each of the Continental Air Command numbered air forces for full time duty to implement Air Force cooperation within each of the six geographical areas. Explorers participating in the Air Explorer Program, outside Continental United States will be furnished similar staff assistance and Air Force cooperation, to the extent practicable, by Air Force oversea commanders in the Territories and Possessions of the United States concerned. Under supervision of the

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*This Regulation supersedes AFR 45-20, 5 May 1949.

Air Force-OAFB, Pa. 350-4100

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Continental Air Command and oversea commanders, Explorers will be encouraged to participate in encampments at Air Force installations to the extent practicable, during which Air Force installation commanders are authorized to permit accredited Explorers to participate in short familiarization flights in Air Force aircraft. Explorers are also permitted to be flown in Air Force aircraft in connection with activities in the Air Explorer Program when considered appropriate and authorized by the Commanding General, Continental Air Command, or Air Force oversea commanders in the Territories and Possessions of the United States. In order to provide additional impetus to local Air Force cooperation, members of the Air Force Reserve and Air National Guard are authorized promotion and retirement credits for participation in Explorer activities under the provisions of AFRs 45-5 and 45-7.

4. Responsibilities. Major air commanders will assure that commanding officers of all Air Force installations become acquainted with local Boy Scout Councils and with local Explorer organizations. Commanders of all Air Force installations will designate qualified "Explorer Project Officers," in addition to regular duties, to assist them in effecting the local cooperation and assistance. Commanders of Continental Air Command numbered air forces, assisted by the Staff Explorer Officers assigned for such duty, will be responsible to advise, assist, coordinate, and insure full Air Force participation in the Air Explorer Program by base commanders and Explorer Project Officers within their respective geographical areas. Direct communication between all echelons of command and the appropriate Continental Air Command air force commander concerning Explorer activities is authorized. Air Force installations commanders will be prepared to furnish any reasonable and appropriate cooperation and assistance which can be provided without interference with normal Air Force activities and without direct expenditure of Government funds. Without limiting the general policy stated above, the following specific provisions are set forth as a guide and aid in such cooperation:

a. General assistance in the promotion of public interest in such program and in attracting new participants in the Explorer Program.

b. Assistance in the form of technical advice concerning training methods, training aids, and program activities.

c. Available training manuals, publications, training films, film strips, and training aids excess to Air Force needs may be provided for use in the Explorer training program.

d. Assistance concerning the means whereby Explorer units may acquire surplus, obsolete, or salvage property.

5. Encampments. One of the most important activities of the Air Explorer Program is the conduct of Explorer Air Encampments which are authorized to be held at Air Force installations. These encampments are conducted under the supervision of the Boy Scouts of America and arranged for by Staff Explorer Officers and Explorer Project Officers who also will serve in an advisory capacity during the conduct of the encampments. Commanding officers of all Air Force installations will be prepared to furnish such reasonable and appropriate local assistance to Explorer encampments as is consistent with the regular activities of the installations and units for which they are responsible, and without direct expenditure of Government funds. Without limiting the generality of the foregoing, the following specific facilities will be provided, if practicable:

a. Available housing, dining facilities, classroom, and technical facilities. Encampment personnel will be charged for rations consumed.

b. Available recreational facilities and athletic equipment as required.

c. Emergency hospital and medical care as necessary.

d. Motor vehicle transportation when available and economically used as part of the training program.

e. Short familiarization flights for accredited Explorers in Air Force aircraft. These flights will be of a routine training nature, not involving special hazards and without additional expense to the Government. Orientation flights will be limited to those Explorers of sufficient physical stature to assure adequate fit of standard Air Force parachutes and flying equipment.

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BY OF

OFFICIAL:

L. L. JUDGE
Colonel, USA
Air Adjutant

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f. An officer of suitable grade and qualifications will be designated as project officer for each encampment.

g. Instruction will be given at the encampments by qualified personnel assigned to the installation concerned. Both Regular and Reserve personnel may be called on for this duty to insure adequate and effective conduct of the encampments.

6. Donable Property. The General Services Administration as established in Public Law 152, 81st Congress, (contained in JAAF Bul 18, 1949), is charged with the supervision and direction over the disposition of all surplus Government property. Procedures for the donation of surplus Air Force property will be implemented by the Commanding General, Air Materiel Command, in accordance with regulations prescribed by the General Services Administration.

7. Arrangements. Commanders of the numbered air forces of Continental Air Command or oversea commanders are authorized direct communication, in connection with the implementation of the Explorer program with the major air commanders and with all echelons of command within respective geographical areas and are charged with the responsibility of liaison with the Explorer project officers in such areas. All major air commanders will submit to the Commanding General, Continental Air Command, periodic summaries, as may be directed, of the Air Force cooperation and assistance accomplished in conformance with the provisions of this Regulation.

BY ORDER OF THE SECRETARY OF THE AIR FORCE:

HOYT S. VANDENBERG
Chief of Staff, United States Air Force

OFFICIAL:

L. L. JUDGE
Colonel, USAF
Air Adjutant General

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Monthly Staff Historical Report
IG - Air Provost Marshal
June 1950
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AIR POLICE DIVISION

a. On 3 September 1948, Air Force Regulation 125-4 was published formally charging the Commanding General, Air Defense Command, now Continental Air Command, with the apprehension of all United States Air Force absentees within the Continental limits of the United States. The specific responsibilities were:

(1) Providing through the Air Forces of this Command, a single Air Force contact with Army commanders, Naval District commanders and civilian authorities.

(2) Establishing and coordinating effective and comprehensive measures for the apprehension of Air Force absentees.

(3) Supplying personnel for duty with the program.

The above requirements were identical with the system already in operation in Air Defense Command, but upon receipt of approximately three thousand WD AGO Forms 45, "Descriptive List of Absentee Wanted by the Air Force," from Headquarters, United States Air Force, it was immediately apparent that considerable expansion was in order. This greatly emphasized the need for personnel in the field whose sole duty would be the apprehension of absentees.

In the beginning, the entire activity was operated by an office staff consisting of the provost marshal, assisted by one captain, one airman, and one part-time civilian stenographer. With the increased workload, authorization was received from United States Air Force for twelve (12) officers and two hundred eighty-eight (288) airmen. However, the criminal investigators previously assigned to duty with the provost marshal were transferred to the Office of Special Investigations and an Air Force-wide expansion of air police squadrons had also been initiated. This left no source from which to draw an adequate number of sufficiently qualified individuals for the available positions and the full complement of personnel was never reached. Because of these limitations, there have been no more than five (5) full-time and (3) part-time officers and two hundred eight (208) airmen employed in this activity at any one time.

It was necessary to indoctrinate personnel into this unusual activity. To assist in this purpose a manual was published and used as a guide by air policemen engaged in the apprehension of absentees. This manual, known as ADC Manual 125-1, was prepared in the Office of the Air Provost Marshal, this headquarters. (Inclosure #5). It was given wide distribution and met with instant approval of all interested personnel. The manual discussed the duties and responsibilities of air provost marshals and air policemen in relation to the program. It was designed to show all phases and aspects of situations which might develop in the course of their duties, providing suggestions for the solution of problems to be encountered. At the inception of the program this manual was the only available text prepared particularly for the apprehensions personnel.

By February 1949 the program was finally underway. Evidence that personnel were well-chosen for this difficult task is that these airmen were out in the field on their own, with only perfunctory or superficial supervision, except at command level, and still they provided no disciplinary problems. This is an exceptional record when consideration is given to the fact that they were solely accountable for the operation of the program and for the maintenance and use of vehicles necessary for the accomplishment of their mission. These responsibilities ordinarily are assigned only to officers. The general behavior of the airmen and their devotion to duty prove that the trust placed in them was not ill-advised.

Continental Air Command apprehensions personnel partially accounted for the return of approximately 6600 absentees to military control during this eighteen-month period. They physically apprehended 2882 absentees as against 3718 returned through the combined efforts of the civilian agencies and apprehension personnel of all other Armed Services. Statistics on apprehension forms received reveals that for this same period 6038 absentees were reported to this headquarters on WD AGO Forms 45, "Descriptive List of Absentee Wanted by the United States Army." (Inclosure #6). Reports on WD AGO Forms 46 "Report of Return of Absentee, Escaped General Prisioners, Request for Service Record and Allied Papers," Inclosure #7, and DA AGO Forms 277, "Request for Status of Absentee," (Inclosre #8) show that a total of 8220 absentees were returned to military control. The apparent discrepancy of 2182 between these latter two figures is accounted for to some extent by the fact that all personnel in an absentee status had not been reported to Continental Air Command and a large portion of personnel represented by this figure returned voluntarily to military control. Also for the first time since February 1949 the number of WD AGO Forms 45 received was greater than the number of Forms 46 and Positive 277s. On the surface this appears to be an unsatisfactory condition which might indicate an increase in absenteeism. However, this situation was created by the Provost Marshal General, Department of the Army, who recently completed screening his AWOL files and all Forms 45 found therein on personnel who absented themselves from organizations of the United States Army Air Corps prior to establishment of the United States Air Force were removed and forwarded to Continental Air Command. Of the total number of Forms 45 forwarded to this headquarters, 77 were on Air Force personnel not recorded in Continental Air Command absentee files.

Headquarters, United States Air Force directed that the USAF Absentee Apprehension Program be discontinued not later than 1 July 1950, as an economy measure. Pursuant to instructions received, the personnel authorized for operation of the Absentee Apprehension Program were reduced 50% effective 1 May 1950, and the number of motor vehicles authorized for use by the apprehension personnel were reduced 30% the same date.

Higher headquarters has not declared its policy regarding the effort to be expended in the future to return Air Force absentees to military control. Consequently, no comment can be made at this time concerning the use and cooperation of civilian authorities in the apprehension of absentees. Active interst in preventive measure to discourage AWOL's and to develop teamwork end the better understanding of human relations is a continuing program throughout this Command.

When the USAF Absentee Apprehension Program was established in November 1948, it was not intneded that the program be a permanent activity, but that it would be reduced as the need for investigations diminished and discontinued as soon as the unsatisfactory condition regarding absenteeism was corrected. The reduction in absentee apprehension personnel and motor vehicles 1 May 1950 was affected two months in advance of the estimated time for its accomplishement and the discontinuance of the program directed for 1 July 1950 is six months ahead of the original estimated time for such action. The apprehensions program was deactivated on 30 June 1950.

Monthly Staff Historical Reports
IG - Air Provost Marshal
July 1950
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AIR POLICE DIVISION

d. Figures for June show a decided reduction in the number of Air Force absentees apprehended. This is directly due to the discontinuance of the USAF Absentee Apprehension Program. Although, Headquarters United States Air Force directed the program to be discontinued 1 July 1950 all efforts by the personnel in the field ceased 20 June in order that a methodical closeout could be effected. The deactivation of the Absentee Apprehension program is reflected in the 50% reduction in number of absentees apprehended during June as compared to the preceding month.

(1) During the eighteen-month period in which Continental Air Command conducted the USAF absentee apprehension program, a total of 6,468 former Air Force absentees were searched for, located and apprehended. Of this number 2,776 individuals were apprehended by the Air Police of the Absentee Apprehension Section. The remaining 3,692 were actually apprehended by civilian authorities and the other Armed Services, but the Absentee Apprehension personnel were instrumental in locating many of these individuals prior to their apprehension.

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, N. Y.

6 Jun 1950

APM 200.3

SUBJECT: Discontinuance of USAF Absentee Apprehension Program

TO: Commanding General, First Air Force, Mitchel Air Force Base, New York
(IDENTICAL LTR SENT TO ALL ConAC AF COMMANDERS)

1. Pursuant to instructions of Headquarters, United States Air Force, the USAF Absentee Apprehension Program conducted by this command will be discontinued on 30 June 1950.

2. In order to insure an orderly closeout and to preclude the necessity for operation of the program subsequent to the effective date of discontinuance, the period 20 to 30 June 1950 will be utilized to finish all business incident to apprehension activities.

3. Active files of absentees of record in your area, accompanied by correspondence pertaining thereto, will be forwarded this headquarters so far as to arrive not earlier nor later than 30 June 1950. Containers utilized for this purpose will be marked for the attention of the Air Provost Marshal.

4. Personnel rendered surplus by this action should, up to the maximum extent possible, be absorbed by your command. Personnel that cannot be absorbed will be reported to this headquarters for disposition. Utilization of personnel formerly assigned to apprehension activities in outlined in letter, file APM 200.3, this headquarters, 9 May 1950, subject, "Utilization of Personnel Formerly Assigned to Apprehension Program." Reduction in personnel allotment will be reflected in the next personnel authorization voucher published by this headquarters.

5. Motor vehicles rendered surplus by discontinuance of the apprehension program will be reported through normal command channels.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

V. E. MURPHY
Lt. Col, USAF
Asst. Air Adj. Gen.

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
Washington 25, D. C.

AFPTI 20 February 1950

Subject: Air Force Extension Course Program

TO: Commanding General
Air University
Maxwell Air Force Base
Alabama

1. This is in reference to the proposed transfer of the facilities and personnel for administering the USAF Extension Course Program from the Continental Air Command to the Air University Command.

2. It is requested that the Air Iniversity provide this headquarters with a complete study of the logistics, personnel transfer, cost, etc., involved in effecting this movement.

3. It is especially requested that clarification be made of the number of personnel actually to be transferred from the Continental Air Command to the Air University. In this connection, there is attached a study made by the Continental Air Command. The approved Table of Distribution for the 2220th Extension Course Group on file in this headquarters does not accurately delineate the authorization for the program within the Group. The matter of transfer of personnel will require coordination with the Continental Air Command.

4. Particular attention is invited to paragraph 2a of the 1st Indorsement to the inclosed letter with reference to the six (6) spaces which must be provided by an additional augmentation to presently assigned personnel.

5. It is further requested that the Air University make known to this headquarters the timing which would be most effective in the implementation of this move.

BY COMMAND OF THE CHIEF OF STAFF:

1 Incl:
Ltr fr Hq USAF to
ConAC, subj same as above,
dtd 3 Oct 49, w/2 Incls.

s/ LOUIS B. COIRA
Colonel, USAF
Deputy, Individual Training Div.
Directorate of Training

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
Washington 25, D. C.

AFPTI 7 April 1950

SUBJECT: Transfer of Functions from ConAC to Air University

TO: Commanding General
Continental Air Command
Mitchel Air Force Base
New York
ATTN: Col. Neil J. O'Brien

1. Per request of Colonel O'Brien, your headquarters, this letter is forwarded for the purpose of consolidating previous written and verbal instructions of this headquarters reference functions pertinent to the Extension Course Department and the "Air Reserve Forces Review," 2220th Extension Group, ConAC.

2. Transfer of these functions from ConAC to Air University has been authorized. Basic authority for transfer of the Extension Course Department function is contained in the USAF Military Education Board Report forwarded to your headquarters by letter, 13 March 1950, subject "USAF Military Education Board Report." Basic authority for the transfer of the "Air Reserve Forces Review" function is contained in attached copy of TWX to the Air University, information copy of which was forwarded to your headquarters, 28 March 1950.

3. Movement directive is being processed in this headquarters to cover transfer of personnel and equipment.

BY COMMAND OF THE CHIEF OF STAFF:

s/t/ LOUIS E. COIRA
Colonel, USAF
Deputy, Individual Trng Div.
Directorate of Training

Incl
Cy TWX #28578, 28 Mar 50.

cc Furnished:
Air University.

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ConAC REGULATION)
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HEADQUARTERS CONTINENTAL AIR COMMAND
Mitchel Air Force Base, N.Y., 8 May 1950

ORGANIZATION - AIR BASES AND AIR UNITS

2220th Field Printing Squadron

1. Mission. The mission of the 2220th Field Printing Squadron is to procure, store, issue and reproduce administrative, technical, training, and other publications as directed by the Commanding General, Continental Air Command.

2. Organization. The 2220th Field Printing Squadron is a Table of Distribution unit established under the provisions of AFR 20-52. It operates under the staff supervision of the Air Adjutant General, Continental Air Command. The Squadron will consist of:

a. Squadron Headquarters. The Squadron Headquarters accomplishes the functions necessary in the administration of the Squadron.

b. Publications Depot. The Publications Depot procures, stores, and issues publications necessary in the conduct of the Continental Air Command mission.

c. Field Printing Plant. The Field Printing Plant is an official USAF class "B" plant, authorized by the Congressional Joint Committee on Printing. The Field Printing Plant prints and/or reproduces such material as is directed by the Commanding General, Continental Air Command.

d. Editorial and Research Branch. The Editorial and Research Branch edits, coordinates, and prepares for reproduction standard administrative publications and promotes effectiveness and economy in material printed and/or duplicated by the Field Printing Plant.

3. Channels. Direct communication between the Commanding Officer, 2220th Field Printing Squadron, and AFRTC commanders, professors of Air (or Military) Science and Tactics, and the commanding officers of USAF Reserve units on matters pertaining to the mission of the Squadron is authorized. Matters of policy and/or major importance and communications with the Headquarters USAF, or major USAF commands, will be routed through Headquarters Continental Air Command.
(AAG)

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

HERBERT B. THATCHER
Brigadier General, USAF
Acting Vice Commander

OFFICIAL:

Neal J O'Brien
NEAL J. O'BRIEN
Colonel, USAF
Air Adjutant General

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*This Regulation supersedes ConAC Regulation 24-3, 24 February 1950.

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

GENERAL ORDERS
NUMBER 30

19 May 1950

REASSIGNMENT OF UNITS

1. Effective 1 June 1950, the following Regular Air Force units with all personnel and equipment are relieved from assignment to Continental Air Command and are assigned to Headquarters Command, United States Air Force, without change in strength or station:

2200th Hospital Squadron (Murphy GH)
2201st Hospital Squadron (Army Medical Center)
2202d Hospital Squadron (Oliver GH)
2203d Hospital Squadron (Valley Forge GH)
2204th Hospital Squadron (Percy Jones GH)
2205th Hospital Squadron (Army & Navy GH)
2206th Hospital Squadron (Brooke Army Medical Center)
2207th Hospital Squadron (William Beaumont GH)
2208th Hospital Squadron (Fitzsimons GH)
2209th Hospital Squadron (Letterman GH)
2210th Hospital Squadron (Madigan GH)

2. Authority: Letter, Department of the Air Force, 322 (AFOMA 523f), 9 May 1950, subject: "Redesignation and Reassignment of the 2200th Hospital Squadron and Other Air Force Table of Distribution Units."

BY COMMAND OF MAJOR GENERAL HALE:

HERBERT B. THATCHER
Brigadier General, USAF
Acting Vice Commander

OFFICIAL:

W. Murphy
Lt Col USAF
for NEAL J. O'BRIEN
Colonel, USAF
Air Adjutant General

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Monthly Staff Historical Reports
Air Surgeon
March 1950
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Work-load was taken off this Headquarters when Message from Headquarters USAF, 29 March 1950, relieved this Command of the responsibilities pertaining to hospital squadrons, physical evaluation boards, and the liaison program. All these activities are being transferred to Headquarters Command, Bolling Air Force Base, Washington DC, effective 1 June 1950.

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Monthly Staff Historical Reports
Air Surgeon
April 1950
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Continental Air Command was scheduled to lose administrative jurisdiction over the hospital squadrons effective 1 May 1950. This date was advanced to 1 June because of the closing of several general hospitals. Information from the Office of the Surgeon General indicates that the June target date will be met with the hospital squadrons p placed under Headquarters Command and ConAC relieved of all duties and responsibilitiesin connection with these organizations.

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

IN REPLY
REFER TO: PPM-R 322

28 January 1950

SUBJECT: Operation of Hospital Squadrons

TO : Chief of Staff, United States Air Force, Washington 25, D. C.

1. Reference is made to the following communications:

a. Letter Hq USAF, AFCSG 50, 18 July 1949, subject: "Organization of USAF Medical Units."

b. Letter this headquarters, 5 October 1949, to Deputy Chief of Staff Personnel, Hq USAF, subject as above.

c. Letter Hq USAF (Organization Division), 28 October 1949, subject as above.

d. Message your headquarters to this headquarters, AFPMP-2-C-1 14783, 5 January 1950.

e. Letter Hq USAF, AFCSG-25.3, 12 January 1950, subject as above.

2. All of the above correspondence relates to the command relationship of this headquarters in respect to the Hospital Squadrons. To summarize very briefly, ConAC is now charged with full command authority over these organizations subject to certain specific restrictions. Among these restrictions, the most significant is that assignment and reassignment of student officers, officers engaged in joint staffing duties and patients may not be accomplished except on the basis of instructions from your headquarters. This restriction, which correspondence from your headquarters is a necessary one, tends to create a cumbersome administrative system.

3. Because of the organizational status of the General Hospitals in respect to the Department of the Army, Air Force administration of its personnel within those General Hospitals appears unwiedly. If these squadrons are assigned to ConAC I must administer them as part of my Air Forces. Channels for communications are necessarily lengthened. This is not conducive to effective operation of the Air Force Medical Service or of the General Hospitals themselves.

FPM-R 322, Operation of Hospital Squadrons

4. As long as we have this system of joint staffing, I feel that our organizational control must be closely related to whatever system the Army uses. The present difference is not sound and it will not prove workable or desirable. Since it is apparently impossible for there to be further and complete decentralization of control from your headquarters and since the relationship of the Department of the Army to the General Hospitals is a direct one, it appears that the only reasonable solution is to provide for a similar relationship on the part of the Air Force. The only alternate would be for General Hospital supervision to be decentralized by the Department of the Army to the several Armies.

5. As discussed in detail recently with Lt General Craig, the Inspector General, USAF, I recommend that all responsibility for the Hospital Squadrons be withdrawn from ConAC, to be assumed directly by your own headquarters. I make this recommendation not because I consider it completely desirable but rather because we are bound, first, by the undesirable situation of operating on a joint basis, and secondly, because since we must so operate, it is incumbent upon the Air Force to discharge its share of the obligations in a manner which is parallel to that of the other services.

t/ ENNIS C. WHITEHEAD
Lieutenant General, U. S. Air Force
Commanding.

1st Ind

Department of the Air Force, Hq USAF, Washington 25, D. C., 23 Mar 1950

TO: Commanding General, Continental Air Command, Mitchel Air Force Base, New York

1. Action is being taken by this headquarters to relieve your command of all responsibility for the hospital squadrons effective 1 May 1950.

2. 2. Inasmuch as this headquarters has made enlisted personnel available to your command for assignment to the hospital squadrons, it is requested that the authorizations for such personnel be filled to the extent possible prior to 1 May 1950. Airmen should be assigned to these positions whenever available.

B/L fr ConAC, Mitchel AFB, NY, 28 Jan 50, subj: "Operation of Hospital Squadrons

1st Ind (Cont'd)

3. It is further requested that this headquarters, Attention: AFOMA, be notified of the distribution, by grade and SSN for each hospital squadron, made of the thirty-five (35) enlisted authorizations furnished your command for squadron overhead positions, by Personnel Allotment Voucher No. 10 dated 28 November 1949. The same information is desired concerning the twelve (12) officer authorizations that were authorized for use as overhead positions by paragraph 7 of letter, this headquarters, subject, "Operation of Hospital Squadrons," dated 28 October 1949.

BY COMMAND OF THE CHIEF OF STAFF:

st/ EDMUND C. LYNCH
Brigadier General, USAF
Director of Manpower and Organization,
DCS/O

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Monthly Staff Historical Report
DP - Personnel Planning and Management
April 1950
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6. During this period, two actions of importance were taken in connection with Selective Service functions. The first was the discussion held between representatives of this headquarters and Colonel Cobb and other representatives of the State and City of New York on 6 April. The primary issue taken up at this meeting was in regard to the operation of Selective Service in the event that control from Washington was rendered temporarily impossible or impracticable due to enemy action. The group headed by Colonel Cobb proposed a plan whereby control functions would be decentralized under these circumstances to an agent in each Army-Air Force area. In that this headquarters did not fully agree with this proposal, a letter was forwarded to Headquarters USAF recommending that in the event such an emergency should exist, that this responsibility for control not be decentralized. Also, that if such decentralization is absolutely necessary that the responsibility be given to the Continental Air Command thence to the Air Force Commanders, Concurrence in this view was requested. In addition, it was stressed again that early action in defining responsibilities of the Air Force in regard to all Selective Service matters is a necessity so that definite policies can be established. No action by USAF has been reported during the period covered by this report. The other action was a recommendation from the Commanding General to Major General Hershey, Director of Selective Service System that the present arrangement in respect to liaison between his office and this headquarters should not be changed at this time. This recommendation is the result of a letter from General Hershey, wherein he requested the opinion of the Commanding General regarding the placement of our present liaison officer or an additional officer in his office. A copy of this letter is inclosed.

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

IN REPLY
REFER TO: PPM-R 327

29 April 1950

SUBJECT: Participation in Selective Service Functions by Continental Air Command

TO : Deputy Chief of Staff, Personnel, Headquarters United States Air Force, Washington 25, D. C.

1. Reference is made to the following Confidential letters:

a. Confidential letter, this headquarters, file PPM-R 322, subject: "Organization and Control of Selective Service Training Units," 21 February 1950.

b. Confidential letter, in reply to the above, from the Deputy Chief of Staff, Personnel, Headquarters United States Air Force, subject the same, 9 March 1950.

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2. On 6 April, Colonel Candler Cobb representing Selective Service authorities of the State and City of New York arrived at thisheadquarters for a discussion of various Selective Service problems. This group arrived at this headquarters in accordance with an approved plan of the Director of Selective Service to investigate certain questions relating to war-time operation of Selective Service and preparation therefor. The primary question under discussion related to operation of Selective Service in the event that control from Washington was rendered temporarily impossible or impracticable due to enemy action. No detailed alternate plan for operation under such circumstances was presented but a general scheme was discussed. The Selective Service representatives at this discussion stated that the plan under consideration provided for decentralization of the control function under these circumstances to one agent in each Army-Air Force area. Specifically, in this case the proposal was that control for the First Air Force area would be decentralized to the Selective Service Authorities of New York City.

3. First, it should be stated that this headquarters does not subscribe fully to the necessity for and practicability of the alternate plan under investigation. Assuming that D-Day and M-Day will be identical and will be brought on by enemy attack aimed at populous areas, it is possible that control from Washington of Selective Service, among other functions, will be temporarily disrupted.

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BPM-R 327, Participation in Selective Service Functions by Continental
Air Command

a. Certain functions which because of their nature require centralized handling will be temporarily effected. Early resumption of control, perhaps from an alternate command post or headquarters, must be planned and provided for. Enforced decentralization of a function which inherently requires centralized handling is not a satisfactory substitute. Selective Service control is regarded as a function which requires centralized control.

b. For obvious reasons, in the event that decentralization were effected, it does not appear advisable that the area authority in the First Air Force area be in New York City.

c. The disruption of control that might occur should not be sufficiently extensive to cause Selective Service operations to be delayed much beyond the time when they would normally begin were M-Day to precede D-Day.

4. For the above reasons, this headquarters does not consider the proposed decentralization a sound or necessary action. However, in the event such a proposal were adopted, the Selective Service authorities in New York City would prefer to have one authority in each of the Services with whom they might deal. With CobAC's present responsibilities for Selective Service and with its geographical organization, it is logical that the responsibility be assigned to ConAC, thence to its Air Force commanders. Consideration of this proposal presentedseveral questions all of which reflect on the status of our current planning for mobilization.

a. In order for any Air Force commander to act as the USAF control for his area in this respect, he would require considerable information:

(1) the phased personnel requirements for all installations of all commands located within his geographical area;

(2) the priority to be accorded each such installation;

(3) procedures for reception, processing and basic training of selectees;

(4) authority to control all administrative actions relating to flow and assignment.

PFM-R 327, Participation in Selective Service Functions by Continental
Air Command

b. In my short range emergency war plan, 1-49, which I submitted to your headquarters in August and which was commented upon by 1st Indorsement, 7 November 1949, the question of Air Force representation at induction centers was discussed. The reply from your headquarters was not conclusive. I consider it essential that responsibility for this representation be defined. As long as ConAC retains its present responsibility for mobilization of the Air Force and for Selective Service, responsibility for Air Force representation at the induction centers should be similarly assigned. This problem should be restudied and a final policy should be established.

5. This instance is a good example of present difficulties in planning for Selective Sefvice functions. A municipal and state agency representing a federal agency contacts the serveral Services separately through local command representation. Because of lack of unified policy and direction, there is no reasonable action that can be taken. There is not even basis for discussion; yet, the problem is important and requires exploration. I recognize the action that it is proposed to take as discussed in the correspondence involved. It must be stressed again, however, that there is a paramount necessity for early action in defining responsibilities and establishing this function on a proper basis.

6. The following action is requested:

a. Continued effort to resolve the problems discussed in the letters referred to in par 1 above be made.

b. Concurrence in my view as to the undesirability of the proposal to decentralize Selective Service functions be granted because of the factors discussed above.

c. The question of responsibility for Air Force representation at the induction centers be further studied and a definite policy be established.

d. The Director, Selective Service, be advised that problems of this sort cannot be settled on a local basis but that they require discussion at Departmental level where final policy must be established in relation to much broader requirements and circumstances.

st/ ENNIS C. WHITEHEAD
Lieutenant General, U. S. A. F.
Commanding

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DP - Personnel Planning and Management
January-February 1950
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5. During this period, three actions of major importance were taken in connection with our mobilization problems. Two of these were major policy statements and concern difficulties being experienced in connection with readying the Reserve to satisfy its mission upon mobilization. Copies of these are inclosed. The last of the three actions was a recommendation from the CG to the C/S that Selective Service responsibilities of the Armed Forces be more clearly defined and more effectively controlled. The present arrangement is one which fosters loose military control and participation. The difficulties which such an arrangement can engender are self-evident.

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
Washington 25, D. C.

12 December 1949

Lieutenant General Ennis C. Whitehead
Commanding General
Continental Air Command
Mitchel Air Force Base
Hempstead, L.I., New York

Dear Ennis:

We are giving thought here in Headquarters to making the Auditor General responsibile for the performance of all audits of both appropriated and non-appropriated funds and for the examinations of cost accounts required by AFR 170-11, 31 August 1949, for the Zone of Interior commands. This would relieve the commands of all audit responsibility.

Responsibility for efficient operation and maintaining adequate records would, of course, remain with the command. In this connection, it is my proposal that the Auditor General establish a resident audit staff on every base, where the workload will warrant, to perform the property audits which he now does, the non-appropriated and appropriated funds audits, and addits or examinations of the cost accounting records. This would give the commander an audit service on which to call at any time for interim or emergency audits. In view of the policy of the Department of Defense to have all auditing performed on an independent basis to the greates extent practicable, I believe this plan is appropriate to put into effect about 1 February 1950.

In assuming the above types of audit responsibilities, it will be necessary to transfer from the commands to the Auditor General the personnel and spaces used by the commands in performing these functions.

I would, however, like to have the benefit of your personal thoughts on this subject before making a final recommendation. It merely means that we are trying to place the Air Force out front in the field of independent checks on financial activities, which, as you are aware can cause so much unfavorable publicity, when even some minor thing goes wrong.

Sincerely,

s/t/ E. W. RAWLINGS
Lieutenant General, U. S. Air Force
Deputy Chief of Staff, Comptroller
COPY

HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

IN REPLY
REFER TO:

4 January 1950

Dear Ed:

Reference your letter of 12 December in regard to the auditing function. In arriving at my views, I have given consideration not only to the advisability of avoiding unfavorable publicity for the Air Force but also to the equally important matter of sound principles of command (management) which in themselves prevent bad situations arising and causing unfavorable publicity.

Your proposal to transfer certain responsibilities (and equal authority) from the chain of command below Headquarters USAF level to the Auditor General, who is outside that chain, raises questions as to the purpose of auditing or examining various accounts and records.

Audits of accounts and records made for the protection of the govenment against loss of money or property through error or fraud on the part of those responsible for the custody or expenditure of money or property, and the supervisors of such custodians should, of course, be made by outside auditors. It is my understanding that audits are now made by your Auditor General and by the General Accounting Office of such records, including those pertaining to the execution of contracts, the accountability for and sales of government property, reimbursement billing of one operating agency against another, and funds in the custody of disbursing and sales officers.

Accounts and records pertaining to the general administration of a commander's responsibilities and the management of his activities and resources, other than the accounts and records pertaining to the custody or expenditures referred to in the preceding paragraph, seem to me to belong to an entirely different category. These nonaccountability records pertain to the procedures and systems by which command responsibilities in general are administered and by which nearly all activities and resources are managed. A large number and wide variety of individuals, from major headquarters down to and including bases, participate in this administration and management. I realize that inefficiency on the part of these various individuals is likely to cause far greater loss or waste than error or fraud on the part of persons directly accountable for property or cash.

But I believe that the loss or waste due to inefficiency can be prevented or minimized only be education, indoctrination and training within the chain of command in the operation of prescribed procedures and systems. Frequent examinations of accounts and records pertaining to these procedures and systems are essential. But they should be made by those responsible for supervising the procedures and systems and for the training and supervision of the individuals charged with operating them. Additional examinations by an independent agency would be an unnecessary duplication. To have the independent auditors do the training and supervising would be to expand the auditing function far beyond that necessary to achieve its basic purpose of verification.

The Budget and Fiscal and the Cost Reporting Systems of the USAF are not only relatively new but are in a state of active development. We know without formal audit that there is considerable deviation in the use of appropriated funds from the pattern set forth in annual estimates. This is due chiefly to non-receipt of clear, coordinated and timely programs from Hq USAF, frequent changes in programmed activities, operations and organization, and the lack of experience and training of the commanders and staffs charged with all sorts of activities and who keep the fiscal accounts and records related to them. Similarly in the field of cost reporting the system is required to deal with constantly changing activities and organizations and is carried out by changing personnel still untrained in handling the complex provisions of the system. I feel that the cure for both of these conditions is constant training within the chain of command and greater stability ofoperating personnel, neither of which would be accomplished by further independent audits. The provision of adequate civilian personnel and travel funds (as now seems to be assured for the 3rd quarter of FY 50 at least) to permit more field examinations should be most helpful in accomplishing the functions you propose to give to the Auditor General.

In regard to nonappropriated funds, the situation is still different. While the commanders at all levels are responsible for safeguarding these funds and for the management of the activities to which they pertain, this responsibility is greater toward the individuals who contribute these funds than it is to the government. The main Air Force consideration is the managerial competance of the commanders at all levels who are responsible for the proper conduct of non-appropriated fund activities as essential elements of our entire organization. As far as ConAC is concerned, I feel that routine audits under supervision of commanders at all levels are both necessary and sufficient to assure satisfactory management of non-appropriated funds and their related activities.

From the foregoing, you may conclude that I do not concur in the relief of commanders of all audit responsibility as proposed in your letter. The supposition that a resident audit staff, stationed as a tenant on an installation of a major command, but responsible to the Auditor General would provide a satisfactory staff service to the installation and higher commanders seems, from my experience, to be unwarranted. The needs of a base commander would of necessity be secondary to the requirements of the Auditor General. I doubt that such staffs would be capable of responding to requests by base commanders for interim or emergency audits or would be capable of devoting sufficient time to the field examination of or training in administrative procedures and systems such as the Budget and Fiscal and Cost Reporting Systems.

There is a growing tendency, which I think is wrong and of which your proposal seems to be a part, to organize the USAF into vertical compartments from top to bottom and to nibble away at the authority and responsibility of subordinate commanders in connection with their respective activities and responsibilities. This trend is evident in the status of the Air Force Medical Service, the Air Judge Advocate system, the Chaplain's and the Inspector General's functions. This tendency is likely to result in the unnoticed but actual return to the Air Force of the disadvantages of separate services, such as the Army used to have, but which we have thus far so successfully and wisely avoided. Such separate services can be created in fact, though disguised in appearance, be relieving commanders of certain functions inherent in their responsibilities and transferring such functions to staff or service agencies even though we do not give such agencies distinctive uniforms, distinctive insignia or independent status. I am a firm believer in centralized control but am equally convicned of the necessity for decentralized operation. I believe this can best be brought about by the adoption of clear, well coordinated, and simple systems of administration in the Air Force, the publication of clear directives and manuals governing administrative procedures, and giving subordinate commanders full authority and responsibility to carry them out.

Sincerely,

ENNIS C. WHITEHEAD
Lieutenant General, United States Air Force
Commanding.

Lieutenant General E. W. Rawlings
Comptroller, Headquarters USAF
Washington 25, D.C.

FILE:

SUBJECT: Monthly Staff Historical Reports
Comptroller
June 1950
EXTRACT COPY

HEADQUARTERS
CONTINENTAL AIR COMMAND
INTEROFFICE ROUTING SLIP

NO	DATE	FROM	TO	Number and date each entry - show date of dispatch. Show staff division or office in FROM-TO columns. Sign each entry legibly - show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
1	13Jul50	Compr	Hist	* * * * 3. On 29 June 1950 received message from USAF advising the AFR 20-40 was being amended to place with the Auditor General responsibility for audit of fiscal accounts of appropriated funds, nonappropriated funds, nonappropriated funds accounts, and a small portion of the audit responsibility regarding Cost Accounting System. Performance of the Audit program will remain with ConAC until transfer of certain personnel and funds to the Auditor General is accomplished. Hq First, Fourth, Ninth, Tenth and Fourteenth Air Forces were notified of the above on 30 June and requested to furnish information ref personnel authorization and funds programmed for this activity for FY 1951 and 1952. * * * *

HQ ConAC FORM 1-1
22 April 1950

Do not detach from correspondence

L-50-391

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77 1

ConAC Manpower Evaluation Board Survey of Headquarters Continental Air Command, 4 April - 17 May 50.

Manpower Evaluation Board Members:

Lt Col Edward H. Nigro

Major Dwight F. Lewis

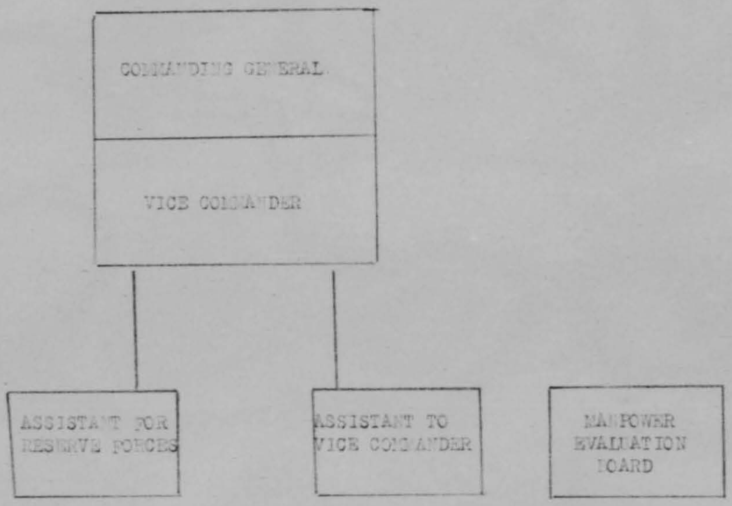
Major Chester E. Wine

Major William A. Mather

FOREWORD

The survey of Headquarters, ConAC was conducted so as to arrive, as accurately as possible, at a required manning in officers, airmen and civilians, based on current staff responsibilities and the current methods of accomplishing the workload imposed by these responsibilities. The recommended strengths for each office, therefore, were determined by correlating the mission of the office provided by ConAC R 21-1, the methods of accomplishing the mission as given by the supervisors, and the workload imposed on each person as determined by individual interview. Allowance was made for the anticipated workload that will result from the USAF Program, AFL 150-15. Consideration was not given, however, to other proposed variations in mission, particularly that caused by the reorganization of Continental Air Command.

COMMANDING GENERAL



	OFFICERS	AIRMEN	CIVILIANS
PRESENT AUTHORIZATION	11	7	3
PRESENTLY ASSIGNED	11	8	2
RECOMMENDED AUTHORIZATION	11	7	2

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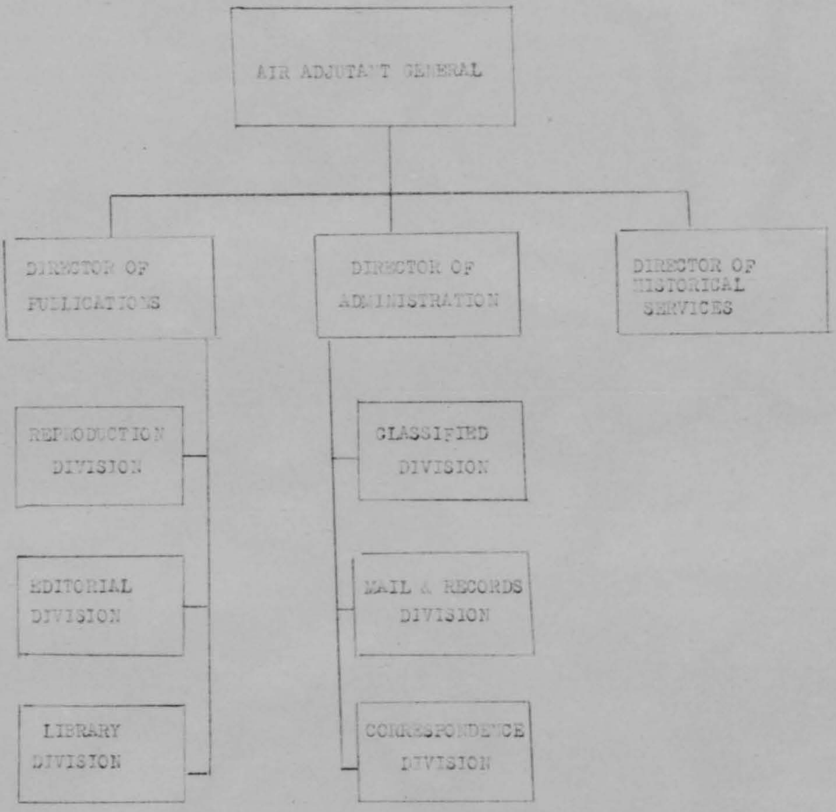
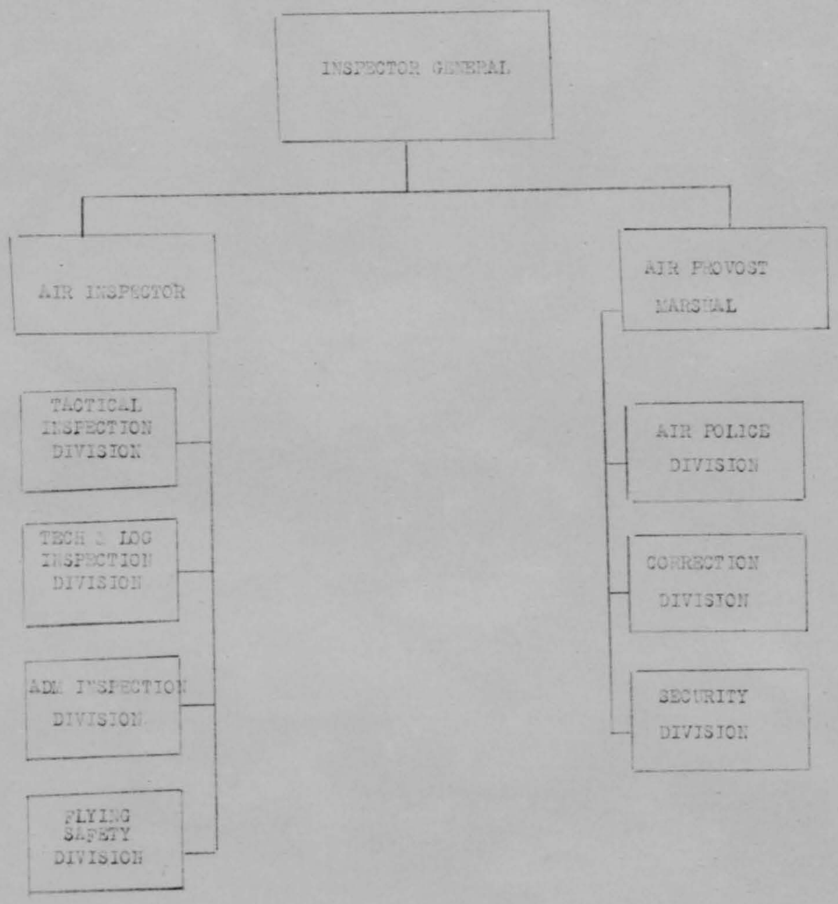
AIR ADJUTANT GENERAL



	OFFICERS	AIRMEN	CIVILIANS
PRESENT AUTHORIZATION	10	82	36
PRESENTLY ASSIGNED	10	78	36
RECOMMENDED AUTHORIZATION	11	75	36

INSPECTOR GENERAL



	OFFICERS	AIRMEN	CIVILIANS
PRESENT AUTHORIZATION	37	40	12
PRESENTLY ASSIGNED	28	35	12
RECOMMENDED AUTHORIZATION	30	39	11

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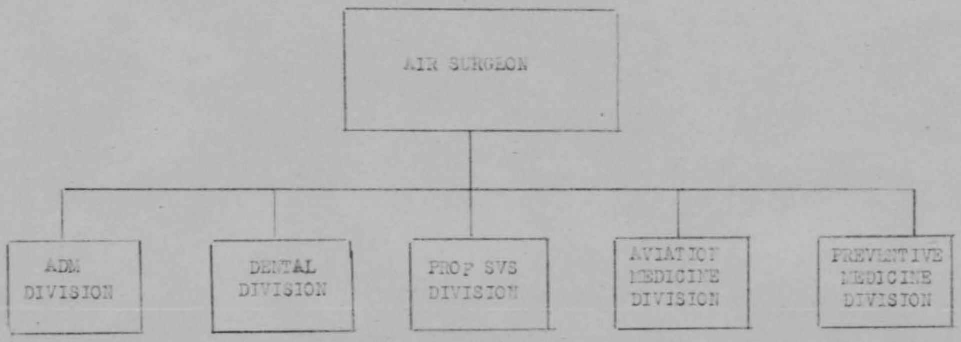
AIR SURGEON



	OFFICERS	AIRMEN	CIVILIANS
PRESENT AUTHORIZATION	6	7	3
PRESENTLY ASSIGNED	6	6	3
RECOMMENDED AUTHORIZATION	6	5	3

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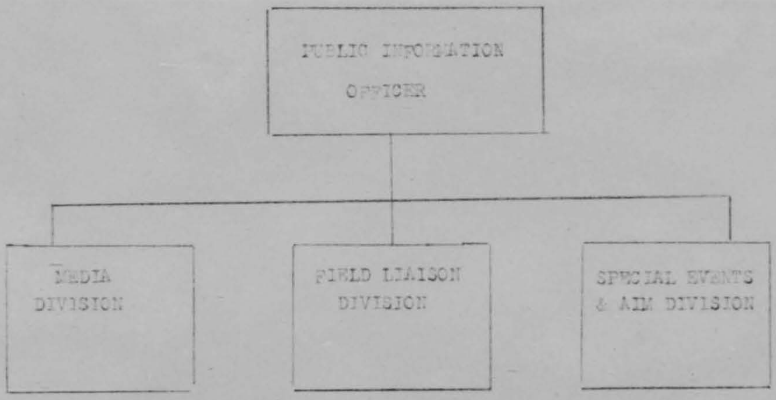
PUBLIC INFORMATION OFFICER



	OFFICERS	AIRMEN	CIVILIANS
PRESENT AUTHORIZATION	5	8	4
PRESENTLY ASSIGNED	5	8	4
RECOMMENDED AUTHORIZATION	5	8	4

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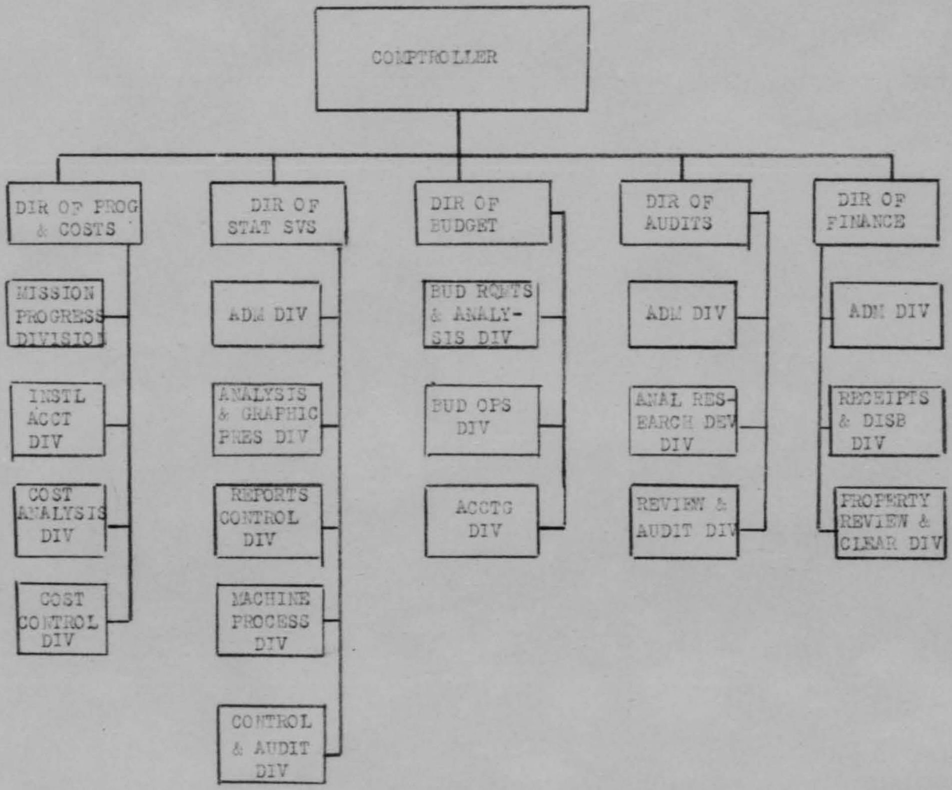
COMPTROLLER



	OFFICERS	AIRMEN	CIVILIANS
PRESENT AUTHORIZATION	38	110	99
PRESENTLY ASSIGNED	31	105	98
RECOMMENDED AUTHORIZATION	35	101	99

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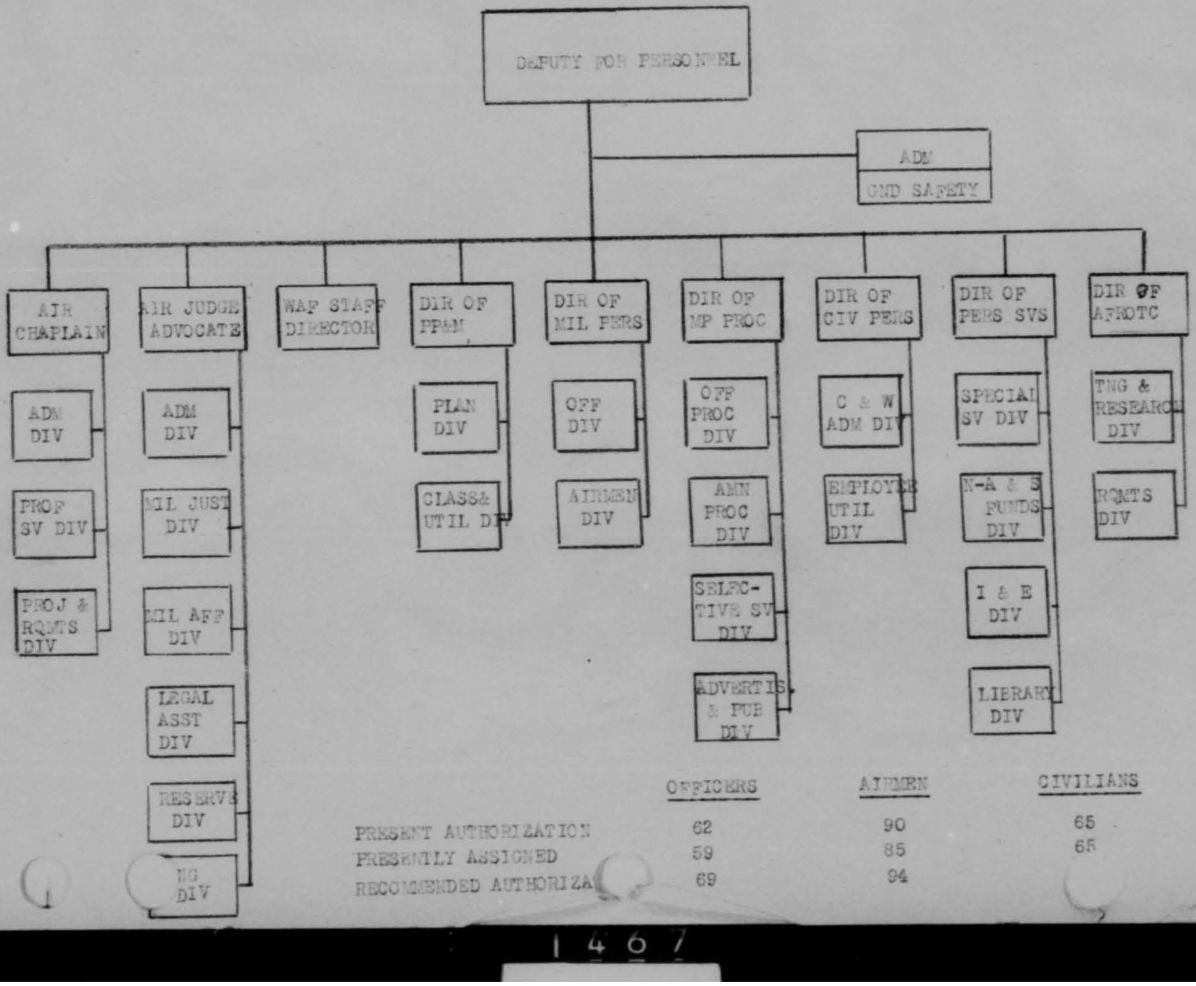
DEPUTY FOR PERSONNEL



	OFFICERS	AIRMEN	CIVILIANS
PRESENT AUTHORIZATION	62	90	65
PRESENTLY ASSIGNED	59	85	65
RECOMMENDED AUTHORIZA	69	94	

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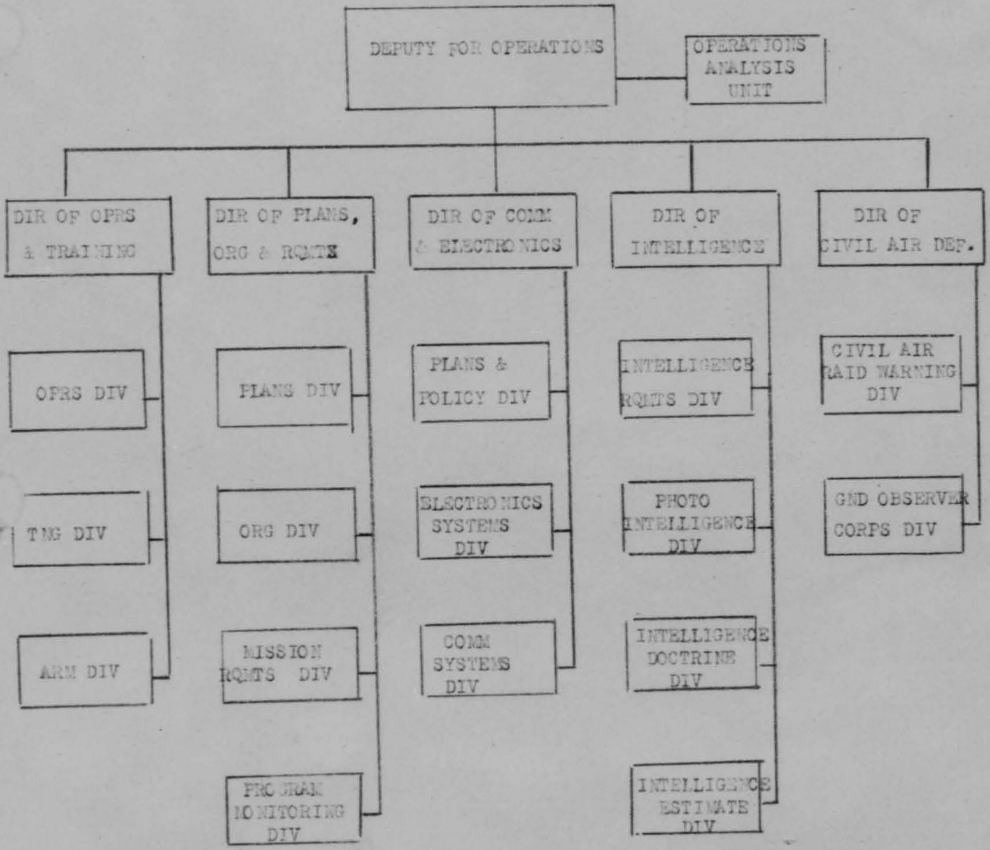
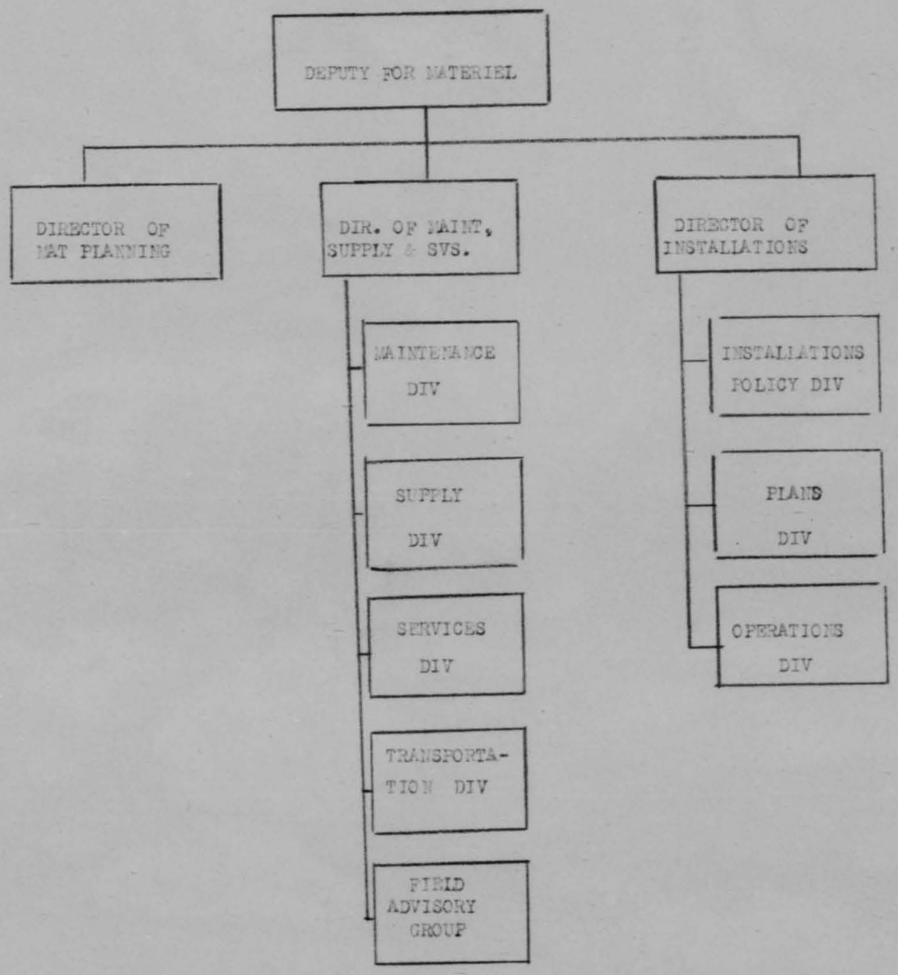
DEPUTY FOR OPERATIONS



	OFFICERS	AIRMEN	CIVILIANS
PRESENT AUTHORIZATION	106	81	47
PRESENTLY ASSIGNED	89	68	44
RECOMMENDED AUTHORIZATION	104	87	48

DEPUTY FOR MATERIEL



	OFFICERS	AIRMEN	CIVILIANS
PRESENT AUTHORIZATION	56	53	80
PRESENTLY ASSIGNED	56	53	76
RECOMMENDED AUTHORIZATION	57	54	75

772

ConAC REGULATION)
21-1B)

HEADQUARTERS CONTINENTAL AIR COMMAND
Mitchel Air Force Base, N.Y., 5 June 1950

ORGANIZATION - CONTINENTAL AIR COMMAND

Command and Staff Organization

(This Regulation amends ConAC Regulation 21-1, 16 November 1949, as amended.)

* * * *

1. Introduction.

* * * *

c. Continental Air Command air force commanders will conform to the doctrines and principles expressed herein, and will organize their headquarters using the same basic staff structure and the titles and duties of the deputies and directors, except as follows:

(1) The Office of the Deputy for Tactical Air Operations will not be established in the headquarters of the Continental Air Command air forces.

(2) The Directorate of Civil Air Defense will not be established in the headquarters of the Continental Air Command air forces.

(3) The Directorate of Reserve Administration will be established and included within the Office of the Deputy for Personnel in the headquarters of the Continental Air Command air forces.

Subdivision of directorates into divisions, branches, sections, and units is left to the discretion of air force commanders.

* * * *

(AAG)

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

CHARLES T. MYERS
Major General, USAF
Vice Commander

OFFICIAL:

VEMurphy
V. E. MURPHY
Lt Col, USAF
Asst Air Adj Gen

DISTRIBUTION:
A

86[1]

HEADQUARTERS FOURTH AIR FORCE
Hamilton Air Force Base
Hamilton, California

24 February 1950

VC-006

SUBJECT: Armed Forces Day, 20 May 1950

TO: Commanders, Fourth Air Force Units

1. The Commanding General, Fourth Air Force, has been designated Western Area Commander for Armed Forces Day by the Secretary of Defense to coordinate the plans and activities of the Army, Navy, and Air Force commands in the eight western states specified. The general plan for observance of Armed Forces Day on 20 May 1950, as published by the area commander, is attached.

2. This plan has been approved by the Commander, Western Sea Frontier, the Commanding General, Sixth Army, and the Commanding General, Fourth Air Force. The Commanding General directs that utmost cooperation be given to area project officers in the implementation of this plan.

J. P. Bailey
J. P. BAILEY
Colonel, USAF
Vice Commander

1 Incl:
Ltr 17 Feb 50 "Armed Forces Day, 20 May 1950", w/3 Incls

DISTRIBUTION: "A"

ARMED FORCES DAY AREA COMMANDER
WESTERN AREA
100 McAllister Street
San Francisco 2, California

17 February 1950

SUBJECT: Armed Forces Day, 20 May 1950

TO: Commander, Western Sea Frontier
U.S. Naval Station, Treasure Island
Commanding General, Sixth Army
Presidio of San Francisco
Commanding General, Strategic Air Command
Offutt AFB, Omaha, Nebraska
Commanding General, Air Materiel Command
Wright-Patterson AFB, Dayton, Ohio
Commanding General, Department of Pacific, USMC
San Francisco
Commanding General, Air Training Command
Scott AFB, Belleville, Illinois
Commanding General, Military Air Transport Service
Andrews AFB, Maryland

1. The Department of Defense General Plan (Incl. 1) designated the Commanding General Fourth Air Force the Western Area Armed Forces Day Project Officer for the area covering the eight western states. Colonels Lee Q. Wasser, USAF, M. L. McCreary, USA, and Captain T. R. Wirth, USN, have been detailed by their respective commanders to assist the Commanding General Fourth Air Force in the preparation of the overall plan and to provide administrative assistance to Area Project Officers. Offices have been established on the 26th floor of the building at 100 McAllister Street, San Francisco.

2. For the purpose of control through command channels, facilitation in compiling required reports and of delineation of areas of responsibility, the following areas and responsible project officers are assigned:

<u>AREA</u>	
State of Washington	Rear Admiral H. H. Good, USN Commandant, 13th Naval District
State of Oregon	Brigadier General Robert A. McClure, USA Commanding General, Northern Sub-Area, 6th Army
State of Idaho	Colonel H. Bragg, USA, Commander Idaho Military District
State of Montana	Colonel Thomas Burgess, USA, Commander Montana Military District
Area North California	Major General Junius Jones, USAF Sacramento, California
	Colonel L. M. Glass, USA, Commander Nevada Military District, Reno
	Colonel James S. Sutton, USAF Commanding Officer, Ogden Air Depot Hill AFB, Utah

Area South California	Rear Admiral Wilder D. Baker, USN Commandant, 11th Naval District San Diego, California
State of Arizona	Colonel Wm. P. Fisher, USAF Commanding Officer, Davis-Monthan AFB Tucson, Arizona

3. Area Project Officers will co-ordinate, and are authorized direct contact, for all phases of planning and implementation for the observance of Armed Forces Day with Armed Services Commands within their assigned area. A liaison officer assistant from the sister services will be designated by their service commander. The slogan for Armed Forces Day is: "Teamed for Defense". Insofar as practicable, therefore, joint service participation shall be effected, but such co-ordination shall not be so extended as to reduce the overall availability of Commands for public visit and inspection, or to restrict the ability of Commands to demonstrate their activities, facilities, and missions.

4. Armed Forces Day observance shall be conducted in every community in which an Armed Service facility, an organized Reserve facility or a National Guard facility is resident, and in as many other communities as practicable. In communities containing more than one facility, it suggested that Area Project Officers appoint Community Project Officers to co-ordinate the planning and observances of local facilities.

5. The following cities have been designated key cities for Armed Forces Day Speakers by the Office of the Secretary of Defense. Flag or General Officer main speakers for each of these cities will be arranged for by the Western Area Project Officer. He will arrange for sponsors in each instance, in collaboration with Area Project Officers.

STATE	CITIES
Washington	Everett Seattle Spokane Tacoma
Oregon	Portland Salem
Idaho	Boise
Montana	Helena
Northern California	Fresno Oakland Sacramento San Francisco San Jose Stockton
Nevada	Reno
Utah	Ogden Salt Lake City
Southern California	Alhambra Long Beach Los Angeles Riverside San Bernardino San Diego San Fernando
	Phoenix Tucson

6. In addition to the key Armed Forces addresses mentioned in paragraph 5, which insofar as practicable will be arranged for Friday, 19 May, additional talks before club, school, veterans, church and other groups in these cities, and in as many other communities as possible, should be arranged by Area and Community Project Officers for officers and men of the Armed Services and for veterans and other qualified members of civilian circles. These supplementary talks need not be limited to the 19th or 20th of May, but may be scheduled at any time within the week preceding or the week following Armed Forces Day. Attention is invited to the circumstances that the week preceding Armed Forces Day is "NATIONAL SECURITY WEEK" and "I AM AN AMERICAN WEEK", and the week following is "FOREIGN TRADE WEEK". The similarity of the patriotic nature of these weeks to that of Armed Forces Day is obvious and can be turned to mutual benefit. Speakers Policy Guide leaflets will be mailed by Office of Public Information, Office of Secretary of Defense by 15 April.

7. Even more effective than telling the public about the importance, training, capabilities and limitations of the armed services, is showing them. Well conducted open houses with on site demonstrations of operations are invaluable to the purpose of Armed Forces Day, and should be undertaken by every command, station and armory. They provide the most direct evidence for the justification of federal appropriations from taxes for national defense. The day is not for the solicitation of appreciation or tribute for the armed services; it is a day for accounting to the public. Open houses should be scheduled for that day nearest Armed Forces Day which commanders believe will facilitate maximum public attendance.

8. The following events are customarily included, as appropriate, in observances such as Armed Forces Day, and are tabulated for such aid as a check-off list may provide. The Office of the Secretary of Defense will provide helpful material, as indicated. Civic, veterans, women's, labor, religious, service, educational, P.T.A., and social interests and groups, of course, should be enlisted for the accomplishment of such events, and the national heads of such organizations are being requested by the Secretary of Defense to encourage their chapters in participation:

Event	Comment
Advertisements	Provision to advertisers of mats, insets for inclusion in ads in papers, trade and house publications. Include notice of open houses and other events.
Church	Sermons or pulpit notices. Uniformed mass attendance. Hymns. Uniformed choirs.
Dinners and Luncheons	See paragraphs 5 and 6. Provide for attendance of enlisted personnel. Swear in recruits as part of program. Present decorations available.
Exhibits	Store windows. Public Squares. Posters. Models. Mobile exhibit. Excellent event for joint participation.
Essays	High School Juniors best targets. Next year's recruits. National Defense Subject. Tours of stations welcome prizes if planned for youngsters interests.
Fly	As determined by the Air Force Commander concerned.
Service	OPI/OSD will provide material.
Movies	Slides OPI/OSD will distribute film and trailers thru national outlets
Music	Everyone likes a band except budget directors.

Event	Comment
Newsreels	Report possible set-ups. See Inclosure 3.
Parades	Best as part of open house to draw crowds.
Publicity	Plug open houses in advance. Editorials. Set up a week's schedule.
Pictures, still	Send to OPI/OSD See Inclosure (3) OPI/OSD will mail kits containing 30 pic for display and publication.
Posters	Will be provided by recruiting services.
Proclamations	Western Area AF Day Commander will request Governors, directly, to issue as of 14 May. State Project Officers request Mayors to issue as of 17 May. Ask for display of flags and Army-Navy E pennants.
Radio-TV	Spots. Interviews, talks. Plug open houses in advance. Sportcasts. Report suggestions for national radio and TV shows. OPI/OSD will provide kits containing sample 15 minute script, spot announcements and background material, and still material for TV display.
Schools	Movies. Talks. Programs.
Sports	Program space. Troop demonstration at games.
Universities	ROTC programs.

9. Armed Forces Day, unlike past single service days, has no one civilian organization sponsor. This circumstance makes possible wide open and equal support from all of the organizations of the country. Care must be exercised, however, to avoid the appearance of failure in appreciation for the support of past service sponsors. All organization service and non-service committees, advisory, manpower, and any other, should be invited to participate.

10. It will be a relatively simple and fully appropriate matter to include within the focus of Armed Forces Day some recognition of the services' dependence upon the national industry, and other partners in national security such as the Coast Guard and the Merchant Marine, and this should be done. Such thoughtfulness will naturally redound to the benefit of the purposes of Armed Forces Day.

11. The Office of Public Information, Office of the Secretary of Defense, directs that progress reports (Incl. 2) be made to the co-ordinator, Armed Forces Day, of that office, on 15 March, 15 April, 1 May and 15 May. Reports need not be lengthy, but specific answer is required for each item included in the form inclosed as Inclosure 2. Area Project Officers are requested to mail report for their areas to the Western Area Armed Forces Day Committee, Armed Forces Public Information Office, 100 McAllister Street, San Francisco, in time to reach that office not later than 10 March, 10 April, 25 April and 10 May. Area progress reports are desired in quintuplicate.

12. Newsreel set-up forms, Inclosure 3, are desired by OPI/OSD as possible ideas occur. They are to be forwarded to Washington, directly, copy to the Western Area Armed Forces Day Committee.

13. Questionable competition between the services for public prominence, obviously, can be no part of Armed Forces Day, sounding as it does the slogan "Teamed for Defense". For the best presentation of the part of each member of the team, however, the fullest measure of display must be made on site by each command and such public demonstration cannot properly be restricted by limitations or combinations that in any way reduce the availability of Armed Forces installations to visits by the maximum number of the public. It is not expected that armed service participation will be equally divided in any locality. The best manifestation of a good team lies in its spirit of team work.

14. This plan for operations has the approval of the Commander, Western Sea Frontier, and the Commanding General, Sixth Army.

John E. Upston

JOHN E. UPSTON
Major General, USAF
Area Commander

3 Incls
- (1) Dept. of Defense General Plan
- (2) Armed Forces Day Report Form
- (3) Newsreel Set-up Form and instructions

DEPARTMENT OF DEFENSE
OFFICE OF PUBLIC INFORMATION
Washington 25, D. C.

GENERAL PLAN

ARMED FORCES DAY - 20 MAY 1950

General -- The purpose of this outline is to present the general plan for the first annual observance of Armed Forces Day, 20 May 1950.

The third Saturday in May is designated as "Armed Forces Day" in accordance with announcement by the Secretary of Defense, with approval of the President, on 31 August 1949.

THEME

The theme for the observance will be a "report" to the public on the state of national defense with underlying emphasis that only through the support and understanding of the public can the Services carry out their duties.

Accordingly, Armed Forces Day will have a two-fold mission: (1) To familiarize the American people with the state of defense; and (2) To encourage public attention to the Services on the occasion.

SLOGAN

"TEAMED FOR DEFENSE" will be the official slogan for Armed Forces Day.

ORGANIZATIONAL PLAN

One Service will be assigned primary responsibility for Armed Forces Day activities in each of the geographical areas corresponding generally to the Army and Air Force Areas. The designated Area Commander will be responsible for coordinating all phases of planning and operation with the other Services.

Assignment of Service responsibility will be as follows and has been agreed upon by the Services as the simplest division for administrative purposes:

SERVICE	AREA	AREA COMMANDER
Navy	9th Naval District 5th Army 10th Air Force	Rear Admiral J. Cary Jones, USN Commandant, 9th Naval District U. S. Naval Training Center Great Lakes, Illinois
Air Force	8th Naval District 4th Army 12th Air Force	Major General Alden Crawford Commanding General, 12th Air Force Brooks Air Force Base, Texas

ENCLOSURE 1

Air Force	11th, 12th & 13th Naval Districts 6th Army 4th Air Force	Major General John Upston Commanding General, 4th Air Force Hamilton Air Force Base, California
Army	1st & 3rd Naval Districts 1st Army 1st Air Force	Lt. Gen. Walter B. Smith, USA Commanding General, First Army Area Hdqtrs. First Army, Governors Island, New York 4, N.Y.
Navy	4th & 5th Naval Districts Severn River Naval Command 2d Army 9th Air Force	Rear Admiral Roscoe E. Schuirmann, USN Commandant, Fourth Naval District U. S. Naval Base Philadelphia 12, Pa.
Army	6th Naval District 3rd Army 14th Air Force	Lt. Gen. Alvan C. Gillem, Jr., USA Commanding General, Third Army Area Headquarters Third Army Fort McPherson, Georgia
Navy	District of Columbia	Rear Admiral Glenn B. Davis, USN Commandant, Potomac River Naval Command Washington, D. C.

OVERSEAS COMMANDS

Alaskan Command - Fort Richardson, Alaska
Commander-in-Chief - Lt. Gen. Nathan F. Twining (USAF)

Caribbean Command - Quarry Heights, Canal Zone
Commander-in-Chief - Lt. Gen. William H. H. Morris, Jr., (Inf)

European Command - Heidelberg
Commander-in-Chief - General Thomas T. Handy (FA)

U. S. Forces, Austria - Vienna
Commanding General and U. S. High Commissioner to Austria - Lt. Gen. Geoffrey Keyes (Cav)

Pacific Command - Navy #128, Fleet Post Office, San Francisco, Calif.
Commander-in-Chief - Admiral Arthur W. Radford (USN)

Far East Command - Tokyo, Japan
Commander-in-Chief Far East - G/A Douglas MacArthur (CE)
Also Supreme Commander for the Allied Powers

The Office of Public Information will be responsible for promotion, planning and implementation at the national level. All media of mass communication will be solicited to cooperate, through the appropriate division or branch of the Office of Public Information and through the normal channels available to public information officers of the Services at the community level. The Advertising Council will cooperate.

FUNDS

To cover necessary expenses, an apportionment of funds will have to be made by the Army, Navy and Air Force. It is anticipated that the cost of a successful program will be smaller than the total of the amounts expended in past years by the Services for the separate observances. In the past, the Services have drawn from existing recruiting publicity funds for the major portion of promotion expenses and from training funds for operational expenses.

OPERATIONAL PHASE

The greatest emphasis of the entire country-wide observance will be toward a well-rounded community-level program. Although various promotional methods are necessary to focus attention on the day itself, the real job must be done locally -- where the public can see first-hand Unification in operation.

Troop and equipment participation will be provided to as many cities as possible, especially to the larger cities such as New York, Chicago, San Francisco and St. Louis, etc.

A national allocation of Naval vessels, certain types of Aircraft and Airborne Troops will be made.

Reserve forces will be encouraged to participate actively in the observance and will be utilized by the Area Commander.

The interchange of equipment and weapons of the Services would not be possible or practical. However, at each installation open house activities should be scheduled and equipment demonstrated, along with parades, inspection trips, etc. As a Unification tie-in, the program for the local show should be slanted to demonstrate how this particular base in its operations and mission fits into the over-all defense and Unification picture.

To promote community-level observances and activities on Armed Forces Day, OPI will seek assistance from national headquarters of the leading civic, veteran, women's, labor and religious organizations, requesting their endorsement of the occasion and their assistance in fostering local participation by member chapters, clubs and posts.

Instructions from national headquarters will include promotional kits and will indicate the Area Commander who should be contacted directly for any military participation which might be desired.

SUBJECT: Armed Forces Day Reports

TO: The Coordinator, Armed Forces Day, Office of Public Information

1. General comment on pre-Armed Forces Day activities in each area.

2. Local observances arranged, including parades, ceremonies, dinners, luncheons, etc., giving the name of any local sponsor since last report.

3. List of installations at which "Open House" will be held for Armed Forces Day.

4. Exhibits and static displays planned and the type of material to be shown in each since last report.

5. Specific comments on use of materials supplied by Department of Defense.

6. Report on number of still pictures sent to OPI by individual PIO's since previous report. If answer is negative, it should be so stated.

7. Suggestions of possible newsreel stories.

8. Ideas and suggestions for national radio or television shows.

Enclosure 2

DEPARTMENT OF DEFENSE
OFFICE OF PUBLIC INFORMATION
PICTORIAL BRANCH
WASHINGTON, D. C.

23 January 1950

INFORMAL LETTER TO ALL ARMED FORCES DAY AREA COMMANDERS:

1. A very important phase of pictorial publicity for Armed Forces Day is the furnishing of "set-ups" for newsreel and television newsreel companies. At least twice a week, the Pictorial Branch, Office of Public Information, gets a call from one or more of the nationally distributed newsreels or television newsreels asking -- in fact, pleading -- for national newsworthy items.

2. As you know, of course, the five major newsreels are: Fox Movietone News, MGM News of the Day, Paramount News, Warner-Pathe News, and Universal Newsreel, and are seen by about fifty million people each week. There are four television newsreels interested, and this media serves approximately two million people a week. Such outlets furnish a great opportunity for the Armed Forces to tell their stories, or at least part of their stories.

3. We, therefore, ask you for written comments and suggestions on possible newsreel stories that can be made at the installations in your Armed Forces Day Area. A sample synopsis sheet is attached to this informal letter as a guide for the submission of your ideas.

4. National spot news stories make up only a portion of the average newsreels -- the remainder is filled with feature, human interest stories, and other not necessarily based on spot news events.

5. It is therefore requested that you reproduce at your headquarters such parts of this letter and attachment as you feel necessary to carry out this phase of the Armed Forces Day Program, and direct that the PIO's all the way down the line submit directly to this office, ideas and set-ups as set forth, sending you a carbon for your files. It is suggested that, in case a PIO does not have anything happening on his post, field or district, he send in a negative report. These reports are to be in on February 15, and April 10.

J.A. YOVIN
Chief, Pictorial Branch
Office of Public Information
Department of Defense
Washington, D.C.

ENCL:
Synopsis Sheet

ENCLOSURE (3)

SYNOPSIS
Page 1

PIO's ASK YOURSELVES THESE QUESTIONS

Are there any mascots at your base that can be associated with the Armed Services concerned?

Do you have any specialized piece of unclassified equipment that is interesting and unusual?

Do you contemplate having any activities for the children of the base?

Do you have any hobby club activities?

Do you have any rescue units at your base that could demonstrate their techniques?

What interesting gadgets have been built by your crew chiefs, maintenance men, artisans, etc.?

What unification activities exist at your base?

What is happening around your base that would illustrate the slogan for Armed Forces Day "Teamed for Defense"?

These are just a few random ideas that may indicate to you other things that newsreels stories can be built around, other than huge formations, bombs exploding, or ships in line.

Will you pass on to me not later than 15 February and 10 April some suggestions for newsreel coverage in accordance with the above. If the story is acceptable to the media, we will do the rest, contact the reels and then advise you as to when they will arrive.

Your assistance in obtaining more adequate newsreel coverage for the Armed Forces Day Program will be appreciated.

J.A. YOVIN
Chief, Pictorial Branch
Office of Public Information
Department of Defense
Washington 25, D.C.

SUGGESTED FORM FOR SENDING NEWSREEL SET-UPS

FROM:
NAME:________________________ COMMAND:______________ INSTALLATION:__________

DATE:________

WHAT: Give a brief synopsis of the desired contents of the coverage in continuity.

EXAMPLE: An Air Force Sergeant, using obsolete aircraft parts, invented a scooter with a golf driving machine attached. It is guaranteed to keep the shots in the middle of the fairway The Sergeant will demonstrate all types of wood and iron shots from tee to green.

WHERE: Give location of the action.

EXAMPLE: The action will take place out of doors on the Follmack Air Force Base, Short Island, Nevada.

WHEN: Give the date and time the required coverage will be shot

EXAMPLE: The action can be covered any time during the month of May when newsreel companies are available and weather permits.

WHO: Give a brief biography of the individuals, material or organizations participating.

EXAMPLE: Sergeant Robert Jones, USAF, of Jonesville, Georgia, was formerly a crew chief on a B-24 in the 15th Air Force in Italy. He has 50 combat missions to his credit and holds the DFC and Air Medal with 8 clusters. He is now assigned to the Air Maintenance Branch at Follmack Air Base.

HOW: Give the photographic plan. Is it aerial or ground coverage? Do you have the ships available, if air, etc.

EXAMPLE: Posed coverage will be available on the first tee. During the demonstration, however, an Eyemo will be necessary. It is planned to have a truck available for traveling shots following the scooter in motion.

MISC: Furnish any additional material you deem necessary.

EXAMPLE: Sergeant Jones, disgusted with his golf, decided that he must figure some way to beat the game, etc., and etc. This is a novelty release and there are many facts to enhance the coverage. There will be cheering sections etc., and many gag actions by other golfers.

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THIS IS A SAMPLE FORM OF SET UP ACTUALLY MADE FROM SUGGESTION SENT IN BY PIO

DEPARTMENT OF THE AIR FORCE
DIRECTORATE OF PUBLIC RELATIONS
PICTORIAL BRANCH

ROOM 4D976 PENTAGON BUILDING

Pictorial Set-Up
OCTOBER 19th AND 20th Tuesday & Wednesday OCTOBER 19th and 20th

AIR FORCE WAFS ENTER LACKLAND AIR FORCE BASE FOR TRAINING

WHAT: First WAF enlistees will enter Lackland Air Force Base for training on October 19th and 20. The WAF is an integral part of the U.S.Air Force and will be trained, as far as work is concerned, the same as Air Force men.

WHERE: Setup for newsreels, television cameramen, and still photo services will be made at Lackland Air Force Base, San Antonio, Texas.

WHEN: Starting early Tuesday morning October 19th.

WHO: Check with Captain Sam Sloan III, Public Information Officer, Lackland Air Force Base, San Antonio, Texas. Also: Lt. Emil Wengel, Chief of our Still Picture Section, will be on hand.

HOW: Every assistance possible, without interferring with normal activities, will be given to make this setup a big success for all concerned. Our personal A2 says that the new WAFs are VERY photogenic, but Hollywood will have to wait till enlistments are over before offering contracts! You will be able to take an entire story, I am advised - arrivals (in civvies); reception; induction procedures; and finally phases of training.

Sounds like a good story to me - how about you? Make your reservations early to Captain Sam Sloan at Lackland.

Sincerely yours,

J.A.YOVIN
Chief, Pictorial Branch
Air Information Division
Directorate of Public Relations

P.S. If you want a plane ride from Washington, phone me - - plane leaves the 18th about 10 am, return Thursday.

EXTRACT COPY

[March 1950]

IDEAS TO EFFECT BETTER ECONOMY AND BETTER EFFICIENCY IN THE USAF

* * * * * *

Following are miscellaneous comments on things that in my opinion would improve efficiency and productive results in the Department of the Air Force.

* * * * * *

9. Make an Air Force out of all of USAF rather than eight or ten different major commands each working for its own purposes, in spite of, or against any other major command. From my point of view, our various major commands might well be called, Infantry, Field Artillery, Coast Artillery, etc., as far as being a homogeneous unity working for the Air Force. Put bluntly, there are too many empires. Somebody should knock a few heads together and get a USAF.

* * * * * *

C. E. DUNCAN
Colonel, USAF
Commanding

SECRET

[illegible] 2162/[illegible]
[illegible] Dec 49

13 JAN 1950

SUBJECT: Augmentation of Military Air Transport Service Airlift

TO: Commander, Military Air Transport Service, Andrews Air Force Base, Washington

1. References:

a. Letter this headquarters file PE 373.4, subject as above, [illegible] 1949.

b. 1st Indorsement, Headquarters, Military Air Transport Service, [illegible] December 1949 to reference a above.

c. TT Message, Headquarters, USAF AFOOP-P [illegible], [illegible] July 1949.

2. Transmitted herewith are three (3) copies of ConAC Operation Plan 2-49 (MATS Augmentation) for distribution within your command.

3. The suggestions, Communications information and MATS Remarks, [illegible] forwarded by Reference 1b above, have been made a part of Operation Plan 2-49.

4. Only the 62d Troop Carrier Wing is equipped with C-54 aircraft [illegible] considered available for the augmentation directed in Reference [illegible] above. As a result of recent revisions in programming the 516th Troop Carrier Wing is transitioning to C-119 aircraft.

5. With respect to crew personnel required from your command to [illegible] two (2) crews per operating aircraft (Paragraph [illegible] of Reference 1b, above), the following information is submitted for your consideration:

a. Each of the three (3) squadrons of the 62d Troop Carrier Wing is organized under T/O&E 1-1215.

(1) The authorized combat crew per authorized aircraft consists of one (1) each: Pilot, co-pilot, navigator (radar) aerial engineer and radio operator.

322 - Augmentation of MATS

Prepared By

Coordinated With

Non Record

Permanent

Temporary

Until

ConAC Form [illegible]
19 August 1949

Copy retained in Plans Division

Register No. 3079
Date Mailed 13 JAN 1950
By [illegible]

NOTE: The handling of classified correspondence in this headquarters is governed by ConAC Staff Memo 205-4 and AF Regulation 205-1.

SECRET

Adjutant General's Classified Records Copy

1-49-[illegible]

H-158

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[illegible] of Military Air Transport Service [illegible]. (Contd)

(c) The authorized aircraft strength of the group is thirty-six (36) [illegible] aircraft.

b. As of 1 January 1950 [illegible] crew status of the [illegible] Group was at least [illegible] manned for pilots and copilots and [illegible] for aerial engineers and radio operators-mechanics. [illegible] strength was three (3). (The shortage of navigators [illegible] be alleviated by the receipt of [illegible] of improvements cannot be forecast at this time.)

c. As of 1 January 1950 the assigned aircraft [illegible] was forty (40) C-54 aircraft, which constitutes [illegible] thirty-six (36) [illegible] aircraft plus attrition. For planning purposes, [illegible] headquarters considers that 75%, or 30, of these aircraft will be [illegible] operational.

d. In view of the foregoing, and in event augmentation is [illegible] in the [illegible] future, the crew personnel augmentation required in order to insure two (2) [illegible] crews per operating aircraft will be in the order of:

(1) Eighteen (18) pilots.
(2) Eighteen (18) copilots.
(3) Fifty-one (51) navigators.
(4) Twenty-two (22) aerial engineers.
(5) Twenty-two (22) radio operators-mechanics.

6. In connection with the additional crew personnel augmentation (paragraph 5d, above) this headquarters believes that the responsibility [illegible] organizing the 62d Troop Carrier Group for carrying out the mission [illegible] supporting your command lies within the Continental Air Command. [illegible], further study of this problem is necessary in order to determine [illegible] contribution that this command can make toward reducing the above [illegible] shortages.

7. With respect to cross-training (paragraph 9 of Reference 1b) this headquarters has taken action as follows:

a. The issuance of ConAC Operations Plan 6-49 to the 62d Troop Carrier Wing.

b. The distribution of MATS Manuals 55-1 and 77-1 to the 62d Troop Carrier Wing for study by appropriate personnel.

FOR THE COMMANDING GENERAL:

COMEBACK COPY FURNISHED 23 Jan 50

CHARLES T. MYERS
Major General, United States Air Force
Vice Commander.

1 Incl:
ConAC Oper Plan 6-49
(8 cys)

FOR DIRECTORATE USE
Prepared By ______
Coordinated With ______

RECORD EVALUATION
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Date Mailed ______
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ConAC Form HQ-AG 9
19 August 1949

Adjutant General's Classified Records Copy

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File

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, N. Y.

Classified SEC[illegible]
by Auth: CG [illegible]

(Date) (Initials)

10 FEB 1950

POOR 373.5

SUBJECT: Improvement of Continental Air Command Capability to Augment Military Air Transport Command

TO : Deputy Chief of Staff, Operations, Headquarters United States Air Force, Washington 25, D. C.

1. This command is charged with augmenting the Military Air Transport Service in event of national emergency and/or war (TX Msg Hq USAF AFCOP-P 57067, 29 July 1949, as amended by paragraph 3, 2nd Indorsement, Hq USAF file AFCOP-P 666, subject: "Airlift Requirements for Emergency Protection of AEC Facilities," 10 November 1949). ConAC Operation Plan 5-49, 4 December 1949 prescribes policies and procedures for carrying out this mission.

2. Commander, Military Air Transport Command has stated that the combat crew objective to be attained during the time heavy troop carrier aircraft of this command (62d Troop Carrier Group) operate under his control is two (2) transoceanic crews per operating aircraft (ConAC Operation Plan 5-49). To attain this objective, the additional combat crew personnel required, above those authorized under the TO&E of the 62d Troop Carrier Group, are approximately: 16 each pilots, co-pilots, navigators (radar), aerial engineers and radio-operator-radar mechanics. (The foregoing is based on 70%, or 28, of assigned aircraft being maintained operational.) At the present time this command is unable to fill the requirements for attaining the objective of two (2) oceanic crews per operating aircraft because of the shortage of SSN 1037 (navigators, radar) and lack of authority to augment the TO&E of the 62d Group.

3. Commander MATS has indicated a willingness to provide additional crew personnel in order to attain the stated crew objective. However, this headquarters believes that the responsibility for organizing the 62d Troop Carrier Group for carrying out the MATS augmentation mission lies within Continental Air Command. Inclosure 1 is a discussion of several methods by which this command possibly could fulfill the combat crew requirements generated by the directive contained in AFCOP-P 57067.

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322.2 Org Tri 87 MATS

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ADC FORM 80-AG 0
17 May 1948

Adjutant General's Classified File Copy

Register No.
Date Mailed
By

H-158

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Hq ConAC POAR 373.5
Subject: Improvement of ConAC Capability to Augment Military Air Transport Command

a. A logical variation of paragraph 3a of Discussion is the immediate authorization of a war strength TOAM for the 62d Troop Carrier Group. However, this headquarters recognizes the difficulty of such an action in view of restricted personnel ceilings and training limitations.

b. With respect to obtaining the additional crew personnel from USAF Reserve sources, this command is conducting a survey to determine the number of pilots and key operating and technical personnel assigned to USAF Reserve troop carrier wings who are employed by commercial air carriers. When this survey is completed, about 1 May 1950, the extent of availability of the most ready resources of USAF Reserve personnel will have been determined. However, dependence upon the Reserve for functions which must be operational on H-Hour of D-Day is dangerous and faulty planning.

4. In light of the foregoing, and in order to expeditiously improve the capability of the 62d Troop Carrier Group to augment Military Air Transport Service, requests:

a. That this headquarters be authorized to reorganize the following units as indicated.

Unit	TOAM	Auth Strength Off	[illegible]
Troop Carrier Sq, Heavy 4th, 7th, 8th	1-1312, 24 Mar 48, 1 x cols 8 as changed by 1-00010, 1 May 49, plus 2 SSN 1034, line 20; 10 SSN 1034, line 21; 6 SSN 1037, line 22; 6 SSN 2750, line 100; and 6 SSN 2756, line 101.	81	[illegible]

b. That the rate of assignment of SSN 1037 (navigator, radar) to this command be accelerated.

FOR THE COMMANDING GENERAL:

CHARLES T. MYERS
Major General, U.S. Air Force
Vice Commander

1 Incl:
Discussion

SECRET

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Register No. 0641
Date Mailed 10 FEB 1950
By Dillon

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ConAC Form HQ-AG 9
14 December 1948

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94[1]

HEADQUARTERS
CONTINENTAL AIR COMMAND
INTEROFFICE ROUTING SLIP

FILE:

SUBJECT: Assignment of Air Depot to Langley AFB

REGISTER NO				
SUSPENDED TO				
EXTENDED TO				
CLASS	ADM	MISC	HIST	PERS

NO	DATE	FROM	TO	Number and date each entry - show date of dispatch. Show staff division or office in FROM-TO columns. Sign each entry legibly - show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
4	16Feb	PO&R	DM	

1. In view of the Commanding General's expressed desire to activate, organize, train and use an Air Depot Wing, if we can possibly do so, request that your office further study this problem.

2. The 80th Air Depot Wing (apparently the Air Depot Wing in question) is scheduled to be activated during the third quarter of Fiscal Year 1950 and will be authorized 59 officers and 1989 airmen.

3. From the standpoint of gainfully employing such a unit, it would appear that Langley AFB would be the best station because of the numbers and types of aircraft stationed thereat. However, troop housing, shop and supply space at that base appear to pose an insurmountable problem.

4. In addition to the housing problems pointed out in attached study, attention is invited to 1st Indorsement, this headquarters, 8 February 1950, file DP 620 (6 Jan 50) to letter from Hq, USAF, subject: "Additional Housing Spaces for Emergency Use", 6 Jan 1950.

5. Victorville AFB which may shortly come under our jurisdiction is suggested as an alternate site for an air depot wing. It is believed that sufficient troop housing is, or can be made, available at that base, It is also close to San Bernardino AFB which also has an air depot wing. This office has no definite information as to available space for maintenance and supply activities at Victorville AFB.

6. A review of the USAF Troop Program, 1 August 1949 indicates the following with respect to Air Depot Wings within the ZI:

a. Kelly AFB scheduled to activate, organize, man, train (and presumably equip) 4 Air Depot Wings (25th, 29th, 30th and 80th) during FY 1950.

(1) The 29th Air Depot Wing completed training during the first quarter and moved to Ogden AFB where it is scheduled to stay during FY 1951.

This is in reply to
correspondence bearing
AG Register No.________
which was suspended
to (date)________

CONAC FORM HQ-AG 1
10 December 1948

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HEADQUARTERS
CONTINENTAL AIR COMMAND
INTEROFFICE ROUTING SLIP

FILE:

SUBJECT: Assignment of Air Depot Wing to Langley AFB

REGISTER NO
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CLASS	ADM	MISC	HIST	PERS

Number and date each entry - show date of dispatch. Show staff division or office in FROM-TO columns. Sign each entry legibly - show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.

NO	DATE	FROM	TO
4	16 Feb	PO&R	DM

(2) The 25th Air Depot Wing completed training in the second quarter and moved, or is moving, to San Bernardino AFB in the second (or third) quarter where it will remain through FY 1951.

(3) The 30th Air Depot Wing was activated early in the third quarter and is scheduled to complete training and move to Ogden AFB during the fourth quarter FY 1950 or the first quarter FY 1951, stays at Ogden through FY 1951.

(4) The 80th Air Depot Wing scheduled for inactivation in the third quarter of FY 1950 (not yet activated) is scheduled to complete training during the fourth quarter 1950 or early in the first quarter of FY 1951 and move to San Bernardino AFB where it will stay through FY 1951.

(5) Whether any of the above units are scheduled for overseas deployment during FY 1952 or later is not known by this office.

b. To accomplish the missions outlined in a, above, Kelly AFB now has the 2900th Depot Training Squadron consisting of 37 officers, 223 airmen--it is scheduled for inactivation during the first quarter of FY 1951 (after completion of the training of the Air Depot Wings).

7. In view of the above, it is suggested that perhaps our best course of action would be to ask for either the 30th or the 80th Air Depot Wing after completion of training and equipping at Kelly AFB; with Victorville AFB in addition to Langley AFB being considered as possible site for its station.

/s/ James H. Price
/t/ JAMES H. PRICE
Colonel, USAF
Dir/PO&R
Ext 7244

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which was suspended to (date)__________

CONAC FORM HQ-AG 1
10 December 1948

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HEADQUARTERS
CONTINENTAL AIR COMMAND
INTEROFFICE ROUTING SLIP

SUBJECT: Assignment of Air Depot Wing to Langley AFB

REGISTER NO				
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NO	DATE	FROM	TO	Number and date each entry - show date of dispatch. Show staff division or office in FROM-TO columns. Sign each entry legibly - show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
5	7 Mar	MatP	DO	1. The fact that some advantages could be realized from the efforts of the personnel of an air depot wing by training them in our maintenance setup does not indicate that the assignment of one of these units to ConAC is desirable. The mission of ConAC does not include utilization of such a unit. It is understood that AMC is having difficulty in training these units in depot work even though they are operating depots in which to train them. All depot maintenance and the necessary shops and personnel to perform depot maintenance is a function of AMC and ConAC has no facilities to conduct this training. It is doubtful that a location for such a unit can be found where our maintenance workload would be of sufficient quantity to afford complete and proper training. In view of the above it is strongly recommended that ConAC refuse to take the assignment of an air depot wing. 2. In the event that the 80th Depot Wing is assigned to ConAC, your proposal to locate this unit at Victorville AFB is not concurred in for the following reasons: a. In the event that Victorville is transferred to ConAC, the 1st Fighter Wing will perform the administrative duties of the base within its air base group. Therefore, there would be a duplication of effort should the 80th Depot Wing be moved in Victorville complete with an administrative group. b. The major deficiency in the training of depot wings by AMC has been a lack of workload of sufficient amount to insure complete utilization of the manpower assigned to these wings resulting in a state of partial training. Victorville is not centrally located with respect to ConAC regular units capable of imposing the necessary maintenance workload. c. It is desirable that the depot wing be placed on some base where it can perform all of its own command and administrative duties in order to be considered completely trained. (continued)

This is in reply to
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ConAC FORM RQ-AG 1
10 December 1948

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HEADQUARTERS
CONTINENTAL AIR COMMAND
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SUBJECT: Assignment of Air Depot Wing to Langley AFB

NO	DATE	FROM	TO	Number and date each entry - show date of dispatch. Show staff division or office in FROM-TO columns. Sign each entry legibly - show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
5	7 Mar	MatP	DO	(continued) 3. Your comments on the above are requested. /s/ James M. Ridgell /t/ JAMES M. RIDGELL Major USAF Director of Materiel Planning Ext: 5124
6	22 Mar	DO	AG	1. This project has been abandoned. 2. For file. /s/ J. J. Fischer Lt Col USAF Ext. 3233

ConAC FORM HQ-AG 1
10 December 1948

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Monthly Staff Historical Reports
DO - Operationd Division-TAC Air Branch
June 1950
<u>EXTRACT COPY</u>

* * * * *

Tactical Air Operations History, June 1950

Routine support of the Army Field Forces continues to require considerable monitoring and rescheduling as far as troop carrier and fighter-bomber aircraft are concerned. Field Forces were advised last month that their requirements for both types aircraft far exceeded the capabilities of this command. Consequently, a conference was held at Ft. Monroe, involving all using Army units, and the total requirements were reduced considerably. These requirements have been received and forwarded to responsible Air Forces for implementation. Due to the reorganization of Continental Air Command the assumption of operational control the certain units by Tactical Air Command, missions were only approved through August of this year. Tactical Air Command will be responsible for approving the others.

Although fighter-bomber requirements were reduced b y Army Field Forces to the bare mimimum necessary for training of their units, they still exceed the capabilities of the one remaining Fighter-Bomber unit of this command. To alleviate this situation, a proposal is being drawn up for the utilization of the 27th and 31st Fighter-Escort Groups of Strategic Air Command. These units have a secondary mission of Tactical Support and a representative from Strategic Air Command will visit this headquarters during July to discuss their utilization in this secondary mission.

* * * * *

OCAFF, ATTNG-25 360
Subject: Army Field Forces Minimum Requirements for Tactical Air Support
Aircraft during Fiscal Year 1951

OAT 373.21 (27 April 1950) 2nd Ind 15 June 1950

HQ CONTINENTAL AIR COMMAND, Mitchel AFB, New York

TO: Director of Plans and Operations, Headquarters United States Air Force, Washington 25, D.C.

1. The requirements, as stated in the basic communication, have been studied in detail by Headquarters, Tactical Air Command, and Headquarters, Continental Air Command, and have resulted in detailed conference with Headquarters, Army Field Forces, in an attempt to provide an adequate solution to the problem. As a result of the conference, the requirements of Army Field Forces have been reduced from those submitted by approximately 20%, and there is an indication that Army Field Forces can further reduce their requirement after conference with their Army Commanders.

2. Specifically, the requirements for Troop Carrier aircraft resulted in the equivalent of two (2) additional Troop Carrier Groups over and above the capability of Continental Air Command. This Command can furnish not to exceed 5,775 aircraft days. It is requested that the Department of Army be advised of the necessity for reducing the requirement for Troop Carrier support for Fiscal Year 1951 to that figure. It is furthere requested that Department of Army be so advised immediately in order that joint training programs can be finalized prior to the Fiscal Year 1951.

3. The requirements for Fighter-Bomber Support in Tactical air operations exceed the capabilities of Continental Air Command by the equivalent of one Fighter-Bomber Group. It is recommended that this deficiency be overcome by the utilization of the 31st and 27th Fighter Long Range Escort Groups of Strategic Air Command in their secondary mission of Fighter-Bomber, and, further that operational control of these units be given to Continental Air Command during specified periods for this purpose. In addition to training in tactical air support type missions with Department of Army units, air defense training missions under GCI control can also be conducted. It is believed that Continental Air Command, in conjunction with Strategic Air Command, can integrate the respective training schedules so as to meet the Fighter-Bomber requirements established by Headquarters, Army Field Forces. It is requested that this headquarters and Strategic Air Command be advised of your decision at the earliest possible date in order that firm plans for Fiscal Year 1951 can be completed.

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OCAFF, ATTNG-25 360
Subject: Army Field Forces Minimum Requirements for Tactical Air Support
Aircraft during Fiscal Year 1951

CAT 373.21 (27 April 1950) 2nd Ind (Contd)

4. As regards Tow Target support, Headquarters, Continental Air Command, can meet the requirements as stated in basic communication provided the Air National Guard Units continue the "on-sight" towing in which they are presently engaged. However, non-availability of a suitable high-speed tow target will result in a deficiency for towing of this particular type. This Command has the capability of meeting this requirement when suitable high-speed targets are available. It is recommended that the Department of the Army be advised of this deficiency pending the production and availability of an available target.

FOR THE COMMANDING GENERAL:

CHARLES T. MYERS
Major General, USAF
Vice Commander

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CG, TAC

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Ltr OCAFF, Ft Monroe, 27 Apr 50, subj: Army Field Forces Minimum Requirements for Tactical Air Support Aircraft during FY 1951

AFOOP-C 373.21 3rd Ind

Department of the Air Force, Hq USAF, Washington 25, D.C. 29 June 1950

To: Commanding General, Continental Air Command, Mitchel AFB, N.Y.

1. In view of the limited capability of your Command to provide troop carrier aircraft support for Army Field Forces, the Department of the Army has been advised of the necessity for reducing their requirements for this type of support in Fiscal Year 1951.

2. Utilization of the 31st and 27th Fighter Escort Groups of Strategic Air Command in their secondary mission of ground support was authorized by Message AFOOP-C 56759, 23 May 1950. Direct communication on this matter is authorized between your Command and Commanding General, Strategic Air Command.

3. Action is being taken by this Headquarters to have the Air National Guard accomplish towing requirements for antiaircraft units, firing at sites other than the Fort Bliss area, on a yearly basis. Results of this action will be forwarded when received by this Headquarters.

BY COMMAND OF THE CHIEF OF STAFF:

W. E. McDONALD
Colonel, USAF
Assistant Chief, Operations Division
Directorate, Plans and Operations

3 Incls
n/c

Monthly Staff Historical Reports
O&T - Operations Division
Aircraft and Flying Hour Allocations Branch
May 1950
EXTRACT COPY

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Section I - Flying Hour Program

The Flying Hour Program for month of May followed along in the same general trend as for April. Correspondence as shown below from Headquarters, United States Air Force, continued to emphasize the fact that the economy trend was still very much in effect and would continue to curtail all flying done by the Air Force. In connection with the economy move Headquarters, United States Air Force initiated a program to decrease still further the assignment of MIT (Minimum Individual Training) aircraft in all command. (MIT aircraft are aircraft provided for the prupose of accomplishing minimum individual flying training, as required by Air Force Regulation 60-2, for those pilots who feasibly cannot obtain such training on other assigned aircraft i.e. B-25, C-47, C-45 and T-6.)

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Monthly Staff Historical Report
O&T - Operations Division
Aircraft & Flying Hour Allocations Branch
May 1950
EXTRACT COPY

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Section I - Flying Hour Program

In summation, Headquarters, United States Air Force in addition to putting a ceiling on expenditure of funds by allocation hours flown by United States Air Force aircraft is trying to lower the "dollar" ceiling still further by reducing the MIT aircraft inventory.

This headquarters is fully cognizant of current budget limitations but, of necessity, is opposed to any drastic reductions in MIT aircraft inventory for reasons as stated herein. In addition a need still exists, in the opinion of this headquarters, for assignment of more aircraft in the administrative category.

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Monthly Staff Historical Report
O&T - Operations Division
Aircraft & Flying Hour Allocations Branch
May 1950
EXTRACT COPY

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Section I - Flying Hour Program

It stated further that as this limitation on MIT flying hours will continue indefinitely, it will be necessary to reduce MIT aircraft inventories accordingly.

Programming of MIT flying hours must be based on an average rate of 80 first pilot hours per year on MIT pilot load alone. This pilot load to be determined, as specified in Air Force Letter 36-5, by eliminating from total pilot strength all pilots who can feasibly accomplish required minimum proficiency training as a "by product" of flying hours allocated for other purposes i.e. administrative, special training, unit training, etc. The number of MIT aircraft authorized is determined by applying expected aircraft utilization rates to this number of flying hours.

Also administrative/supervisory aircraft inventory and flying hour program must be held to reasonable totals which can be justified and defended before the Secretary of Defense and Bureau of Budget. Total requirement of MIT and administrative categories must be reduced as far as possible by maximum use of authorized MIT aircraft and hours for the "by product" accomplishment of administrative/supervisory functions and maximum use of authorized administrative aircraft and hours for the "by product" accomplishment of MIT.

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Monthly Staff Historical Reports
O&T - Operations Division
Aircraft and Flying Hour Allocations Branch
May 1950
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Section I - Flying Hour Program

A study is being currently conducted by Aircraft and Flying Hour Allocations Branch, this headquarters in assignment of aircraft with a view towards reducing the number of aircraft assigned. As this headquarters has reduced its MIT aircraft strength by more than 30% in the past 10 months, any further reductions will have to be limited in number.

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CONTINENTAL A[illegible] COMMAND UNITS

1 January-30 June 1950

1. AIR FORCES AND OPERATIONAL COMMANDS

UNITS	STATION	ASGNMT	STATUS 1 Jan 1950	CHANGES & REMARKS	STATUS 30 Jun 1950
ConAC, Hq & Hq Sq	Mitchel AFB, N.Y.	USAF	Active		Active
Albuquerque ADA Prov	Kirtland AFB, N.M.	WADF		Organized 1 May 1950	Active
EADF, Hq & Hq Sq	Mitchel AFB, N.Y.	ConAC	Active		Active
TAC, Hq & Hq Sq	Langley AFB, Va.	ConAC	Active		Active
WADF, Hq & Hq Sq	Hamilton AFB, Calif	ConAC	Active		Active
1st AF, Hq & Hq Sq	Mitchel AFB, N.Y.	ConAC	Active		Active
4th AF, Hq & Hq Sq	Hamilton AFB, Calif	ConAC	Active		Active
9th AF, Hq & Hq Sq	Langley AFB, Va.	ConAC	Active		Active
10th AF, Hq & Hq Sq	Benj Harrison AFB, Ind	ConAC	Active	PCS to Selfridge AFB, Mich, eff. 16 Jan 50	Active
12th AF, Hq & Hq Sq	Brooks AFB, Tex	ConAC	Active		Active
14th AF, Hq & Hq Sq	Robins AFB, Ga.	ConAC	Active		Active

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2. AIR FORCE RESERVE TRAINING CENTERS

UNITS	STATION	ASGMMT	STATUS 1 Jan 1950	CHANGES & REMARKS	STATUS 30 Jun 1950
2230th AFRTC	Floyd Bennett NAS, N.Y.	First	Active		Active
2233d AFRTC	Mitchel AFB, N.Y.	First	Active		Active
2234th AFRTC	Hanscom Apt, Mass.	First	Active		Active
2236th AFRTC	Godman AFB, Ky.	Ninth	Active		Active
2237th AFRTC	Reading Min. Apt., Pa.	Ninth	Active	PCS to New Castle County Apt, Del., eff. 18 Apr 1950	Active
2239th AFRTC	Gtr. Pittsburgh, Pa.	Ninth	Active		Active
2240th AFRTC	Schlegel AF Plant, Cleveland Ohio	Ninth	Active		Active
2242d AFRTC	Selfridge AFB, Mich.	Tenth	Active		Active
2343d AFRTC	Portland Min Apt, Oregon	Fourth	Active		Active
2346th AFRTC	Hamilton AFB, Calif	Fourth	Active		Active
2347th AFRTC	Long Beach Min Apt, Calif	Fourth	Active		Active
2465th AFRTC	Wold-Chamberlain Fld (Minneapolis-St. Paul Apt) Minn.	Tenth	Active		Active
2466th AFRTC	Atterbury AFB, Ind.	Tenth	Active		Active

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ConAC Units 1 January-30 June 50 (con'td) Air Force Reserve Training Centers

UNITS	STATION	ASGNMT	STATUS 1 Jan 1950	CHANGES & REMARKS	STATUS 30 Jun 1950
2469th AFRTC	Scott AFB, Ill.	Tenth	Active		Active
2471st AFRTC	O'Hare Intl Apt, Ill.	Tenth	Active		Active
2472d AFRTC	Fairfax Fld, Kan.	Tenth	Active	PCS to Olathe NAS, eff. 27 May 50	Active
2473d AFRTC	Offuth AFB, Neb.	Tenth	Active		Active
2584th AFRTC	Memphis Mun Apt, Tenn.	Fourteenth	Active		Active
2585th AFRTC	Miami Intl Apt, Fla	Fourteenth	Active		Active
2587th AFRTC	Birmingham Min Apt, Ala.	Fourteenth	Active		Active
2589th AFRTC	Marietta AFB, Ga.	Fourteenth	Active		Active
2592d AFRTC	Tinker AFB, Okla.	Twelfth	Active		Active
2596th AFRTC	Hensley Fld, Tex.	Twelfth	Active		Active

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3. DIVISIONS AND WINGS

UNITS	STATION	ASGNMT	STATUS 1 Jan 1950	CHANGES & REMARKS	STATUS 30 Jun 1950
4th Ftr Intercptr Wg Hq & Hq Sq	Langley AFB, Va.	Ninth	Active	Redesignated eff. 20 Jan 50	Active
4th Ftr Intercptr Grp Hq	" " "	"	Active	" " "	Active
4th Maint & Supply Gp	" " "	"	Active	" " "	Active
4th ABGp, Hq & Hq Sq	" " "	"	Active	" " "	Active
4th Base Serv Sq Ftr Jet	" " "	"	Active	Inactivated 17 Mar 1950	Inactive
4th Medical Gp	" " "	"	Active	Redesignated eff. 20 Jan 50	Active
8th Air Div (Tact)	Pope AFB, N.C.	Fourteenth	Active		Active
9th Air Div (Tact)	" " "	"	Active		Active
20th Ftr Br Wg, Hq & Hq Sq	Shaw AFB, S.C.	Fourteenth	Active	Redesignated 20 Jan 50	Active
20th Ftr Br Gp, Hq	" " "	"	Active	Redesignated 20 Jan 50, 30 Jan 50 moved to Ramey AFB, Puerto Rico (det. Hq)	Active
20th M&S Gp Hq	" " "	"	Active	Redesignated 20 Jan 50	Active
20th AB Gp	" " "	"	Active	" "	Active
20th Base Serv Sq, Ftr Jet	" " "	"	Active	Inactivated 17 Mar 50	Inactive
20th Med Gp	" " "	"	Active	Redesignated 20 Jan 50	Active
25th Air Div (Def)	Silver Lake, Wash	Fourth	Active	(505 AC&W Gp: 634 Sq, Silver Lake, Wash: 635 Sq, Painefield, Wash: 636 AC&W Sq, McChord Fld, Wash: 637 AC&W Sq, Larson AFB, Wash)	

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ConAC Units 1 [illegible]ary-30 June 50 (con'td) Divisions and [illegible]ngs

UNITS	STATION	ASGNMT	STATUS 1 Jan 1950	CHANGES & REMARKS	STATUS 30 Jun 1950
26th Air Div (Def)	Roslyn, N.Y.	First	Active		Active
28th Air Div (Def) Hq & Hq Sq	Hamilton AFB, Calif	Fourth	Active		Active
30th Air Div (Def) Hq & Hq Sq	Selfridge AFB, Mich	Tenth	Active		Active
31st Ftr Br Wg, Hq & Hq Sq	Turner AFB, Ga	Fourteenth	Active		Active
31st Ftr Br Gp Hq	" " "	"	Active		Active
31st M&S Gp Hq	" " "	"	Active		Active
31st AB Gp, Hq & Hq Sq	" " "	"	Active		Active
31st Base Serv Sq Ftr Jet	" " "	"	Active	Inactivated 17 Mar 50	Inactive
31st Med Gp	" " "	"	Active		Active
32nd Air Div (Def) Hq & Hq Sq	Stewart AFB, N.Y.	First	Active	(540 AC&W GP: 653 AC&W Sq, Stewart AFB: 654 AC&W Sq, Grenier AFB: 655 AC&W Sq, Pine Camp, N.Y.)	Active
33rd Ftr Interceptr Wg Hq & Hq Sq	Otis AFB, Mass	First	Active	Redesignated 20 Jan 50	Active
33rd Ftr Gp Hq	" " "	"	Active	" "	Active
33rd M&S Gp Hq	" " "	"	Active	" "	Active
33rd Air Base Gp, Hq & Hq Sq	" " "	"	Active	" "	Active
33rd Base Serve Sq Ftr Jet	" " "	"	Active	Inactivated 10 Mar 50	Inactive
33rd Med Gp	" " "	"	Active	Redesignated 20 Jan 50	Active

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UNITS	STATION	ASGNMT	STATUS 1 Jan 1950	CHANGES & REMARKS	STATUS 30 Jun 1950
52d Ftr A/W Wg, Hq & Hq Sq	McGuire AFB, N.J.	First	Active	Redesignated eff. 20 Jan 50	Active
52d Ftr A/W Gp, Hq	" " "	"	Active	" " "	Active
52d M&S Gp	" " "	"	Active	" " "	Active
52d AB Gp Hq & Hq Sq	" " "	"	Active	" " "	Active
52d Base Serv Gp, Ftr, Jet	" " "	"	Active	Inactivated, 10 Mar 50	Inactive
52d Med Gp	" " "	"	Active	Redesignated eff. 20 Jan 50	Active
56th Ftr Intcp Wg, Hq & Hq Sq	Selfridge AFB, Mich	Tenth	Active	Redesignated eff. 20 Jan 50	Active
56th Ftr Intcp Gp	" " "	"	Active	" " "	Active
56th M&S Gp	" " "	"	Active	" " "	Active
56th AB Gp	" " "	"	Active	" " "	Active
56th Base Serv Gp, Ftr, Jet	" " "	"	Active	Inactivated, 13 Mar 50	Inactive
56th Med Gp	" " "	"	Active	Redesignated eff. 20 Jan 50	Active
62d Tr Cr Wg, (H) Hq & Hq Sq	McChord AFB, Wash	Fourth	Active	Inactivated, eff. 1 Jun 50	Inactive
62d Tr Cr Gp, (H) Hq	" " "	"	Active		Active
62d M&S Gp	" " "	"	Active	Inactivated, eff. 1 Jun 50	Inactive
62d AB Gp	" " "	"	Active	" " "	Inactive
62d Med Gp	" " "	"	Active	" " "	Inactive
78th Ftr Intcp Wg, Hq & Hq Sq	Hamilton AFB, Calif	Fourth	Active	Redesignated, 20 Jan 50	Active
78th Ftr Gp, Hq	" " "	"	Active	" "	Active
78th M&S Gp	" " "	"	Active	" "	Active
78th AB Gp	" " "	"	Active	" "	Active
78th Base Serv Gp Ftr, Jet	" " "	"	Active	Inactivated, eff. 16 Mar 50	Inactive
78th Med Gp	" " "	"	Active	Redesignated, 20 Jan 50	Active

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ConAC Units 1 ary-30 June 50 (con'td) Divisions an ngs

UNITS	STATION	ASGNMT	STATUS 1 Jan 1950	CHANGES & REMARKS	STATUS 30 Jun 1950
81st Ftr Intcp Wg, Hq & Hq Sq	Kirtland AFB, N.M.	Twelfth	Active	Redesignated, 20 Jan 50; PCS Larson AFB, Wash., Eff. 2 May 50, (with assnmt to 4 AF, eff. 1 Apr 50	Active
81st Ftr Intcp Gp	" " "	"	Active	Same as above	Active
81st AB Gp	" " "	"	Active	" " "	Active
81st Base Serv Sq, Ftr, Jet	" " "	"	Active	Inactivated, 17 Mar 50	Inactive
81st Med Gp	" " "	"	Active	Redesignated, 20 Jan 50: PCS Larson AFB, Wash., Eff, 2 May 50, (with assnmt to 4 AF, Eff. 1 Apr 50) Reorgd, eff. 1 Jun 50	Active
314th Tr Cr Wg, (M) Hq & Hq Sq	Sewart AFB, Tenn	Fourteenth	Active		Active
314th Tr Cr Gp, (M)	" " "	"	Active	30 Jan 50, Det (104-0's; 98AM) to Ramey AFB, Puerto Rico (opp. PORTREX)	Active
314th M&S Gp	" " "	"	Active		Active
314th AB Gp	" " "	"	Active		Active
314th Base Serv Sq	" " "	"	Active	Inactivated, eff. 17 Mar 50	Inactive
314th Med Gp	" " "	"	Active		Active
325th Ftr AW Wg, Hq & Hq Sq	Larson AFB, Wash	Fourth	Active	Redesign eff. 20 Jan 50, PCS to McChord AFB, Wash, eff. 24 Apr 50, reorgd eff. 8 May 50	Active
325th Ftr AW Gp, Hq	" " "	"	Active	Same as above	Active
325th M&S Gp, Hq	" " "	"	Active	Same as above (325th Supply Sq, reorgd eff. 10 Mar 50)	Active

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ConAC Units 1 ary-30 June 50 (con'td) Divisions and gs

UNITS	STATION	ASGNMT	STATUS 1 Jan 1950	CHANGES & REMARKS	STATUS 30 Jun 1950
325th AB Gp, Hq & Hq Sq	Larson AFB, Wash	Fourth	Active	Redesign eff. 20 Jan 50, PCS to McChord AFB, Wash, Eff. 24 Apr 50, reorgd eff. 8 May 50	Active
325th Base Serv Sq	" " "	"	Active	Inactivated eff. 10 Mar 50	Inactive
325th Med Gp	" " "	"	Active	Redesign eff. 20 Jan 50, PCS to McChord AFB, Wash, eff. 24 Apr 50, reorgd eff. 8 May 50	Active

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ConAC Units 1 [illegible]y-30 June 50 (con'td)

4. GROUPS AND SQUADRONS

(Independent of Wings)

UNITS	STATION	ASGNMT	STATUS 1 Jan 1950	CHANGES & REMARKS	STATUS 30 Jun 1950
1st Tow Target Sq	Biggs AFB, Tex	Twelfth		Activated eff. 22 May 50 (personnel from 2602d Tow Target Sq)	Active
2nd Radio Relay Sq	Pope AFB, N.C.	Fourteenth	Active		Active
7th Trp Car Sq, (H)	McChord AFB, Wash	Fourth	Active		Active
8th Trp Car Sq, (H)	" " "	"	Active		Active
18th Tac Rcn Sq Photo-Jet	Shaw AFB, S.C.	Fourteenth	Active		Active
28th Comm Sq, AF	Mitchel AFB, N.Y.	ConAC	Active		Active
29th Comm Sq, Comd.	Langley AFB, Va	Ninth	Active		Active
30th Motor Trspt Sq Avn	Shaw AFB, S.C.	Fourteenth	Active	(Attached to the 20th Ftr Wg)	Active
34th Comm Sq, Comd	Mitchel AFB, N.Y.	First	Active		Active
35th Comm Sq, Comd	Hamilton AFB, Calif	Fourth	Active		Active
36th Comm Sq, Comd	Benj Harrison AFB, Ind	Tenth	Active	PCS, Selfridege AFB, Mich. eff. 16 Jan 50	Active
37th Comm Sq, Comd	Robins AFB, Ga	Fourteenth	Active		Active
40th Comm Sq, Comd	Brooks AFB, Tex	Twelfth	Active		Active

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ConAC Units 1 ry-30 June 50 (con'td) Groups and Sq ons

UNITS	STATION	ASGNMT	STATUS 1 Jan 1950	CHANGES & REMARKS	STATUS 30 June 1950
42nd Comm Sq, Comd	Mitchel AFB, N. Y.	EADF	Active		Active
43d Comm Sq, Comd	Hamilton AFB, Calif	WADF	Active		Active
84th Bomb Sq, (L) Jet	Langley AFB, Va	Ninth	Active		Active
85th Bomb Sq, (L) Jet	" " "	"	Active		Active
161st Tac. Rec Sq, Photo-Jet	Shaw AFB, S.C.	Fourteenth	Active	(363d Tac Rec Gp) 6 Jan 50, Det. (8-0's, 38 AM) to Whitehorse Apt, Y.T. Canada (Opp. SWEETBRIAR); 30 Jan 50, Det (8-0's; 34 AM) to Ramey AFB, Puerto Rico, (Opp. SWEETBRIAR)	Active
162d TAC Rec. Sq., Night-Photo	Langley AFB, Va	Ninth	Active	(363d Tac Re Gp)	Active
316th Tr Cr Gp, (M) Hq	Sewart AFB, Tenn	Fourteenth	Active	redesign, eff. 28 Jan 50	Active
363d Rec. Tech Sq	Langley AFB, Wash	Ninth	Active		Active
363d Tac. Rec. Gp, Hq	" " "	"	Active		Active
502d Tac Control Gp, Hq	Pope AFB, N.C.	Fourteenth	Active	(605th Tac Control Sq; and 5th Radar Calbr unit)	Active
728th Bomb Sq (L)	George AFB, Calif	Fourth	Active	reorgd eff. 16 Jun 50, (452d Bomb Gp)	Active

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ConAC Units 1 ry-30 June 50 (con'td) Groups and Sq rons

UNITS	STATION	ASGNMT	STATUS 1 Jan 1950	CHANGES & REMARKS	STATUS 30 Jun 1950
729th Bomb Sq (L)	George AFB, Calif	Fourth	Active	reorgd eff. 16 Jun 50, (452d Bomb Gp)	Active
730th Bomb Sq (L)	" " "	"	Active	" " " " "	Active
731st Bomb Sq (L) Night Attack	" " "	"	Active	" " " " "	Active
2200th Hosp Sq, (Murphy Gen Hosp)	Waltham 54, Mass	First	Active	trnsfd to Hq Comd, USAF, eff 1 Jun 50	
2201st Hosp Sq, (Army Med Ctr)	Washington, D.C.	Ninth	Active	" " " " " "	
2202d Hosp Sq, (Oliver Gen Hosp)	Augusta, Ga	Fourteenth	Active	" " " " " "	
2203d Hosp Sq, (Valley Forge Gen Hosp)	Phoenixville, Pa	Ninth	Active	" " " " " "	
2204th Hosp Sq, (Percey Jones Gen Hosp)	Battle Creek, Minh	Tenth	Active	" " " " " "	
2205th Hosp Sq, (A&N Gen Hosp)	Hot Springs Natl Pk, Ark.	Twelfth	Active	" " " " " "	
2206th Hosp Sq, (Brooks Army Med Ctr)	Ft. Sam Houston, Tex	Twelfth	Active	" " " " " "	
2207th Hosp Sq, (Wm Beaumont Gen Hosp)	El Paso, Tex	Twelfth	Active	" " " " " "	

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ConAC Units 1 [illegible] ry-30 June 50 (con'td) Groups and Sq [illegible] ons

UNITS	STATION	ASGNMT	STATUS 1 Jan 1950	CHANGES & REMARKS	STATUS 30 Jun 1950
2208th Hosp Sq, (Fitzsimmons Gen Hosp)	Denver, Colo	Tenth	Active	trnsfd to Hq Comd, USAF, eff 1 Jun 50	
2209th Hosp Sq, (Letterman Gen Hosp)	Presideo of San Fr, Calif	Fourth	Active	" " " " " "	
2210th Hosp Sq, (Madigan Gen Hosp)	Tacoma, Wash	Fourth	Active	" " " " " "	
2212th Assembly & Processing Sq	Langley AFB, Va	Ninth		orgd, 9 Jan 50 (from personnel of Hq & Hq Sq, 4th AB already so assigned)	Active
2214th WAF Sq	McChord AFB, Wash	Fourth		orgd eff. 14 Feb 50, & assigned to 62d ABGp	Active
2220th Extension Gp	Benj Harrison AFB, Ind	Tenth	Active	Reorgd & redesign as 2220th Field Printing Sq, eff. 17 Apr 50, with PCS to Langley AFB, Va. with assgmt to ConAC, eff. 18 May 50	Active
2225th Overseas Repl. Gp, Hq & Hq Sq	Ft. Dix, N. J.	First	Active		Active
2226th Standby Base Sq	Slocum AFB, N.Y.	First	Active	discountinued eff. 25 Jan 50	Discontinued
2243d WAF Sq	Mitchel AFB, N.Y.	First	Active		Active
2263d Standby Base Sq	Grenier AFB, N.H.	First			

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ConAC Units 1 . ary-30 June 50 (con'td) Groups and Sq rons

UNITS	STATION	ASGNMT	STATUS 1 Jan 1950	CHANGES & REMARKS	STATUS 30 Jun 1950
2264th Standby Base Sq	Dow AFB, Me.	First			
2350th WAF Sq	Larson AFB, Wash	Fourth	Active		Active
2351st WAF Sq	Hamilton AFB, Calif	"	Active		Active
2463d AB Gp, Hq & Hq Sq	Benj Harrison AFB, Ind	Tenth	Active	discontinued, 1 Jun 50	Discontinued
2475th WAF Sq	" " " "	"	Active	PCS to Selfridge AFB, Mich., eff. 16 Jan 50	Active
2476th ABase Svce Sq	Oscoda, Mich	"	Active		Active
2500th AB Gp, Hq & Hq Sq	Mitchel AFB, N.Y.	First	Active	reorgd eff. 1 Jun 50	Active
2579th AB Sq	George AFB, Calif	Fourth	Active	discontinued eff. 25 Jan 50	Discontinued
2581st AB Sq, Hq (Bombing A 1 Gunnery Rge)	Eglin Auxiliary Field # 2, Valpariso, Fla	Fourteenth		organized eff. 14 Mar 50	Active
2583d Standby Base Sq	Benj Harrison AFB, Ind	Tenth	Active	discontinued, 25 Jan 50	Discontinued
2595th AB Gp, Hq & Hq Sq	Brooks AFB, Tex	Twelfth	Active	(2597th AP Sq were stationed off Base)	Active
2600th AB Sq	Pope AFB, N.C.	Fourteenth	Active		Active

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ConAC Units 1 [illegible]ry-30 June 50 (con'td) Groups and Sq[illegible]rons

UNITS	STATION	ASGNMT	STATUS 1 Jan 1950	CHANGES & REMARKS	STATUS 30 Jun 1950
2601st Assault Sq., (L)	Sewart AFB, Tenn	Fourteenth	Active		Active
2602d Tow Target Sq	Biggs AFB, Tex	Twelfth	Active	discontinued, 22 May 50	Discontinued
2603d Standby Sq	Greenvilb AFB, S.C.	Fourteenth	Active	discontinued eff. 25 Jan 50	Discontinued
4400th AB Gp, Hq & Hq Sq	Stewart AFB, N.Y.	First	Active		Active
4405th AB Sq	Sherman AFB, Kan	Tenth	Active		Active
4406th AB Sq	Marshall AFB, Kan	"	Active	discontinued, eff. 1 Jun 50	Discontinued
4408th AB Sq	Lawson AFB, Ga	Fourteenth	Active		Active
4412th WAF Sq	Langley AFB, Va.	Ninth	Active		Active

ConAC Units 1 January-30 June 50 (con'td)

5. AIRCRAFT CONTROL AND WARNING UNITS

UNITS	STATION	ASGNMT	STATUS 1 Jan 1950	CHANGES & REMARKS	STATUS 30 Jun 1950
503d AC&W Gp, Hq	Roslyn, N.Y.	First	Active	Reorgd, eff. 25 Mar 50; (26 ADiv) (646th AC&W Sq, Roslyn, N.Y., with Dets, at Twin Lights, N.J.; Santini; Palermo, N.J.; Montauk Point, N.Y.) (647th AC&W Sq; Fort Meade, Md.; Gravelly Point, Va.) (648th AC&W Sq; Pine Camp, N.Y., with Dets. at Fort Ethan Allen, Vt; Schenectady, N.Y.; Seneca Ordnance Depot, Romulus, N.Y.; Indiantown Gap, Pa.) (658th AC&W Sq, activated eff. 5 May 50, assigned originally to 540th AC&W Gp at Stewart AFB was activated at Mitchel AFB, N.Y. & assgd to 503d AC&W Gp, eff. 5 May 50) (672d AC&W Sq, Washington Natl Apt, Gravelly Point, Va. with Dets at Fort John Custus, Va.; Langley AFB, Va.; & Indiantown Gap, Pa.)	Active
505th AC&W Gp, Hq	Silver Lake, Wash	Fourth	Active	Reorgd, eff. 5 May 50. (under operational control of WADF) (635th AC&W Sq, Paine Field, Everett, Wash., 636th AC&W Sq, McChord AFB, Wash; 637th AC&W Sq, activated at McChord AFB, Wash., & assgd to 505th AC&W Gp, eff. 5 May 50)	Active

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ConAC Units 1 [illegible] ary-30 June 50 (con'td) Aircraft Cont[illegible] and Warning Units

UNITS	STATION	ASGNMT	STATUS 1 Jan 1950	CHANGES & REMARKS	STATUS 30 Jun 1950
540th AC&W Gp, Hq	Stewart AFB, N.Y.	First	Active	Reorgd eff. 28 May 50 (654th AC&W Sq; Grenier AFB, N.H., 655th AC&W Sq., Pine Camp, N.Y.; 656th AC&W Sq., activated eff. 5 May 50, at Schenectady, N.Y., with reorgn, eff. 28 May 50, amended 6 June 50; 657th AC&W Sq, activated, eff. 5 May 50, to be stationed at Brunswick, Me., with amendment changing station & reorgn, eff. 28 May 50, at Fort Williams, Cape Cottage, Me.)	Active
541st AC&W Gp, Hq	Selfridge AFB, Mich	Tenth	Active	(30th ADiv.) (660th, 661st, 662d, & 664th AC&W Sqs; with 662d AC&W Sq, orgd, eff. 15 May 50 at Ravenna Arsenal, Apco, Ohio; and eff 18 Apr 50, at Lockborne AFB, Columbus, Ohio; 664th AC&W Sq., activated AFB, Columbus Ohio).	Active
542d AC&W Gp, Hq	Hamilton AFB, Calif	Fourth	Active	(28th ADiv) (667th, 668th, 670th AC&W Sqs.; the last activated at Camp Cooke, Tangair, Calif., eff. 5 May 50).	Active
606th AC&W Sq	Shaw AFB, S.C.	Fourteenth	Active	(502d Tac Control Gp),	Active
606th AC&W Sq	Turner AFB, Ga.	Fourteenth	Active	(502d Tac Control Gp)	Active
690th AC&W Sq	Kirtland AFB, N.M.	Twelfth	Active	attached to 81st Ftr Wg for logistical Support & Admn, eff. 5 Jan 50, reassigned to Fourth AF, eff. 1 Apr 50, reorgd, eff. 5 May 50.	Active

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ConAC Units 1 [illegible] ary-30 June 50 (con'td)

6. MISCELLANEOUS UNITS

UNITS	STATION	ASGNMT	STATUS 1 Jan 1950	CHANGES & REMARKS	STATUS 30 Jun 1950
1st Liaison Flgt	Biggs AFB, Tex	Twelfth	Active		Active
1st Shoran Beacon Unit	Langley AFB, Va	Ninth	Active		Active
2nd Liaison Flgt	" " "	"	Active		Active
3rd Liaison Flgt	Lawson AFB, Ga	Fourteenth	Active		Active
4th Liaison Flgt	Pope AFB, N.C.	"	Active		Active
5th Helicopter Flgt	" " "	"	Active		Active
5th Radar Calibration Unit	" " "	"	Active	(502 Tac Control Gp) Reassigned 14 AF to ConAC eff. 14 Mar 50, Reorganized eff. 10 Jun 50	Active
7th Radar Calibration Unit	Langley AFB, Va	Ninth	Active	Reorganized eff. 10 Apr 50	Active
11th Radar Calibration Unit	Hamilton AFB, Calif	Fourth	Active	Reorganized eff. 13 Apr 50	Active
12th Radar Calibration Unit	Langley AFB, Va	Ninth	Active	Reorganized eff. 10 Apr 50	Active
472d Signal Avn Heavy Construction Co.	Kelly AFB, Tex	Twelfth	Active	Eff. 1 Apr 1950, assgd by ConAC to Twelfth A.F.; PCS to Larson AFB, Wash (with assgmt to Fourth AF), eff. 22 May 50	Active

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ConAC Units 1 ary-30 June 50 (con'td) Miscellaneou its

UNITS	STATION	ASGNMT	STATUS 1 Jan 1950	CHANGES & REMARKS	STATUS 30 Jun 1950
564th AF Band	Langley AFB, Va	Ninth	Active		Active
573d AF Band	Hamilton AFB, Calif	Fourth	Active		Active
579th AF Band	Brooks AFB, Tex	Twelfth	Active		Active
581st AF Band	Mitchel AFB, N.Y.	First	Active		Active
691st AF Band	Benj Harrison AFB, Ind	Tenth	Active	PCS to Selfridge AFB, Mich, eff. 16 Jan 50	Active
769th AF Band	Robins AFB, Ga	Fourteenth	Active		Active
803d Avn Engr Bn	McChord AFB, Wash	Fourth	Active	(alerted, 27 Jun 50, for overseas duty)	Active
934th the Sign Bn, Sep, Tac.	Pope AFB, N.C.	Fourteenth	Active		Active
2349th AFORD	Hamilton AFB, Calif	Fourth	Active	transfd to Camp Stoneman, Pittsburg, Calif, eff. 13 Feb 50, (with Det. 1 at San Francisco PE, & Det. 2 at Seattle PE, reorgd as 2349th OR Gp with 2349th Repl Sq. & 2349th Returnee Sq, 21 Apr 1950, & redesignated eff. 22 Jun 50)	Active
2594th AFORD	Camp LeRoy Johnson, La	Twelfth	Active	Discontinued, 24 Mar 50	Discontinued
4410th Bomb Disposal Unit	Pope AFB, N.C.	Fourteenth	Active		Active

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7. CONTINENTAL AIR COMMAND BASES AND FIELDS

Inactive, Redesignated, and Transferred

Byrd Field, Richmond, Va	Caretaker status transferred to United States Air Force
Dover AFB, Del.	Caretaker status
Dow AFB, Bangor, Me.	Inactive status
Fairfax Field, Kansas City, Kan.	Lease cancelled eff. 31 May 1950
Fort MacArthur, San Pedro, Calif.	Activated eff. 5 May 1950
George AFB, Victorville, Calif.	Transferred Air Material Command to ConAC to Fourth Air Force, eff. 1 April 1950
Greenville AFB, S.C.	Caretaker status
Grenier AFB, Manchester, N.H.	Inactive status
Larson AFB, Wash.	New designation of former Moses Lake AFB
Lockbourne AFB, Columbus, Ohio	Inactive status (20 June 50: United States Air Force approved agreement with the the Air National Guard for joint use)
Luke AFB, Phoenix, Ariz.	Inactive status
Marietta AFB, Ga.	Redesignated as Dobbins AFB
Marshall AFB, Fort Riley, Kan.	Air Force operations discontinued 21 Mar 50
Moody AFB, Valdosta, Ga.	Caretaker status

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Newark Mun. Apt., N. J.	Caretaker status
Orlando AFB, Fla.	Inactive status
Saint Louis District Liaison Office	Moved from Scott AFB, Ill. to Mart Bldg., 12th & Spruce Sts., St. Louis 2, Mo., eff. 11 May 1950
Schlegel AF Plant	New designation for Cleveland Mun. Apt, eff. 1 April 50; assigned to Ninth Air Force, eff. 1 April 50
Sewart AFB	New designation of former Smyrna AFB, Tenn., 15 Feb 50
Sioux City Mun. Apt., Iowa	Caretaker status
Slocum AFB, N.Y.	Inactive status
Stout Field, Indianapolis, Ind.	Caretaker status, transferred to Loisville District Engineer, 15 May 50

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

GENERAL ORDERS
NUMBER 37

22 June 1950

REASSIGNMENT OF 1ST FIGHTER-INTERCEPTOR WING. . . . . .SECTION I
REASSIGNMENT OF 31ST FIGHTER-BOMBER WING. . . . . .SECTION II

SECTION I

1. Effective 1 July 1950, the following units, having been relieved from assignment to Strategic Air Command, are assigned to Continental Air Command and further assigned to Fourth Air Force without change in station or strength:

- 1st Fighter-Interceptor Wing, Hq & Hq Squadron
  - 1st Fighter-Interceptor Group, Headquarters
    - 27th Fighter-Interceptor Squadron
    - 71st Fighter-Interceptor Squadron
    - 94th Fighter-Interceptor Squadron
  - 1st Maintenance and Supply Group, Headquarters
    - 1st Maintenance Squadron
    - 1st Supply Squadron
    - 1st Motor Vehicle Squadron
  - 1st Air Base Group, Hq & Hq Squadron
    - 1st Communications Squadron
    - 1st Air Police Squadron
    - 1st Food Service Squadron
    - 1st Installations Squadron
  - 1st Medical Group·

2. Authority: Letter, Department of the Air Force, 322 (AFOMA 611f), 16 June 1950, subject: "Reassignment of the 1st Fighter-Interceptor Wing and the 31st Fighter-Bomber Wing; Redesignation of Units of the 1st Fighter-Interceptor Wing."

SECTION II

1. Effective 1 July 1950, the following units are relieved from assignment to Continental Air Command and are reassigned to Strategic Air Command:

- 31st Fighter-Bomber Wing, Hq & Hq Squadron
  - 31st Fighter-Bomber Group, Headquarters
    - 307th Fighter-Bomber Squadron
    - 308th Fighter-Bomber Squadron
    - 309th Fighter-Bomber Squadron
  - 31st Maintenance and Supply Group, Headquarters
    - 31st Maintenance Squadron

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GENERAL ORDERS 37 (Contd)

31st Supply Squadron
31st Motor Vehicle Squadron
31st Air Base Group, Hq & Hq Squadron
31st Communications Squadron
31st Air Police Squadron
31st Food Service Squadron
31st Installations Squadron
31st Medical Group

2. Authority: Letter, Department of the Air Force, 322 (AFOMA 611f), 16 June 1950, subject: "Reassignment of the 1st Fighter-Interceptor Wing and the 31st Fighter-Bomber Wing; Redesignation of Units of the 1st Fighter-Interceptor Wing."

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

CHARLES T. MYERS
Major General, USAF
Vice Commander

OFFICIAL:

Neal J. O'Brien
NEAL J. O'BRIEN
Colonel, USAF
Air Adjutant General

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DEPARTMENT OF THE AIR FORCE
WASHINGTON

322 (AFOMA 611f) 16 June 1950

SUBJECT: Reassignment of the 1st Fighter-Interceptor Wing and the 31st Fighter-Bomber Wing; Redesignation of Units of the 1st Fighter-Interceptor Wing

TO: Commanding Generals,
Continental Air Command
Strategic Air Command

1. Effective 1 July 1950:

a. The following units are relieved from present assignment and are assigned to Continental Air Command without change in station or strength:

Hq and Hq Squadron, 1st Fighter-Interceptor Wing
Headquarters, 1st Fighter-Interceptor Group
27th Fighter-Interceptor Squadron
71st Fighter-Interceptor Squadron
94th Fighter-Interceptor Squadron
Headquarters, 1st Maintenance and Supply Group
1st Maintenance Squadron
1st Supply Squadron
1st Motor Vehicle Squadron
Hq and Hq Squadron, 1st Air Base Group
1st Communications Squadron
1st Air Police Squadron
1st Food Service Squadron
1st Installations Squadron
1st Medical Group

b. The following units are relieved from present assignment and are assigned to Strategic Air Command without change in station or strength:

Hq and Hq Squadron, 31st Fighter-Bomber Wing
Headquarters, 31st Fighter-Bomber Group
307th Fighter-Bomber Squadron
308th Fighter-Bomber Squadron
309th Fighter-Bomber Squadron
Hq, 31st Maintenance and Supply Group
31st Maintenance Squadron
31st Supply Squadron
31st Motor Vehicle Squadron
Hq and Hq Squadron, 31st Air Base Group
31st Communications Squadron'
31st Air Police Squadron
31st Food Service Squadron
31st Installations Squadron
31st Medical Group

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2. The provisions of message AFASC 30391, 11 April 1950 will be complied with.

3. Present composition and authorized strength of units reassigned in this letter are as follows:

Unit	T/O&E		Auth Strength Off	Auth Strength EM
Hq and Hq Squadron, 1st Fighter-Interceptor Wing	1-1011, 24 Mar 48, 1 x colm 5, as changed by 1-0001E, 1 Jul 49	) (	30	64 (each)
Hq and Hq Squadron, 31st Fighter-Bomber Wing		) (		
Hq, 1st Fighter-Interceptor Group	1-1212, 24 Mar 48, 1 x colm 5	) (	11	25 (each)
Hq, 31st Fighter-Bomber Group		) (		
Fighter-Interceptor Squadron 27, 71, 94	1-1233, 24 Mar 48, 1 x colm 5, as changed by 1-0001D, 1 May 49	) (	30	108 (each)
Fighter-Bomber Squadron 307, 308, 309		) (	30	114 (each)
Hq, Maintenance and Supply Group 1, 31	1-7012, 24 Mar 48, 1 x colm 5, as changed by 1-0001D, 1 May 49		4	10 (each)
Maintenance Squadron 1, 31	1-7213, 24 Mar 48, 1 x colm 5, as modified by P&EML 1-7213-1		9	126 (each)
Supply Squadron, 1, 31	1-7914, 24 Mar 48, 1 x colm 5, as changed by 1-0001D, 1 May 49 and modified by P&EML 1-7914-1		7	108 (each)
Motor Vehicle Squadron 1, 31	1-8917, 24 Mar 48, 1 x colm 5, as changed by 1-0001F, 1 Sep 49		4	143 (each)
Hq and Hq Squadron, Air Base Group 1, 31	1-8012, 24 Mar 48, 1 x colm 5, as changed by 1-0001D, 1 May 49		9	60 (each)
Communications Squadron 1, 31	1-8013, 24 Mar 48, 1 x colm 5, as changed by 1-0001D, 1 May 49		4	52 (each)

Unit	T/O&E	Auth Strength Off	Auth Strength EM
Air Police Squadron 1, 31	1-8014, 24 Mar 48, 1 x colm 5, as changed by 1-0001E, 1 Jul 49	3	70 (each)
Food Service Squadron 1, 31	1-8015, 24 Mar 48, 1 x colm 31, as changed by 1-0001B, 1 Jan 49	4	102 (each)
Installations Squadron 1, 31	1-8926, 24 Mar 48, 1 x colm 5, as modified by P&EML 1-8926-1	4	87 (each)
Medical Group 1, 31	1-9012, 18 Oct 48, 1 x colm 5	14	67 (each)

4. The following units will be redesignated as indicated within forty-five (45) days after 1 July 1950:

Present Designation	New Designation
Hq and Hq Squadron, 31st Fighter-Bomber Wing	Hq and Hq Squadron, 31st Fighter-Escort Wing
Headquarters, 31st Fighter-Bomber Group	Headquarters, 31st Fighter-Escort Group
307th Fighter-Bomber Squadron	307th Fighter-Escort Squadron
308th Fighter-Bomber Squadron	308th Fighter-Escort Squadron
309th Fighter-Bomber Squadron	309th Fighter-Escort Squadron

5. When the action directed herein has been accomplished, report will be made to Headquarters USAF by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-SC-02) in compliance with current instructions.

6. Forty (40) copies of the order issued pursuant to this letter will be forwarded to the Air Adjutant General, Headquarters USAF, ATTENTION: Publishing Division, Washington 25, D. C.

BY ORDER OF THE SECRETARY OF THE AIR FORCE:

W. P. HALL
Captain, USAF
Asst Air Adjutant General

3 Incls
1. P&EML 1-7213-1
2. P&EML 1-7914-1
3. P&EML 1-8926-1

PERSONNEL AND EQUIPMENT MODIFICATION LIST 1-7213-1

T/O&E 1-7213, Maintenance Squadron, Fighter, Single Engine, Jet, or All Weather, 24 March 1948, as changed by T/O&E 1-0001C, Index and Summary of Changes to Air Force Tables of Organization and Equipment, 1 March 1949, is amended as follows so far as it pertains to the units cited in basic letter:

SECTION II - ORGANIZATION

ADD the following:

Line	Column	Number Added	MOS	SSN	GRADE
74½	13	5	Airplane handler	590	Pvt
74½	14	7	Airplane handler	590	Pvt

This results in the following:

LINE	UNIT	aCOLUMN 5	aCOLUMN 6
13	Private or private, first class	5	9
14	Total enlisted	126	198
15	Aggregate	135	210

For single engine or all weather fighter maintenance note "c" of the T/O&E will apply and is amended by the action above to result in the following:

	P	W
Officers	9	12
Enlisted	129	203
	138	215

Incl 1 to letter (AFOMA 611f), 16 June 1950

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SECTION III - EQUIPMENT

1	2				3
Item	Reduction		Addition		Basis of distribution and remarks
	Colm 5	Colm 6	Colm 5	Colm 6	
CHEMICAL					
Mask, gas, M9			5	7	
Respirator, dust, M4			5	7	
ORDNANCE					
Carbine, cal .30, M2			4	6	
Gun, submachine, cal .45, M3A1			1	1	
QUARTERMASTER					
Bag, carrying, ammunition			1	1	
Bucket, general-purpose, galvanized, heavy-weight, without-lip, 14-quart-capacity			1	1	
Tray, mess, 6-compartment			5	7	

PERSONNEL AND EQUIPMENT MODIFICATION LIST 1-7914-1

T/O&E 1-7914, Supply Squadron, Fighter or Tactical Reconnaissance, 24 March 1948, as changed by T/O&E 1-0001D, Index and Summary of Changes to Air Force Tables of Organization and Equipment, 1 May 1949, is amended as follows in so far as it pertains to the units cited in basic letter:

SECTION II - ORGANIZATION

Add the following:

LINE	COLUMN	NUMBER ADDED	MOS	SSN	GRADE
93	13	7	Supply clerk	835	Sgt
93	14	10	Supply clerk	835	Sgt
95	13	8	Supply clerk	835	Cpl
95	14	12	Supply clerk	835	Cpl
97	13	8	Supply clerk	835	Pvt
97	14	11	Supply clerk	835	Pvt

This results in the following:

LINE	UNIT	COLUMN 5	COLUMN 6
11	Sergeant	36	62
12	Corporal	24	49
13	Private or private, first class	17	48
14	Total enlisted	108	207
15	Aggregate	115	220

Incl 2 to letter 322 (AFOMA 611f), 16 June 1950

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SECTION III - EQUIPMENT

1	2				3
Item	Reduction		Addition		Basis of distribution and remarks
	Colm 5	Colm 6	Colm 5	Colm 6	
CHEMICAL					
Mask, gas, M9			23	33	
Respirator, dust, M4			23	33	
ORDNANCE					
Carbine, cal .30, M2			21	30	
Gun submachine, cal .45, M3A1			2	3	
QUARTERMASTER					
Bag, carrying, ammunition			2	3	
Bucket, general-purpose, galvanized, heavy-weight, without-lip, 14-quart, capacity			5	7	
Tray, mess, 6-compartment			23	33	

PERSONNEL AND EQUIPMENT MODIFICATION LIST 1-8926-1

T/O&E 1-8926, Installations Squadron, Fighter or Tactical Reconnaissance, 24 March 1948, as changed by T/O&E 1-0001E, Index and Summary of Changes to Air Force Tables of Organization and Equipment, 1 July 1949, is amended as follows so far as it pertains to the units cited in basic letter:

SECTION II - ORGANIZATION

ADD the following:

LINE	COLUMN	NUMBER ADDED	MOS	SSN	GRADE
49	15	4	Construction worker	188	Cpl
49	16	7	Construction worker	188	Cpl
50	15	13	Construction worker	188	Pvt
50	16	19	Construction worker	188	Pvt

This results in the following:

LINE	UNIT	COLUMN 5	COLUMN 6
11	Corporal	26	41
12	Private or private, first class	22	40
13	Total enlisted	87	136
14	Aggregate	91	140

Incl 3 to letter (AFOMA 611f), 16 June 1950

SECTION III - EQUIPMENT

1	2				3
Item	Reduction Colm 5	Reduction Colm 6	Addition Colm 5	Addition Colm 6	Basis of distribution and remarks
CHEMICAL					
Mask, gas, M9			17	26	
Respirator, dust, M4			17	26	
ORDNANCE					
Carbine, cal .30, M2			15	23	
Gun, submachine, cal .45, M3A1			2	3	
QUARTERMASTER					
Bag, carrying, ammunition			2	3	
Bucket, general-purpose, galvanized, heavy-weight, without-lip, 14-quart-capacity			3	5	
Tray, mess, 6-compartment			17	26	

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

GENERAL ORDERS
NUMBER 25 18 April 1950

JURISDICTION OF VICTORVILLE AIR FORCE BASE

1. Announcement is made of the assumption of jurisdiction of Victorville Air Force Base, Victorville, California, from Air Materiel Command, effective 1 April 1950.

2. Concurrent with the above action, Victorville Air Force Base is assigned to Fourth Air Force.

3. Authority: Message, Headquarters United States Air Force, AFOOP-C 30483, 7 April 1950.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

CHARLES T. MYERS
Major General, USAF
Vice Commander

OFFICIAL:

Neal J. O'Brien

NEAL J. O'BRIEN
Colonel, USAF
Air Adjutant General

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HEADQUARTERS 325TH FIGHTER-ALL WEATHER WING
McChord Air Force Base, Washington

GENERAL ORDERS
NUMBER 23

27 June 1950

REORGANIZATION OF THE 317TH, 318TH, AND 319TH FIGHTER-ALL WEATHER SQUADRONS

1. Pursuant to authority contained in letter, Department of the Air Force, dated 31 May 1950, subject: "Reorganization of the 317th, 318th, and 319th Fighter-All Weather Squadrons", and Second Indorsement, Headquarters Fourth Air Force, dated 22 June 1950, same subject, the above mentioned organizations are reorganized effective 1 July 1950 in accordance with 1 x column 5 of T/O&E 1-1243, 24 March 1948, as changed by 1-0001F, 1 September 1949, and modified by P&EML 1-1243-1, each with an authorized strength of thirty-three (33) officers and one hundred and one (101) enlisted men.

2. Personnel rendered surplus or shortages created by this action will be reported and requisitioned in the normal manner.

3. Equipment is authorized in accordance with the appropriate columns of T/O&E and P&EML cited.

4. Upon completion of action directed herein, report showing effective date and type of action will be forwarded to Headquarters, Fourth Air Force, Attention: Director of Statistical Services, to arrive within twenty-four (24) hours after effective date. Format of notification will be in accordance with Fourth Air Force Letter 15-29, 29 December 1949.

5. Other Instructions: The pertinent provisions of the following directives will apply:

AFR 31-6, 19 October 1949
AFR 35-13A, 8 December 1948, paragraph 12d

BY ORDER OF COLONEL BENNETT:

E. M. SMITH
WOJG, USAF
Adjutant

OFFICIAL:

EMSmith

E. M. SMITH
WOJG, USAF
Adjutant

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DEPARTMENT OF THE AIR FORCE
WASHINGTON

322 (AFOMA 581f)

31 May 1950

SUBJECT: Reorganization of the 317th, 318th, and 319th Fighter-All Weather Squadrons

TO: Commanding General, Continental Air Command

1. The 317th, 318th, and 319th Fighter-All Weather Squadrons will be reorganized within forty-five (45) days after date of this letter in accordance with 1 x column 5 of T/O&E 1-1243, 24 March 1948, as changed by 1-0001F, 1 September 1949 and modified by P&EML 1-1243-1, each with an authorized strength of thirty-three (33) officers and one hundred and one (101) enlisted men.

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

3. Equipment is authorized in accordance with appropriate columns of T/O&E cited and inclosed P&EML 1-1243-1.

4. When the action directed herein has been accomplished, report will be made to Headquarters USAF by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-SC-02) in compliance with current instructions.

5. Forty (40) copies of the order issued pursuant to this letter will be forwarded to the Air Adjutant General, Headquarters USAF, ATTENTION: Publishing Division, Washington 25, D. C.

BY ORDER OF THE SECRETARY OF THE AIR FORCE:

E L Jackman
E. L. JACKMAN
Major, USAF
Asst Air Adjutant General

1 Incl:
P&EML 1-1243-1

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PERSONNEL AND EQUIPMENT MODIFICATION LIST 1-1243-1

T/O&E 1-1243, Fighter Squadron, All Weather, 24 March 1948, as amended by T/O&E 1-0001F, 1 September 1949, is further amended as follows so far as it pertains to the units cited in the basic letter.

SECTION II - ORGANIZATION

Change title to: Fighter-All Weather Squadron

Change designation to: /-______ Fighter-All Weather Squadron

DELETE the following:

LINE NUMBER	MOS	SSN	GRADE	COLUMN NUMBER	NUMBER DELETED
16	Electronics	0141	Lt	21	1
52	Communications chief	542	T sgt	13	1
53	Fabric and dope mechanic	548	S sgt	17	1
58	Aircraft welder	573	Sgt	17	1
66	Power plant mechanic	684-B	S sgt	17	1
66	Power plant mechanic	684-B	S sgt	25	1
67	Power plant mechanic	684-B	Sgt	17	1
67	Power plant mechanic	684-B	Sgt	25	1
68	Power plant mechanic	684-B	Cpl	17	2
75	Airplane propeller mechanic	687	S sgt	17	1
76	Airplane porpeller mechanic	687	Sgt	17	1
77	Airplane propeller mechanic	687	Cpl	25	1
85	Radio mechanic, AF	754	S sgt	25	1
87	Radio mechanic, AF	754	Cpl	21	1
97	Radar maintenance chief	850	T sgt	21	1
98	Radar mechanic, night fighter	850	S sgt	21	4
98	Radar mechanic, night fighter	850	S sgt	25	1
99	Radar mechanic, night fighter	850	Sgt	21	4

ADD the following:

LINE NUMBER	MOS	SSN	GRADE	COLUMN NUMBER	NUMBER ADDED
28½	Armament systems	4593	Lt	19	1
41	Powerman	166	S sgt	17	1
42	Powerman	166	Sgt	17	1
49	Airplane hydraulic mechanic	528	S sgt	17	1
78	Airplane and engine mechanic	747-A	S sgt	17	1
79	Airplane and engine mechanic	747-A	Sgt	17	2
80	Airplane and engine mechanic	747-A	Cpl	17	2
80	Airplane and engine mechanic	747-A	Cpl	25	2
84½	Radio maintenance chief	754	T sgt	21	1
87	Radio mechanic, AF	754	Cpl	25	1
96	Supply clerk	835	Pvt	17	1

Incl to letter 322 (AFOMA 581f), 31 May 1950

C50-8326, AF

RESTRICTED

PERSONNEL AND EQUIPMENT MODIFICATION LIST 1-1243-1

ADD the following: (contd)

LINE NUMBER	MOS	SSN	GRADE	COLUMN NUMBER	NUMBER ADDED
96½	Radar maintenance chief	850	M sgt	19	1
97	Radar mechanic, night fighter	850	T sgt	19	1
98	Radar mechanic, night fighter	850	S sgt	19	4
98	Radar mechanic, night fighter	850	S sgt	25	2
99	Radar mechanic, night fighter	850	Sgt	19	5
99 1/3	Radar mechanic (radar mechanic, ground equipment SSN 775)	867	S sgt	21	1
99 1/3	Radar mechanic (radar mechanic, ground equipment SSN 775)	867	S sgt	25	1
99 2/3	Radar mechanic (radar mechanic, ground equipment SSN 775)	867	Sgt	21	1

Delete line 8.

Add secondary qualification (Jet fighter pilot) SSN (1059) to columns 1 and 3, lines 20, 22, and 23.

Add secondary qualification (welder, aircraft) SSN (573) to columns 1 and 3, line 55.

Change grade from 1st sgt to M sgt in column 4, line 48.

Change SSN from 684-B to 684-C in column 2, lines 66, 67, and 68.

Change SSN from 747-B to 747-A in column 2, lines 78, 79, and 80.

Change SSN from 750-B to 750-A in column 2, lines 81, 82, 83, and 84.

This results in the following:

LINE	GRADE	COLUMN 5	COLUMN 25
2	Lieutenant colonel	1	
3	Major	1	
4	Captain	7	
5	Lieutenant	24	
6	Total commissioned	33	
7	Master sergeant	8	1
9	Technical sergeant	18	
10	Staff sergeant	19	10
11	Sergeant	29	9
12	Corporal	23	15
13	Private or private first class	4	9
14	Total enlisted	101	44
15	Aggregate	134	44

P&EML 1-1243-1
SECTION III - EQUIPMENT

AIR FORCE

1	2				3
	Allowances				
	Column 5		Column 25		
Item	Reduction	Addition	Reduction	Addition	Basis of distribution and remarks
AIRPLANE: FIGHTER, TWO ENGINE	12				
Airplane, fighter, jet		12			
Flashlight, 2 cell, prefocusted, right angle, spotlight		75		15	Per sup and maint sec for distr as required
Hose assy, fire extinguisher, with telescoping tube and 12-ft hose		3			1 per flt
Kit: Clothing, Ground Crewman (T.O. 00-30-42)		3		2	1 per radar mech (867)
Mechanic and Technician, Aircraft and Engine (T.O. 00-30-45)		1			
Mechanic: Automotive (T.O. 00-30-591)		2		6	1 per powerman (166)
Propeller "T.O. 00-30-58"	2		1		
Radar and Radio (T.O. 00-30-59)		4		2	1 per radar mech (867)
Worker, Paint, Dope and Fabric "T.O. 00-30-48"	1				
Set: Maintenance, Organizational: Aircraft (T.O. 00-30-19)		1			Per engr sec.
Basic (Tactical) "T.O. 00-30-19"	1				
De-icer Shoe "T.O. 00-30-211"	3				

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P&EML 1-1243-1
SECTION III - EQUIPMENT

AIR FORCE

1	2				3
	Allowances				
	Column 5		Column 25		
Item	Reduction	Addition	Reduction	Addition	Basis of distribution and remarks
Set: (Contd)					
Fighter Type Aircraft (Tactical) "T.O. 00-30-19B"	1				
Special Tools and Equipment, Airframe (T.O. 00-30-206C)		1			Per engr sec.
Tool and Sling, Special: Airframe "T.O. 00-30-206C"	1				
Maintenance and Overhaul Propeller and Associated Control Equipment "T.O. 00-30-206B"	1				
CHEMICAL					
Mask, gas, M9		4		1	
Respirator, dust, M4		4		1	
ENGINEER					
Extinguisher, fire:					
Carbon:					
Dioxide, permanent shut-off, 15-lb	6				2 per flt.
Tetrachloride, stored pressure type, hand, 1-gal	4				1 per flt.
Water, 4-gal, demountable, nestable, pump type	2		1		
Glass, reading, 4½-in., w/case	1				
Water purification equipment knapsack, ¼ GPM, Set No. 1	12				
ORDNANCE					
Carbine, cal. .30, M2		4		1	(SNL B-28).

ORDNANCE

1	2				3
	Allowances				
	Column 5		Column 25		
Item	Reduction	Addition	Reduction	Addition	Basis of distribution and remarks
Tool set, general mechanics'			6		
Watch, wrist, 7 or more jewel	5 28		2		
	QUARTERMASTER				
Bucket, general-purpose, galvanized, heavy-weight, without-lip, 14-quart-capacity		1			
Burner, oil, stove, tent, M-1941		28		8	1 per stove for tent for hsg WAB maj AF comdr
Drum, gasoline, 5-gallon		28		8	1 add per burner for stove for hsg tent when tents and burners are authd.
Stove, tent, M-1941		28		8	2 per tent for hsg WAB maj AF comdr.
Tent, squad, M-1945, complete (with-pins-and-poles)		14		4	WAB maj AF comdr: 1 per 12 EM or FCT; 8 off or FCT
Tray, mess, 6-compartment		4		1	
	SIGNAL				
Flashlight TL-122-( )	104		23		
Multimeter TS-297-( )/U	27		5		

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Dept of AF (AFOMA 581f)
Subject: Reorganization of the 317th, 318th and 319th Fighter-All Weather Squadrons

PO&R 322 (31 May 50) 1st Ind. 15 June 1950

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Commanding General, Fourth Air Force, Hamilton Air Force Base, California

1. For compliance at the earliest practicable date but not later than 14 July 1950.

2. General Orders issued in compliance with this directive will indicate effective date.

3. Other Instructions:

a. The pertinent provisions of the following directives will apply:

AFR 31-6, 19 October 1949
AFR 35-13A, 8 December 1948, paragraph 12d

b. Upon completion of action directed herein, report showing effective date and type of action will be forwarded to this headquarters, Attention: Director of Statistical Services, to arrive within 48 hours after effective date. Format of the notification will be in accordance with Continental Air Command Letter 15-10, 13 May 1949.

c. In addition to distribution referred to in paragraph 5 basic directive, 15 copies of orders will be furnished Commanding General, Continental Air Command, Attention: Plans, Organization and Requirements (Unit Control Branch).

d. Receipt of this directive will be acknowledged within twenty-four hours.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

Bruce H. Gemmel
For: W. P. MULLINS Capt, USAF
Lt Col, USAF
Asst Air Adj Gen

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

MEMORANDUM: 13 January 1950

TO : All Deputies and Directors

Redesignation of Fighter Wings

1. The inclosed message was received from Headquarters, United States Air Force directing the redesignation of all Continental Air Command Fighter Wings.

2. Priority messages were dispatched to all Continental Air Command air forces directing immediate compliance.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

1 Incl
USAF Msg AFOOR 15701, 11 Jan 50

VE Murphy
V. E. MURPHY
Lt Col, USAF
Asst Air Adj Gen

COPY

AC 208 PRIORITY 1950 JAN 11 PM 5:15
EJB 220QV
PP JEGC
DE JEPC 65A
111934Z
M HQ USAF WASH DC
TO COLGENCONAC MITCHEL AFB NY

AF GRNC

From AFOOR 15701

Effective 20 January 1950, the following units will be redesignated as indicated:

Present Designation	New Designation
Hq and Hq Sq, Fighter Wing, 4, 33, 56, 78, 81	Hq and Hq Sq, Fighter-Interceptor Wing, 4, 33, 56, 78, 81
Hq, Fighter Group, 4, 33, 56, 78, 81	Hq, Fighter-Interceptor Group, 4, 33, 56, 78, 81
Fighter Squadron, Jet, 334, 335, 336 58, 59, 60, 61, 62, 63, 82, 83, 84, 91, 92, 93	Fighter-Interceptor Squadron, 334, 335, 336, 58, 59, 60, 61, 62, 63, 82, 83, 84, 91, 92, 93
Maintenance Squadron, Fighter, Jet, 4 33, 56, 78, 81	Maintenance Squadron, 4, 33, 56, 78, 81
Supply Squadron, Fighter, Jet, 4, 33, 56, 78, 81	Supply Squadron, 4, 33, 56, 78, 81
Motor Vehicle Squadron, Fighter, Jet, 4, 33, 56, 78, 81	Motor Vehicle Squadron, 4, 33, 56, 78, 81
Communications Squadron, Fighter, Jet, 4, 33, 56, 78, 81	Communications Squadron, 4, 33, 56, 78, 81
Air Police Squadron, Fighter, Jet, 4, 33, 56, 78, 81	Air Police Squadron, 4, 33, 56, 78, 81
Food Service Squadron, Fighter, Jet, 4, 33, 56, 78, 81	Food Service Squadron, 4, 33, 56, 78, 81
Installations Squadron, Fighter, Jet, 4, 33, 56, 78, 81	Installations Squadron, 4, 33, 56, 78, 81
Hq and Hq Sq, Fighter Wing, 20, 31	Hq and Hq Sq, Fighter-Bomber Wing, 20, 31
Hq, Fighter Group, 20, 31	Hq, Fighter-Bomber Group, 20, 31
Fighter Squadron, Jet, 55, 77, 79, 307, 308, 309	Fighter-Bomber Squadron, 55, 77, 79, 307, 308, 309

TO COMGENCONAC MITCHEL AFB NY
From AFOOR 15701 (Cont'd)

Present Designation	New Designation
intenance Squadron, Fighter, Jet, 20, 31	Maintenance Squadron, 20, 31
Supply Squadron, Fighter, Jet, 20, 31	Supply Squadron, 20, 31
Motor Vehicle Squadron, Fighter, Jet, 20, 31	Motor Vehicle Squadron, 20, 31
Communications Squadron, Fighter, Jet, 20, 31	Communications Squadron, 20, 31
Air Police Squadron, Fighter, Jet, 20, 31	Air Police Squadron, 20, 31
Food Service Squadron, Fighter, Jet, 20, 31	Food Service Squadron, 20, 31
Installations Squadron, Fighter, 20, 31	Installations Squadron, 20, 31
Hq and Hq Squadron, Fighter Wing, All Weather, 52, 325	Hq and Hq Squadron, Fighter-All Weather Wing, 52, 325
q, Fighter Group, All Weather 52, 325	Hq, Fighter-All Weather Group, 52, 325
Fighter Squadron, All Weather 2, 5, 317, 318, 319	Fighter-All Weather Squadron, 2, 5, 317, 318, 319
Maintenance Sq, Ftr, All Weather, 52, 325	Maintenance Squadron 52, 325
Supply Sq, Ftr, All Weather, 52, 325	Supply Squadron, 52, 325
Motor Vehicle Sq, Ftr, All Weather, 52, 325	Motor Vehicle Squadron, 52, 325
Communications Squadron, Fighter, All Weather, 52, 325	Communications Squadron, 52, 325
Air Police Squadron, Fighter, All Weather, 52, 325	Air Police Squadron, 52, 325
Food Service Sq, Fighter, All Weather, 52, 325	Food Service Squadron, 52, 325
nstallations Sq, Fighter, All Weather, 52, 325	Installations Squadron, 52, 325

Confirming Department of the Air Force Letter follows.

TO COMGENCONAC MITCHEL AFB NY
From AFOOR 15701 (Cont'd)

Present Designation	New Designation
aintenance Squadron, Fighter, Jet, 20, 31	Maintenance Squadron, 20, 31
Supply Squadron, Fighter, Jet, 20, 31	Supply Squadron, 20, 31
Motor Vehicle Squadron, Fighter, Jet, 20, 31	Motor Vehicle Squadron, 20, 31
Communications Squadron, Fighter, Jet, 20, 31	Communications Squadron, 20, 31
Air Police Squadron, Fighter, Jet, 20, 31	Air Police Squadron, 20, 31
Food Service Squadron, Fighter, Jet, 20, 31	Food Service Squadron, 20, 31
Installations Squadron, Fighter, 20, 31	Installations Squadron, 20, 31
Hq and Hq Squadron, Fighter Wing, All Weather, 52, 325	Hq and Hq Squadron, Fighter-All Weather Wing, 52, 325
q, Fighter Group, All Weather 52, 325	Hq, Fighter-All Weather Group, 52, 325
Fighter Squadron, All Weather 2, 5, 317, 318, 319	Fighter-All Weather Squadron, 2, 5, 317, 318, 319
Maintenance Sq, Ftr, All Weather, 52, 325	Maintenance Squadron 52, 325
Supply Sq, Ftr, All Weather, 52, 325	Supply Squadron, 52, 325
Motor Vehicle Sq, Ftr, All Weather, 52, 325	Motor Vehicle Squadron, 52, 325
Communications Squadron, Fighter, All Weather, 52, 325	Communications Squadron, 52, 325
Air Police Squadron, Fighter, All Weather, 52, 325	Air Police Squadron, 52, 325
Food Service Sq, Fighter, All Weather, 52, 325	Food Service Squadron, 52, 325
nstallations Sq, Fighter, All Weather, 52, 325	Installations Squadron, 52, 325

Confirming Department of the Air Force Letter follows.

TO COMGENCONAC MITCHEL AFB NY
rom AFOOP 15701 (Cont'd)

Memo For Record:

This message has been extracted and passed to each Continental Air Command ir Force by Priority message.

Pass to____________________AF by ConAC Msg PO&R____________________

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DEPARTMENT OF THE AIR FORCE
WASHINGTON

322 (AFOMA 568f) 8 May 1950

SUBJECT: Reorganization of Certain Units of the 325th Fighter-All Weather Wing and the 81st Fighter-Interceptor Wing; Inactivation of Certain Units of the 62d Troop Carrier Wing, Heavy

TO: Commanding General, Continental Air Command

1. The following units will be reorganized within forty-five (45) days after arrival at McChord Air Force Base, Tacoma, Washington, as indicated:

Unit	T/O&E	Auth Strength	
		Off	EM
325th Communications Squadron	1-8013, 24 Mar 48, 1 x colm 5, as changed by 1-0001D, 1 May 49	4	52
325 Air Police Squadron	1-8014, 24 Mar 48, 1 x colm 5, as changed by 1-0001E, 1 Jul 49	3	70
325th Food Service Squadron	1-8015, 24 Mar 48, 1 x colm 31, as changed by 1-0001B, 1 Jan 49	4	102
325th Installations Squadron	1-8926, 24 Mar 48, 1 x colm 5, as modified by P&EML 1-8926-1 (inclosed)	4	87

Group assignment remains unchanged.

2. The 81st Medical Group will be reorganized within forty-five (45) days after the arrival of the 81st Fighter-Interceptor Wing at Moses Lake Air Force Base, Moses Lake, Washington, in accordance with 1 x column 5 of T/O&E 1-9012, 18 October 1948, with an authorized strength of fourteen (14) officers and sixty-seven (67) enlisted men.

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

4. Equipment is authorized in accordance with appropriate columns of T/O&E cited and inclosed P&EML.

5. The following units will be inactivated within forty-five (45) days after the arrival of the 325th Fighter-All Weather Wing at McChord Air Force Base, Tacoma, Washington:

Hq and Hq Squadron, 62d Troop Carrier Wing, Heavy

C50-8286, AF

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- Hq, 62d Maintenance and Supply Group
  62d Maintenance Squadron
  62d Supply Squadron
  62d Motor Vehicle Squadron
- Hq and Hq Squadron, 62d Air Base Group
  62d Communications Squadron
  62d Air Police Squadron
  62d Food Service Squadron
  62d Installations Squadron
- 62d Medical Group

a. Concurrently with inactivation, these units are transferred to the control of the Department of the Air Force.

b. Personnel and equipment of the units above will be used to the greatest extent practicable to man and equip units of the 325th Fighter-All Weather Wing. Excess personnel will be absorbed in other Air Force units under the control of the Commanding General, Continental Air Command. Surplus equipment will revert to stocks to fill present and future requirements.

c. Records will be disposed of in accordance with instructions contained in AFL 181-20.

6. When the actions directed herein have been accomplished, report will be made to Headquarters USAF by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-SC-02) in compliance with current instructions.

7. Forty (40) copies of the order issued pursuant to this letter will be forwarded to the Air Adjutant General, Headquarters USAF, ATTENTION: Publishing Division, Washington 25, D. C.

BY ORDER OF THE SECRETARY OF THE AIR FORCE:

E L Jackman
E. L. JACKMAN
Major, USAF
Asst Air Adjutant General

I Incl
P&EML 1-8926-1

DISTRIBUTION:

Dept of Army	(20)
Chiefs of Technical Services	(40)
Hq USAF	(85)
Air Materiel Command, ATTN: MCAGXP	(50)
Continental Air Command	(50)
Air University Library	(2)

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PERSONNEL AND EQUIPMENT MODIFICATION LIST 1-8926-1

T/O&E 1-8926, Installations Squadron, Fighter or Tactical Reconnaissance, 24 March 1948, as changed by T/O&E 1-0001E, Index and Summary of Changes to Air Force Tables of Organization and Equipment, 1 July 1949, is amended as follows so far as it pertains to the units cited in basic letter:

SECTION II - ORGANIZATION

ADD the following:

LINE	COLUMN	NUMBER ADDED	MOS	SSN	GRADE
49	15	4	Construction worker	188	Cpl
49	16	7	Construction worker	188	Cpl
50	15	13	Construction worker	188	Pvt
50	16	19	Construction worker	188	Pvt

This results in the following:

LINE	UNIT	COLUMN 5	COLUMN 6
11	Corporal	26	41
12	Private or private, first class	22	40
13	Total enlisted	87	136
14	Aggregate	91	140

Incl to letter 322 (AFOMA 568f), 8 May 1950

SECTION III - EQUIPMENT

1	2				3
Item	Reduction Colm 5	Reduction Colm 6	Addition Colm 5	Addition Colm 6	Basis of distribution and remarks
		CHEMICAL			
Mask, gas, M9			17	26	
Respirator, dust, M4			17	26	
		ORDNANCE			
Carbine, cal .30, M2			15	23	
Gun, submachine, cal .45, M3A1			2	3	
		QUARTERMASTER			
Bag, carrying, ammunition			2	3	
Bucket, general-purpose, galvanized, heavy-weight, without-lip, 14-quart-capacity			3	5	
Tray, mess, 6-compartment			17	26	

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Dept of AF (AFOMA 568f)
Subject: Reorganization of Certain Units of the 325th Fighter-All Weather Wing and the 81st Fighter-Interceptor Wing; Inactivation of Certain Units of the 62d Troop Carrier Wing, Heavy

PO&R 322 (8 May 1950) 1st Ind 17 May 1950

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Commanding General, Fourth Air Force, Hamilton Air Force Base, Hamilton, California

1. For compliance at the earliest practicable date, but not later than 9 June 1950.

2. General Orders issued in compliance with this directive will indicate effective date.

3. Non-appropriated funds will be governed by the provisions of AFR 176-1, 9 December 1949, AFR 176-2, 30 March 1949, and AFR 176-2A, 15 December 1949.

4. Other Instructions

a. The pertinent provisions of the following directives will apply:

AFR 31-6, 19 October 1949
AFR 35-13A, 8 December 1948, paragraph 12d
AFL 181-20, 30 March 1949
AFL 181-2, 4 January 1950

b. Upon completion of action directed herein, report showing effective date and type of action will be forwarded to this headquarters, Attention: Director of Statistical Services, to arrive within 48 hours after effective date. Format of this notification will be in accordance with Continental Air Command Letter 15-10, 13 May 1949.

c. Copies of orders issued pursuant to this directive will be furnished the following agencies:

(1) Air Adjutant General, Headquarters, United States Air Force, Attention: Publications Division - 40 copies.

(2) Commanding General, Continental Air Command, Attention: Plans, Organization and Requirements (Unit Control Branch) - 15 copies.

RESTRICTED

d. Receipt of this directive will be acknowledged within twenty-four hours.

BY COMMAND OF MAJOR GENERAL HALE:

W. P. Mullins
W. P. MULLINS
Lt Col, USAF
Asst, Air Adj Gen

1 Incl: n/c

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

POCR 322 24 April 1950

SUBJECT: Reassignment of 62d Troop Carrier Group, Heavy, and Certain Other United States Air Force Units

TO: Commanding General, Fourth Air Force, Hamilton Air Force Base, Hamilton, California

Commanding General, Twelfth Air Force, Brooks Air Force Base, Texas

1. Reference is made to letter, Headquarters, United States Air Force, AFOOP-C 370.5, 7 April 1950, Subject: Movement Directive, 62d Troop Carrier Group, Heavy, and 1st Indorsement, Continental Air Command, 12 April 1950. Upon arrival at Kelly Air Force Base, San Antonio, Texas, the following units are relieved from assignment to Fourth Air Force and assigned to Twelfth Air Force:

Headquarters, 62d Troop Carrier Group, Heavy
7th Troop Carrier Squadron, Heavy
8th Troop Carrier Squadron, Heavy

2. Other Instructions:

a. The pertinent provisions of the following directives will apply:

AFR 31-6, 19 October 1949
AFR 35-13A, 8 December 1948, paragraph 12d

b. Upon completion of action directed herein, report showing effective date and type of action will be forwarded to this headquarters, attention: Director of Statistical Services, to arrive within 48 hours after effective date. Format of this notification will be in accordance with Continental Air Command Letter 15-10, 13 May 1949.

c. Receipt of this directive will be acknowledged within twenty-four hours.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

s/ W. P. Mullins
W. P. MULLINS
Lt Col, USAF
Asst Air Adj Gen

ADD DISTR:
AAG, Hq, USAF - 40 cys
AF Ln Rep - 5 cys

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

PO&R 322 28 April 1950

SUBJECT: Reassignment of 62d Troop Carrier Group, Heavy, and Certain Other United States Air Force Units

TO: Commanding General, Fourth Air Force, Hamilton Air Force Base, Hamilton, California

Commanding General, Twelfth Air Force, Brooks Air Force Base, Texas

Paragraph 1, Letter PO&R 322, Continental Air Command, 24 April 1950, subject same as above, is deleted and the following substituted therefor:

"1. a. Reference is made to letter, Headquarters, United States Air Force, AFCOP-C 370.5, 7 April 1950, subject: Movement Directive, 62d Troop Carrier Group, Heavy, and 1st Indorsement, Continental Air Command, 12 April 1950. Effective 9 May 1950, the following units are relieved from assignment to Fourth Air Force and assigned to Twelfth Air Force:

Headquarters, 62d Troop Carrier Group, Heavy
4th Troop Carrier Squadron, Heavy
7th Troop Carrier Squadron, Heavy
8th Troop Carrier Squadron, Heavy

b. Attachment of the 4th Troop Carrier Squadron, Heavy, to the 325th Fighter-All Weather Wing is not affected by this action."

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

W. P. Mullins
W. P. MULLINS
Lt Col, USAF
Asst Air Adj Gen

ADD DISTRIBUTION:
AAG, Hq, USAF - 40 cys
AF Ln Rep - 5 cys

115³

115³

9 June 50

Capt Stewart - 4145
sma - 8 June 50

FOOR 370.5

SUBJECT: Movement of 4th Troop Carrier Squadron, Heavy

TO: Commanding General, Twelfth Air Force, Brooks Air Force Base, Texas

1. A decision has been made to request United States Air Force to authorize movement of the 4th Troop Carrier Squadron, Heavy, from McChord Air Force Base, Tacoma, Washington, to Kelly Air Force Base, San Antonio, Texas, at the earliest practicable date.

2. Desire your headquarters submit, without delay, information required by paragraph 11, AFR 75-20.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

Bruce H. Gemmel
Capt, USAF
Asst Air Adj Gen.

Info cy:
CG, 4th AF

Capt Stewart

Incl 6

COPY
322

PP JEGCQ6 Mar 23 11:50 PM '50

JEP A12

PP JEG ZVA

JEG JWQC222

PP JEGC JWQC JWTBF JWFWB JEDC JWHC JWTC 777

DE JEPC 59C

P 232148Z

FM HQS USAF WASH DC

TO JEG/ COMGENCONAC, MITCHEL AFB, NY

INFO JWQC/ COMGENAFFOUR HAMILTON AFB, HAMILTON, CALIF

JWTBFX/ COMGENAFTWELVE, BROOKS AFB, TEXAS

JWFWB/ COMGENSWC, KIRTLAND AFB, ALBUQUERQUE, N.MEX.

JED/ COMGENAMC, WRIGHT PATTERSON AFB, DAYTON, OHIO

JWHC/ HQ, OOMAM, HILL AFB, OGDEN, UTAH

AF GRNC

/RESTRICTED/

FROM AF OOP-C-54420.

1. THIS IS A WARNING ORDER FOR ACTIONS TO BE IMPLEMENTED AT EARLIEST PRACTICABLE DATE.

2. MOVE HQ 62D TROOP CARRIER GROUP (HEAVY) WITH TWO (2) TROOP CARRIER SQUADRONS (HEAVY) AT FULL STRENGTH FROM MCCHORD AFB TO KELLY AFB. ONE (1)

COPY
322

SQUADRON TO REMAIN AT MCCHORD AFB.

3. MOVE HQ 325TH FIGHTER ALL WEATHER GROUP AND (1) FIGHTER ALL WEATHER SQ, AT FULL STRENGTH, FROM MOSES LAKE AFB TO MCCHORD AFB. ONE (1) FIGHTER ALL WEATHER SQ TO REMAIN AT MOSES LAKE AFB. MOVE ALL OTHER UNITS OF 325TH FIGHTER ALL WEATHER WING, AT REDUCED STRENGTH, FROM MOSES LAKE AFB TO MCCHORD AFB. THESE UNITS WILL BE MANNED AND EQUIPPED FROM COMPARABLE UNITS OF 62D TROOP CARRIER WING (HEAVY).

4. MOVE HQ 81ST FIGHTER INTERCEPTOR GROUP WITH TWO (2) FIGHTER INTERCEPTOR SQUADRONS, AT FULL STRENGTH, FROM KIRTLAND AFB TO MOSES LAKE AFB. ON (1) FIGHTER INTERCEPTOR SQ WILL REMAIN AT KIRTLAND AFB AT AUGMENTED STRENGTH. MOVE ALL OTHER UNITS OF 81ST FIGHTER INTERCEPTOR WING, AT REDUCED STRENGTH, FROM KIRTLAND AFB TO MOSES LAKE AFB. DISPOSITION OF REMAINING 81ST WING PERSONNEL WILL BE SUBJECT OF FURTHER CORRESPONDENCE.

5. REMAINING UNITS OF 62D TROOP CARRIER WING WILL BE INACTIVATED AFTER MOVEMENT OF 325TH FIGHTER ALL WEATHER WING, AND 325TH AIR BASE GROUP WILL BE REORGANIZED FOR THREE (3) SQUADRON OPERATION.

6. IT IS IMPERATIVE THAT FUNDS REQUIRED FOR THESE MOVEMENTS AND FOR NECESSARY MODIFICATION AND REPAIR WORK BE OBLIGATED PRIOR TO 30 JUNE 1950. IT IS DESIRED THAT COMGENCONAC SUBMIT PRIORITY REQUEST AS FOLLOWS:

A. TO DIRECTOR OF PLANS AND OPERATIONS, DCS/O: REQUESTS FOR MOVEMENT DIRECTIVE IS ACCORDANCE WITH AFR 75-20. REQUESTS WILL SPECIFY SQUADRON TO REMAIN AT STATIONS CONCERNED AND WILL INDICATE APPROXIMATE OFFICER AND EM STRENGTH OF WING UNITS MOVING AT REDUCED STRENGTH.

B. TO DIRECTOR OF INSTALLATIONS, DCS/M : POST REQUEST FOR FUNDS NECESSARY FOR MODIFICATION AND REPAIR WORK AT STATIONS CONCERNED

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7. KEY PERSONNEL RESPONSIBLE FOR BASE INSTALLATION PROJECTS, BUDGET AND FISCAL MATTERS AND PROPERTY ACCOUNTABILITY SHOULD REMAIN AT PRESENT STATIONS INSOFAR AS PRACTICABLE.

8. CARGO TYPE AIRCRAFT, INCLUDING THOSE ASSIGNED TO RESERVE UNITS, WILL BE UTILIZED TO MAXIMUM EXTENT.

9. DIRECT COMMUNICATION IS AUTHORIZED.

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JEP A152

Mar 22 11:10 AM '50

OP OP JEG

DE JEPC 17C

OP 221525Z

FM HQ USAF WASHINGTON, DC

TO COMGENCONAC MITCHEL AFB NY

AF GRNC

/R A D N O T E /FOR PIO HAMPTON FROM AFSPR-2 EISENHART.

THE FOLLOWING INFORMATION IS TO BE HELD FOR RELEASE UNTIL NOTIFIED BY THIS OFFICE:

A FIGHTER WING HEADQUARTERS AND TWO FIGHTER SQUADRONS OF THE CONTINENTAL AIR COMMAND WILL BE TRANSFERRED IN THE NEAR FUTURE TO THE NORTHWEST AREA OF THE UNITED STATES. THIS TRANSFER IS DESIGNED TO MKE THE BEST USE OF AVAILABLE FIGHTER SQUADRONS IN THE ORGANIZATION OF A MODERN AIR DEFENSE FRONT ACROSS THE PACIFIC NORTHWEST APPROACHES. OTHER UNITS TO BE TRANSFERRED IN THE REDEPLOYMENT OF CONAC FORCES WILL BE A FIGHTER-ALL WEATHER WING HQS AND ONE SQ, A TROOP CARRIER GROUP HQS, TWO TROOP CARRIER SQ, AND AN AIR DEPOT WING. THE 81ST FIGHTER-INTERCEPTOR WING HQS AND TWO SQS OF THE WING NOW LOCATED AT KIRTLAND AIR FORCE BASE, ALBUQUERQUE, NEW MEXICO, WILL MOVE TO MOSES LAKE AFB, MOSES LAKE, WASHINGTON. ONE SQ OF THE 81ST WING WILL REMAIN AT KIRTLAND AFB. THE WING IS EQUIPPED WITH NORTH AMERICAN F-86 "SABRE" AIRCRAFT. APPROXIMATELY 1,200 MILITARY PERSONNEL WILL BE INCLUDED IN THE TRANSFER. IN ADDITION TO STRENGTHENING THE NORTHWEST DEFENSES THIS MOVE WILL AID IN ALLEVIATING THE HOUSING SHORTAGE AT

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KIRTLAND AFB AND ALLOW MORE ROOM FOR EXPANSION OF THE RECENTLY ACTIVATED SPECIAL WEAPONS COMMAND AT THAT BASE. THE 325TH FIGHTER-ALL WEATHER WING AND TWO OF ITS THREE SQS EQUIPPED WITH NORTH AMERICAN F-82 "TWIN MUSTANG" AIRCRAFT ARE NOW LOCATED AT MOSES LAKE AFB. THE THIRD SQ OF THIS WING IS PRESENTLY STATIONED AT MCCHORD AFB, TACOMA, WASHINGTON. THE WING HQS AND ONE SQ WILL MOVE FROM MOSES LAKE AFB TO MCCHORD. THE THREE SQS OF THIS WING ARE SCHEDULED TO RECEIVE LOCKHEED F-94 RADAR-EQUIPPED FIGHTER LATE THIS SUMMER. THE 62ND TROOP CARRIER GROUP WITH THREE SQS EQUIPPED WITH DOUGLAS C-54 "SKYMASTER" AIRCRAFT IS NOW LOCATED AT MCCHORD AFB, THE GROUP HSQ AND TWO SQS WILL BE MOVE TO KELLY AFB, SAN ANTONIO, TEXAS, PLANS CALL FOR THIS GROUP TO BE EQUIPPED WITH DOUGLAS C-124S LATE THIS SUMMER. THE THIRD SQ OF THIS GROUP WILL REMAIN AT MCCORD AFB. THE 25TH AIR DEPOT WING, UPON COMPLETION OF THIS TRAINING AT KELLY AFB, WILL MOVE TO HILL AFB, OGDEN UTAH, AS PREVIOUSLY ANNOUNCED, TO MAKE ROOM FOR THE TROOP CARRIER UNITS.

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

PO&R 322 1 May 1950

SUBJECT: Designation and Organization of Headquarters, Albuquerque, Air Defense Area, Provisional

TO : Commanding General, Fourth Air Force, Hamilton Air Force Base, Hamilton, California

1. This directive confirms part I, message this headquarters, PO&R 10125, 2 May 1950.

2. Headquarters, Albuquerque Air Defense Area, Provisional, having been designated, assigned your command, will be organized at Kirtland Air Force Base, Albuquerque, New Mexico, effective 1 May 1950.

3. The unit will be manned from sources available to the Commanding Generals, Fourth Air Force and Western Air Defense Force.

4. Initial distribution of publications will be procured in accordance with Air Force Manual 67-1, June 1948.

5. Obligate the appropriate allotments to the extent available in accordance with Air Force Manual 172-1, June 1949.

6. Other Instructions:

a. The pertinent provisions of the following directives will apply:

AFR 31-6, 19 October 1949
AFR 35-13A, 8 December 1948, paragraph 12d
AFL 181-2, 4 January 1950
AFR 20-38, 21 October 1948, paragraph 3

b. Upon completion of action directed herein, report showing effective date and type of action will be forwarded to this headquarters, Attention: Director of Statistical Services, to arrive within 48 hours after effective date. Format of this notification will be in accordance with the Continental Air Command Letter 15-10, 13 May 1949.

c. Copies of orders issued pursuant to this directive will be furnished the following agencies:

(1) Air Adjutant General, Headquarters, United States Air Force, Attention: Publication Division - 40 copies

(2) Commanding General, Continental Air Command, Attention: Plans, Organization and Requirements (Unit Control Branch) - 15 copies

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PO&R 322, Subject: Designation and Organization of Headquarters,
Albuquerque Air Defense Area

d. Receipt of this directive will be acknowledged within twenty-four hours.

7. Authority: Air Force Regulation 20-52, 19 October 1949.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

s/t/ W. P. MULLINS
Lt Col, USAF
Asst Air Adj Gen

ADD DISTRI:
AAG, Hq, USAF - 40 cys
Attn: Pub Div
AF Ln Rep - 5 cys

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HEADQUARTERS
FIRST AIR FORCE
Mitchel Air Force Base, New York

OP 322 7 Jan 1950

SUBJECT: Reorganization of the 645th, 646th, 647th and 648th AC&W Squadrons.

TO : Commanding General, Continental Air Command, Mitchel Air Force Base, N. Y.

1. Reference is made to the following:

a. Letter, Headquarters ConAC, file PO&R 322, subject: "Constitution and Activation of the Headquarters 540th AC&W Group and other Air Force Units; transfer, less personnel and equipment, redesignation and inactivation of Air Force Units, dated 28 November 1949.

b. Letter, Headquarters, ConAC, file PO&R 322, subject: "Designation and Organization of AC&W Detachments", dated 7 December 1949.

2. It is requested that the 645th, 646th, 647th and 648th AC&W Squadrons presently assigned to the 503rd AC&W Group be reorganized in accordance with the following team composition with exceptions as indicated, and utilizing the current deletion list:

Unit	Composition		Authorized Strength		
			Off	WO	AM
645th AC&W Sq	1 x colm 10	(Team AE)*	14	0	157
	4 x colm 7	(Team AC)			
	1 x colm 22	(Team FD) **	Less 3 Officers		
	1 x colm 11	(Team CB)			
	1 x colm 20	(Team FB)			
	1 x colm 26	(Team FH)			
	1 x colm 18	(Team CI)			
	1 x colm 19	(Team CJ)			

* Non-deleted

**	Authorized	Less	
	3 0160	-1	Capt
		-2	1st Lt
Totals	3	-3	

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OP 322, Hq 1AF, MAFB, N. Y., Subj: Reorganization of the 645th, 646th, 647th and 648th AC&W Sqdns (continued)

* * * * *

3. Request for reorganization as shown above is justified as follows:

a. General Orders 126, Hq First Air Force, dated 5 December 1949, under which the subject Squadrons were reorganized has been reviewed and is believed to be inadequate in that it does not fully meet the minimum personnel distribution requirements for performing the presently assigned mission.

b. It is appreciated that the general order was designed to meet the requirements of the future system but for the operation of the system in being (which will continue in being for an appreciable period of time), the personnel distribution at present does not fit the minimum operational requirements. For example, a RB team of 12 officers and 128 airmen normally authorized for GCI station AN/CPS-6 or CPS-1 type of equipment is authorized to operate an AN/CPS-5 EW station, while an RD team of 2 officers and 32 airmen normally authorized an AN/CPS-5 EW or GCI station is now authorized to operate an AN/CPS-6 GCI station. The latter of these two cited locations are not authorized the supporting teams necessary to complete its operational function. At another location, there is no authorization for a radar station already in existance. These are only three of a number of such discrepancies in need of rectification.

c. c. It is unsatisfactory to rectify the inequalities in personnel distribution outlined in par 2 above by shifting personnel from Squadron to Squadron. Under the present team authorizations, major and continuing difficulties are encountered in both logistics and administration.

d. The team compostion recommended in paragraph 2 above is designed to meet the operational commitments of the 503rd AC&W Group insofar as the troop ceiling permits augmented with the third quarter authorization.

FOR THE COMMANDING GENERAL:

/s/ W. E. Atwater
/t/ W. E. ATWATER
Major, USAF
Asst Adj Gen

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

PO&R 322

20 January 1950

SUBJECT: Reorganization of the 653d Aircraft Control and Warning Squadron and Certain Other Air Force Units

TO : Commanding General, First Air Force, Mitchel Air Force Base, N.Y.

1. It is desired that you take the necessary action to reorganize the following units, as indicated, in accordance with composition of T/O&E 1-600, 24 July 1945, as modified by inclosed Personnel Modification List, at the earliest practicable date, but not later than 24 February 1950:

Unit	Composition	Auth Strength Off	WO	Em
653d Aircraft Control and Warning Sq	3 x colm 7 (Team AC) 1 x colm 10 (Team AE) 1 x colm 11 (Team CB) 1 x colm 15 (Team CF) 1 x colm 16 (Team CG) 1 x colm 17 (Team CH) 1 x colm 18 (Team CI) 2 x colm 19 (Team CJ) 1 x colm 20 (Team FB) less 1 1st Lt, SSN 1014 1 x colm 22 (Team FD) less 1 Capt and 2 1st Lts, SSN 0160 4 x colm 26 (Team FH) 1 x colm 35 (Team MB) 2 x colm 20 (Team FB)	16	-	177
654th Aircraft Control and Warning Sq	1 x colm 7 (Team AC) 1 x colms 3 and 9 (Team AD) less 3 1st Lts, SSN's, 0600, 1014 and 9301 1 x colm 11 (Team CB) 3 x colm 15 (Team CF) 1 x colm 16 (Team CG) 7 x colm 17 (Team CH) 2 x colm 19 (Team CJ) 1 x colm 20 (Team FB) less 1 Capt, SSN 1014 1 x colm 20 (Team FB) less 1 Capt, SSN 1014	37	4	331

Unit	Composition	Auth Strength Off	WO	En
	1 x coln 20 (Team FB) less 1 1st Lt, SSN 1014 6 x coln 20 (Team FB) 3 x coln 25 (Team FG) 4 x coln 32 (Team RD) 3 x coln 33 (Team RE) less 1 Sgt, SSN 766; 1 Cpl, SSN 776, and 1 Cpl, SSN 166 1 x coln 33 (Team RE) less 1 Sgt, SSN 766 and 1 Cpl, SSN 776 9 x coln 34 (Team RF) 3 x coln 36 (Team MC)			
655th Aircraft Control and Warning Sq	1 x coln 7 (Team AC) 1 x colns 8 and 9 (Team AD) less 1 1st Lt, SSN 1014 1 1st Lt, SSN 0600 and 1 1st Lt, SSN 9301 1 x coln 11 (Team CB) 2 x coln 15 (Team CF) 1 x coln 16 (Team CG) 6 x coln 17 (Team CH) 1 x coln 19 (Team CJ) 1 x coln 20 (Team FB) less 1 Capt, SSN 1014 1 x coln 20 (Team FB) less 1 1st Lt, SSN 1014 4 x coln 20 (Team FB) 2 x coln 25 (Team FG) 4 x coln 32 (Team RD) 4 x coln 33 (Team RE) less 1 Sgt, SSN 766; 1 Cpl, SSN 776 and 1 Cpl, SSN 166 6 x coln 34 (Team RF) 3 x coln 36 (Team MC)	30	4	294

2. Orders issued in compliance with this directive will indicate effective date.

3. Personnel will be furnished from sources under the control of the Continental Air Command.

4. Equipment is authorized in accordance with appropriate columns of T/O&E cited.

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PO&R 322, Subj: Reorganization of the 653d AC&W Sq and Certain Other AF Units (Cont)

5. The pertinent provisions of Air Force Regulation 31-6, 19 October 1949, will apply.

6. Obligate the appropriate allotments to the extent available in accordance with Air Force Manual 172-1, June 1949.

7. Upon completion of action directed herein, report showing effective date and type of action will be forwarded to this headquarters, Attention: Director of Statistical Services, to arrive within 48 hours after effective date. Format of this notification will be in accordance with Continental Air Command Letter 15-10, 13 May 1949.

8. Fifteen (15) copies of all orders issued in compliance with this directive will be forwarded to this headquarters as follows: Attention: Adjutant General, five (5) copies; Attention: Plans Organization & Requirements, ten (10) copies. In addition to this distribution, forty (40) copies will be forwarded to the Air Adjutant General, Headquarters, United States Air Force, Attention: Publications Division, Washington 25, D. C.

9. Compliance with the provisions of paragraph 2 b, Air Force Letter 181-2, 4 January 1950, is required.

10. Action directed herein will be accomplished in accordance with the applicable provisions of Air Force Regulation 35-13, 16 July 1948, as amended.

11. Receipt of this directive will be acknowledged within twenty-four hours.

12. Authority: Message, USAF, AFOOR 15997, 13 January 1950.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

V E Murphy

V. E. MURPHY
Lt Col, USAF
Asst Air Adj Gen

1 Incl - PML

DISTRIBUTION: 5 cys
AF Ln Rep.
Kansas City Rec Cen
601 Hardesty Ave
Kansas City, Mo

T/O&E NO. 1-600 TITLE: AAF--A/C Control & Warning Organ.

DELETE the following:

LINE	COLUMN	NUMBER DELETED	MOS	SSN	GRADE
30	8	1	Message center, cryptographic	0224	2d Lt
33	30	1	Radio, VHF	0503	2d Lt
34	30	1	Telephone & Telegraph, inside plant	0410	2d Lt
37	22	1	Controller, fighter interception, area	1014	Capt
38	20	1	Controller, fighter interception, area	1014	1st Lt
38	22	1	Controller, fighter interception, area	1014	1st Lt
38	30	2	Controller, fighter interception, area	1014	1st Lt
39	22	1	Controller, fighter interception, area	1014	2d Lt
40	30	1	Controller, fighter interception, GCI	1014	Capt
41	24	2	Controller, fighter interception, GCI	1014	1st Lt
41	30	1	Controller, fighter interception, GCI	1014	1st Lt
44	4	1	Intelligence Staff	9301	1st Lt
58	32	1	Administrative	2120	1st Lt
60	30	1	Aircraft warning, filter	0160	1st Lt
61	22	1	Aircraft warning, filter	0160	2d Lt
61	27	1	Aircraft warning, filter	0160	2d Lt
61	30	1	Aircraft warning, filter	0160	2d Lt
64	30	1	Aircraft warning, ground reporting equipment	0110	1st Lt
65	30	1	" "	0110	2d Lt
67	4	1	Information-Education	5004	Capt
68	8	1	Mess, supply and transportation	4113	1st Lt
71	4	1	Motor transport	0600	1st Lt
71	10	1	Motor transport	0600	1st Lt
77	5	1	Medical, administrative	2120	1st Lt
84	4	1	Administrative specialist	502	S/Sgt
84	10	1	Administrative specialist	502	S/Sgt
85	20	1	Administrative specialist	502	Sgt
87	4	1	Classification specialist	275	S/Sgt
88	8	1	Classification specialist	275	Sgt
89	17	1	Clerk	055	Cpl
89	22	2	Clerk	055	Cpl
89	24	2	Clerk	055	Cpl
89	30	2	Clerk	055	Cpl
90	8	1	Clerk	055	Pvt
90	10	1	Clerk	055	Pvt
90	17	3	Clerk	055	Pvt
90	22	7	Clerk	055	Pvt

Incl #1

T/O&E NO. 1-600 TITLE: AAF-A/C Control & Warning Organ.

DELETE the following:

LINE	COLUMN	NUMBER DELETED	MOS	SSN	GRADE
90	24	5	Clerk	055	Pvt
90	30	7	Clerk	055	Pvt
97	22	2	Intelligence specialist	631	Sgt
97	30	2	Intelligence specialist	631	Sgt
98	4	1	Mail clerk	055	Sgt
99	10	1	Messenger	667	Pvt
105	8	1	Supply clerk	835	Cpl
106	8	1	Supply clerk	835	Pvt
106	10	1	Supply clerk	835	Pvt
106	32	1	Supply clerk	835	Pvt
114	22	1	Information center operator	510	S/Sgt
114	27	1	Information center operator	510	S/Sgt
114	30	1	Information center operator	510	S/Sgt
115	22	2	Information center operator	510	Sgt
115	24	1	Information center operator	510	Sgt
115	30	1	Information center operator	510	Sgt
116	21	1	Information center operator	510	Cpl
116	24	1	Information center operator	510	Cpl
116	27	2	Information center operator	510	Cpl
116	30	5	Information center operator	510	Cpl
117	21	4	Information center operator	510	Pvt
117	22	9	Information center operator	510	Pvt
117	24	3	Information center operator	510	Pvt
117	27	4	Information center operator	510	Pvt
117	30	14	Information center operator	510	Pvt
125	11	1	Cryptographic technician	805	Cpl
129	11	1	Message center clerk	667	Pvt
132	30	1	Radar repairman, reporting equip.	953	T/Sgt
133	30	1	Radar repairman, reporting equip.	953	S/Sgt
133	32	1	Radar repairman, reporting equip.	953	S/Sgt
134	30	1	Radar repairman, reporting equip.	953	Sgt
136	30	3	Radio operator	514	Sgt
137	30	5	Radio operator	514	Cpl
137	31	1	Radio operator	514	Cpl
137	32	1	Radio operator	514	Cpl
138	30	9	Radio operator	514	Pvt
138	31	3	Radio operator	514	Pvt
138	32	4	Radio operator	514	Pvt
143	16	1	Radio repairman	648	Cpl
143	22	1	Radio repairman	648	Cpl
143	30	2	Radio repairman	648	Cpl
148	22	1	Intercept control technician	768	S/Sgt
148	30	1	Intercept control technician	768	S/Sgt
151	17	1	Radio operator, CNS	759	Sgt
151	22	1	Radio operator, CNS	759	Sgt
151	24	1	Radio operator, CNS	759	Sgt
151	30	1	Radio operator, CNS	759	Sgt

T/O&E NO. 1-600 TITLE: AAF — A/C Control & Warning Organ.

DELETE the following:

LINE	COLUMN	NUMBER DELETED	MOS	SSN	GRADE
152	12	1	Radio operator, CNS	759	Cpl
152	14	1	Radio operator, CNS	759	Cpl
152	17	1	Radio operator, CNS	759	Cpl
152	22	4	Radio operator, CNS	759	Cpl
152	24	2	Radio operator, CNS	759	Cpl
152	30	4	Radio operator, CNS	759	Cpl.
157	22	2	Radio operator, low speed	776	Sgt
157	24	1	Radio operator, low speed	776	Sgt
157	27	1	Radio operator, low speed	776	Sgt.
157	29	1	Radio operator, low speed	776	Sgt
157	30	1	Radio operator, low speed	776	Sgt
158	22	5	Radio operator, low speed	776	Cpl
158	24	2	Radio operator, low speed	776	Cpl
158	27	1	Radio operator, low speed	776	Cpl
158	30	2	Radio operator, low speed	776	Cpl
158	32	1	Radio operator, low speed	776	Cpl
158	29	5	Radio operator, low speed	776	Cpl
161	30	1	Information center equip, tech	637	Sgt
168	31	1	Powerman	166	Cpl
170	16	1	Repeaterman, telephone	187	Sgt
170	30	1	Repeaterman, telephone	187	Sgt
173	27	1	Telephone switchboard operator	650	Pvt
173	30	1	Telephone switchboard operator	650	Pvt
174	19	1	Teletype mechanic	239	Sgt
176	30	1	Teletype operator	237	Pvt
180	4	1	Draftsman	070	Cpl
185	30	1	Duty	566	Cpl
186	30	8	Guard patrolman	522	Pvt
186	31	4	Guard patrolman	522	Pvt
186	32	4	Guard patrolman	522	Pvt
193	5	2	Medical corpsman	657	Pvt
193	9	1	Medical corpsman	657	Pvt
196	5	1	Medical technician	409	Pvt
196	9	1	Medical technician	409	Pvt
206	32	1	Automotive equip. operator	345	Cpl
207	8	2	Automotive equip. operator	345	Pvt
207	10	3	Automotive equip. operator	345	Pvt
207	18	2	Automotive equip. operator	345	Pvt
207	22	2	Automotive equip. operator	345	Pvt
207	30	4	Automotive equip. operator	345	Pvt
207	31	1	Automotive equip. operator	345	Pvt
207	32	1	Automotive equip. operator	345	Pvt
211	10	1	Carpenter	050	Cpl

T/O&E NO. 1-600 TITLE: AAF--A/C Control & Warning Organ.

Change remarks column as follows:

1. Add note "an" to read: "Also supervises transportation functions of the organization."

2. Place superior letters "an" against 1 major, Adjutant (2110), line 55, column 4.

3. Place superior letter "k" against 1 captain, Adjutant (2110), line 56, column 8.

4. Place superior letter "p" against the following: 1 S/Sgt, motor transportation technician (014), line 209, column 10; 1 corporal, clerk (055), line 89, column 30; 1 corporal, medical technician (409), line 195, column 5; 1 corporal, sanitary technician (196), line 197, column 9.

5. Place superior letter "r" against the following: S/Sgt, motor transportation technician (014), line 209, column 8; 1 S/Sgt, repeaterman, telephone (187), line 169, column 30.

6. Place superior letters "ac" against 1 corporal, teletype operator (237), line 175, column 19.

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T/O&E NO. 1-600 TITLE: AAF--A/C Control & Warning Organ.

THIS RESULTS IN THE FOLLOWING:
(Where no figure appears below, no change has been made in the table)

COLUMN

LINE	4	5	8	9	10	11	12	14	16	17	18	19	20	21	22	24	27	29	30	31	32
5 Captain	4														2				5		
6 1st Lt	3	0	4		2								1		4	3			5		0
7 2d Lt			0												3		1		2		
8 Tot.Com'd	13	2	10		4								2		10	5	3		12		1
12 T/Sgt																			7		
13 S/Sgt	4				3										12		4		13		2
14 Sgt	3		3						3	1		0	1		16	7	4	11	32		
15 Cpl	6		8		7	2	2	0	1	4				4	32	12	7	3	42	6	12
16 Pfc		0	4	0	1	2				1	1			3	10	4	4		16	2	3
17 Pvt		0	3	0	1	2				0	1			3	9	3	3		15	2	2
18 Tot.Enl.	28	6	27	4	16	9	6	3	8	7	7	3	2	10	86	34	23	21	128	22	32
19 Aggregate	41	8	37	5	20	9	6	3	8	7	7	3	4	10	96	39	26	22	140	23	34

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

PO&R 322 12 April 1950

SUBJECT: Activation of the 662d and 664th Aircraft Control and Warning Squadrons; Reorganization of Certain Aircraft Control and Warning Squadrons

TO: Commanding General, Tenth Air Force, Selfridge Air Force Base, Michigan

1. The following units are assigned to your command and will be activated in accordance with the compositions shown below of T/O&E 1-600, 24 July 1945, as modified by the inclosed Personnel Modification List at the earliest practicable date, but not later than 6 May 1950:

Unit	Composition	Auth Strength		
		Off	WO	EM
662d Aircraft Control and Warning Squadron	*1 x colm 7 (Team AC) *1 x colm 10 (Team AE) less 1 Sgt, SSN 014 1 x colm 11 (Team CB) 2 x colm 14 (Team CE) 1 x colm 16 (Team CG) *1 x colm 18 (Team CI) less 1 S/Sgt, SSN 950, and 2 Pvts, SSN 238 1 x colm 19 (Team CJ) *1 x colm 20 (Team FB) less 1 Capt and 2 1st Lts, SSN 1014 1 x colm 30 (Team RB) less 4 Offs, plus 2 WO's, less 36 EM (see Incl #2) *1 x colm 26 (Team FH) *1 x colm 35 (Team MB)	13	2	169
664th Aircraft Control and Warning Squadron	*1 x colm 7 (Team AC) 1 x colm 8 and 9 (Team AD) 3 x colm 17 (Team CH) 1 x colm 19 (Team CJ) *2 x colm 20 (Team FB) less 1 1st Lt, SSN 1014 (each Team)	35	3	316

*PML does not apply

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PO&R 322, Subj: Activation of the 662d and 664th AC&W Sqs; Reorganization of Certain AC&W Sqs. (contd)

Unit	Composition	Auth Strength		
		Off	WO	EM
664th Aircraft Control and Warning Squadron (continued)	*2 x colm 25 (Team FG) *1 x colm 26 (Team FH) 1 x colm 30 (Team RB) 3 x colm 32 (Team RD) *1 x colm 33 (Team RE) less 1 Cpl, SSN 766 *1 x colm 36 (Team MC)			

2. The station of activation, and group assignment of the above units will be as follows:

Unit	Station of Activation	Group Assignment
662d Aircraft Control and Warning Squadron	Lockbourne Air Force Base, Columbus, Ohio	541st Aircraft Control and Warning Group
664th Aircraft Control and Warning Squadron	Lockbourne Air Force Base, Columbus, Ohio	541st Aircraft Control and Warning Group

3. General Orders issued in compliance with this directive will indicate effective date.

4. Equipment

a. "Equipment is authorized in accordance with appropriate columns of T/O&E cited. Pending release of EML 1-600-1, only that equipment required for performance of the operational mission will be requisitioned."

b. Priority for equipment of newly activated units will be in accordance with the current edition of the Precedence List of USAF Functional Activities.

5. Concurrent with activation of units indicated in paragraph 1, the following units will be reorganized in accordance with the compositions shown below of T/O&E 1-600, 24 July 1945, as modified by inclosed Personnel Modification List:

Unit	Composition	Auth Strength		
		Off	WO	EM
660th Aircraft Control and Warning Squadron	*4 x colm 7 (Team AC) 1 x colm 10 (Team AE)	21	—	170

*PML does not apply

Unit	Composition	Auth Strength		
		Off	WO	EM
660th Aircraft Control and Warning Squadron (continued)	1 x colm 11 (Team CB)			
	2 x colm 14 (Team CE)			
	1 x colm 16 (Team CG)			
	1 x colm 18 (Team CI)			
	1 x colm 19 (Team CJ)			
	2 x colm 20 (Team FB)			
	**1 x colm 22 (Team FD) Less 1 2d Lt, SSN 0160			
	*4 x colm 26 (Team FH)			
	*1 x colm 35 (Team MB)			
661st Aircraft Control and Warning Squadron	*4 x colm 7 (Team AC)	35	3	316
	1 x colms 8 and 9 Team AD)			
	3 x colm 17 (Team CH)			
	1 x colm 19 (Team CJ)			
	2 x colm 20 (Team FB)			
	*2 x colm 25 (Team FG)			
	*1 x colm 26 (Team FH)			
	1 x colm 30 (Team RB)			
	3 x colm 32 (Team RD)			
	*1 x colm 33 (Team RE) less 1 Cpl, SSN 776			
	*2 x colm 36 (Team MC)			

Group assignment remains unchanged.

6. Personnel will be furnished from sources under control of the Commanding General, Tenth Air Force.

7. Obligate the appropriate allotments to the extent available in accordance with Air Force Manual 172-1, June 1949.

8. Other Instructions

a. The pertinent provisions of the following directives will apply:

AFR 31-6, 19 October 1949
AFR 35-13A, 8 December 1948, paragraph 12d
AFL 181-2, 4 January 1950, paragraph 2b

b. Upon completion of action directed herein, report showing effective date and type of action will be forwarded to this headquarters, Attention: Director of Statistical Services, to arrive within 48 hours after effective date. Format of this notification will be in accordance with Continental Air Command Letter 15-10, 13 May 1949.

*PML does not apply
**PML applies to enlisted only.

PO&R 322, Subj: Activation of the 662d and 664th AC&W Sq; Reorganization of Certain AC&W Sqs (contd)

c. Copies of orders issued pursuant to this directive will be furnished the following agencies:

(1) Air Adjutant General, Headquarters, United States Air Force, Attention: Publications Division - 40 copies

(2) Commanding General, Continental Air Command, Attention: Plans, Organization and Requirements (Unit Control Branch) - 15 copies

d. Receipt of this directive will be acknowledged within twenty four hours.

9. Authority: Letter, Dept of the Air Force, 322 (AFOM. 535f), 22 March 1950, subject: "Constitution and Activation of the 638th Aircraft Control and Warning Squadron and Other Air Force Units; Reorganization of Certain Aircraft Control and Warning Squadrons.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

V.E. MURPHY
Lt Col, USAF
Asst Air Adj Gen

2 Incls:
1. PML 1-600
2. Comp of Team RB, 662d AC&W Sq

ADD DISTR:
AAG, Hq, USAF - 40 cys
Attn: Pub Div
AF Ln Rep - 5 cys

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

PO&R 322

12 April 1950

SUBJECT: Activation of the 656th Aircraft Control and Warning Squadron and Other Air Force Units

TO: Commanding General, First Air Force, Mitchel Air Force Base, New York

1. The following units are assigned to your command and will be activated in accordance with the compositions shown below of T/O&E 1-600, 24 July 1945, as modified by the inclosed Personnel Modification List, at the earliest practicable date, but not later than 6 May 1950:

Unit	Composition	Auth Strength		
		Off	WO	EM
656th Aircraft Control and Warning Squadron	*1 x colm 7 (Team AC) 1 x colm 10 (Team AE) 1 x colm 11 (Team CB) 2 x colm 19 (Team CJ) 3 x colm 32 (Team RD) less: 1 Cpl, SSN 359; 1 S/Sgt, 1 Sgt and 1 Cpl, SSN 766 (each Team) plus: 1 S/Sgt, SSN 581, and 1 Cpl, SSN 835 (each Team) *1 x colm 36 (Team MC)	7	3	126
657th Aircraft Control and Warning Squadron	*1 x colm 7 (Team AC) 1 x colm 10 (Team AE) 1 x colm 11 (Team CB) 3 x colm 19 (Team CJ) 2 x colm 20 (Team FB) less 1 1st Lt, SSN 1014 (each Team) 1 x colm 31 (Team RC) less 1 Cpl, SSN 014 3 x colm 32 (Team RD) less 1 Cpl, SSN 359; 1 S/Sgt, 1 Sgt and 1 Cpl, SSN 766 (each Team)	10	3	168

*PML does not apply

Unit	Composition	Auth Strength Off	WO	EM
657th Aircraft Control and Warning Squadron (continued)	plus: 1 Cpl, SSN 835 and 1 Sgt, SSN 531 (each Team) *3 x colm 34 (Team RF) *2 x colm 36 (Team MC)			
658th Aircraft Control and Warning Squadron	*3 x colm 7 (Team AC) 1 x colm 19 (Team AE) 2 x colm 20 (Team FB) 1 x colm 30 (Team RB) less: 1 Capt and 1 1st Lt, SSN 0160; 1 1st Lt, SSN 1014; 2 Cpls and 1 Pvt, SSN 055; 1 T/Sgt and 1 S/Sgt, SSN 631; 1 S/Sgt, SSN 951; 1 S/Sgt and 1 Sgt, SSN 187; and 1 Cpl, SSN 014 4 x colm 31 (Team RC) less 5 Sgts, 4 Cpls and 3 Pvts, SSN 514 (each Team) 1 x colm 32 (Team RD) *2 x colm 36 (Team MC)	22	1	224

2. The station of activation, and group assignment of the above units will be as follows:

Unit	Station of Activation	Group Assignment
656th Aircraft Control and Warning Squadron	Schenectady, New York	540th Aircraft Control and Warning Group
657th Aircraft Control and Warning Squadron	Brunswick, Maine	540th Aircraft Control and Warning Group
658th Aircraft Control and Warning Squadron	Stewart Air Force Base, Newburgh, New York	540th Aircraft Control and Warning Group

3. Orders issued in compliance with this directive will indicate effective date.

4. Equipment

a. "Equipment is authorized in accordance with appropriate columns of T/O&E cited. Pending release of EML 1-600-1, only that equipment required for performance of the operational mission will be requisitioned."

*PML does not apply

b. Priority for equipment of newly activated units will be in accordance with the current edition of the Precedence List of USAF Functional Activities.

5. Personnel will be furnished from sources under control of the Commanding General, First Air Force.

6. Obligate the appropriate allotments to the extent available in accordance with Air Force Manual 172-1, June 1949.

7. Other Instructions

a. The pertinent provisions of the following directives will apply:

AFR 31-6, 19 October 1949
AFR 35-13A, 8 December 1948, paragraph 12d
AFL 181-2, 4 January 1950, paragraph 2b

b. Upon completion of action directed herein, report showing effective date and type of action will be forwarded to this headquarters, Attention: Director of Statistical Services, to arrive within 48 hours after effective date. Format of this notification will be in accordance with Continental Air Command Letter 15-10, 13 May 1949.

c. Copies of orders issued pursuant to this directive will be furnished the following agencies:

(1) Air Adjutant General, Headquarters, United States Air Force, Attention: Publications Division-40 copies

(2) Commanding General, Continental Air Command, Attention: Plans, Organization and Requirements (Unit Control Branch)-15 copies

d. Receipt of this directive will be acknowledged within twenty four hours.

8. Authority: Letter, Department of the Air Force, 322 (AFOMA 535f),

FO&R 322, Subj: Activation of the 656th AC&W Sq and Other AF Units (Cont)

22 March 1950, subject: "Constitution and Activation of the 638th Aircraft Control and Warning Squadron and Other Air Force Units; Reorganization of Certain Aircraft Control and Warning Squadrons.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

V.E. Murphy

V.E. MURPHY
Lt Col, USAF
Asst Air Adj Gen

1 Incl:
PML 1-600

ADD DISTR:

AAG, Hq, USAF-40 cys
Attn: Pub Div, Wash 25, D.C.
AF Ln Rep-5 cys
Kansas City Rec Cen
601 Hardesty Ave
Kansas Cy, Mo.

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

PO&R 322 12 April 1950

SUBJECT: Activation of the 638th Aircraft Control and Warning Squadron and Other Air Force Units; Reorganization of Certain Aircraft Control and Warning Squadrons

TO: Commanding General, Fourth Air Force, Hamilton Air Force Base, Hamilton, California

1. The following units are assigned to your command and will be activated in accordance with the compositions shown below of T/O&E 1-600, 24 July 1945, as modified by the inclosed Personnel Modification List at the earliest practicable date, but not later than 6 May 1950:

Unit	Composition	Auth Strength		
		Off	WO	EM
638th Aircraft Control and Warning Squadron	*1 x colm 10 (Team AE) *4 x colm 15 (Team CF) less 1 Cpl, SSN 648, and 1 Cpl, SSN 766 (each Team) *2 x colm 19 (Team CJ) 4 x colm 31 (Team RC) less 1 Cpl, SSN 014, and 1 Pvt, SSN 345 (each Team)	9	—	120
669th Aircraft Control and Warning Squadron	*1 x colm 7 (Team AC) *1 x colm 10 (Team AE) less 1 Cpl, SSN 050; 1 Pvt, SSN 055; 3 Pvts, SSN 345; 1 S/Sgt SSN 502; 1 Pvt, SSN 667; and 1 Pvt, SSN 835 3 x colm 12 (Team CC) 1 x colm 14 (Team CE) 1 x colm 16 (Team CG) 1 x colm 17 (Team CH) *3 x colm 19 (Team CJ) 1 x colm 20 (Team FB) less 1 S/Sgt and 1 Sgt, SSN 502 *5 x colm 25 (Team FG) 1 x colm 32 (Team RD)	23	3	193

*PML does not apply

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Unit	Composition	Auth Strength		
		Off	WO	EM
669th Aircraft Control and Warning Squadron (continued)	1 x colm 32 (Team RD) less 1 Sgt and 2 Cpls, SSN 514; 1 S/Sgt, 1 Sgt and 1 Cpl, SSN 766; and 1 Cpl, SSN 359 1 x colm 32 (Team RD) less 1 Sgt and 2 Cpls, SSN 514; 1 S/Sgt, 1 Sgt and 1 Cpl, SSN 766; 1 Sgt and 1 Cpl, SSN 060; 1 Cpl, SSN 931; and 1 Cpl, SSN 359 *3 x colm 33 (Team RE) *1 x colm 34 (Team RF) less 2 Cpls and 1 Pvt, SSN 514 *2 x colm 34 (Team RF)	23	3	193
670th Aircraft Control and Warning Squadron	*1 x colm 10 (Team AE) 2 x colm 12 (Team CC) *1 x colm 13 (Team CD) 1 x colm 16 (Team CG) 1 x colm 17 (Team CH) *1 x colm 25 (Team FG) *2 x colm 25 (Team FG) less 2 Sgts and 2 Pvts, SSN 514 and 2 Sgts and 2 Cpls, SSN 759 1 x colm 32 (Team RD) 1 x colm 32 (Team RD) plus 1 Off, SSN 2120 *3 x colm 33 (Team RE) *1 x colm 33 (Team RE) less 1 T/Sgt, SSN 953; 1 Sgt and 1 Pvt, SSN 514; 1 Sgt and 1 Cpl SSN 766; 1 Cpl, SSN 166 *1 x colm 34 (Team RF) *1 x colm 35 (Team MB)	18	2	147

2. The station of activation, and group assignment, of the above units will be as follows:

Unit	Station of Activation	Group Assignment
638th Aircraft Control and Warning Squadron	Mc Chord Air Force Base, Tacoma, Washington	505th Aircraft Control and Warning Group

*PML does not apply

Unit	Station of Activation	Group Assignment
669th Aircraft Control and Warning Squadron	Fort MacArthur, San Pedro, California	542nd Aircraft Control and Warning Group
670th Aircraft Control and Warning Squadron	Camp Cooke, Tengair, California	542nd Aircraft Control and Warning Group

3. Concurrent with activation of units indicated in paragraph 1, the following units will be reorganized in accordance with the compositions shown below of T/O&E 1-600, 24 July 1945, as modified by inclosed Personnel Modification List:

Unit	Composition	Auth Strength		
		Off	WO	EM
634th Aircraft Control and Warning Squadron	*4 x colm 7 (Team AC) 1 x colm 10 (Team AE) 1 x colm 11 (Team CB) 2 x colm 14 (Team CE) 1 x colm 16 (Team CG) 1 x colm 18 (Team CI) *1 x colm 19 (Team CJ) 1 x colm 20 (Team FB) less 1 1st Lt, SSN 1014 and 1 S/Sgt and 1 Sgt, SSN 502 1 x colm 20 (Team FB) less 1 S/Sgt and 1 Sgt, SSN 502 2 x colm 20 (Team FB) 1 x colm 22(Team FD) less 1 Sgt, SSN 759 *4 x colm 26 (Team FH) *1 x colm 35 (Team MB)	21	—	170
635th Aircraft Control and Warning Squadron	*3 x colm 7 (Team AC) *1 x colm 10 (Team AE) less 1 Cpl, SSN 050; 1 Pvt, SSN 055; 3 Pvts, SSN 345; 1 Pvt, SSN 667; and 1 Pvt, SSN 835 1 x colm 11 (Team CB) 2 x colm 14 (Team CE) 1 x colm 16 (Team CG) 4 x colm 17 (Team CH) *1 x colm 19 (Team CJ)	40	2	354

*PML does not apply

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Unit	Composition	Auth Strength		
		Off	WO	EM
635th Aircraft Control and Warning Squadron	1 x colm 20 (Team FB) less 1 1st Lt, SSN 1014 and 1 S/Sgt and 1 Sgt, SSN 502 1 x colm 20 (Team FB) less 1 S/Sgt and 1 Sgt, SSN 502 3 x colm 20 (Team FB) *5 x colm 25 (Team FG) *1 x colm 26 (Team FH) 1 x colm 30 (Team RB) 2 x colm 32 (Team RD) *2 x colm 33 (Team RE) *8 x colm 34 (Team RF) *1 x colm 35 (Team MB) *2 x colm 36 (Team MC)			
636th Aircraft Control and Warning Squadron	*1 x colm 10 (Team AE) less 1 Pvt, SSN 055; 1 Cpl, SSN 050; 3 Pvts, SSN 345; 1 S/Sgt, SSN 502; 1 Pvt, SSN 667; and 1 Pvt, SSN 835 2 x colm 14 (Team CE) 2 x colm 17 (Team CH) *4 x colm 19 (Team CJ) 2 x colm 20 (Team FB) less 1 S/Sgt and 1 Sgt, SSN 502 (each Team) *4 x colm 25 (Team FG) 4 x colm 32 (Team RD) *2 x colm 33 (Team RE) *9 x colm 34 (Team RF) *4 x colm 36 (Team MC)	23	4	252
637th Aircraft Control and Warning Squadron	*1 x colm 10 (Team AE) less 1 Cpl, SSN 050; 1 Pvt, SSN 055; 3 Pvts, SSN 345; 1 S/Sgt, SSN 502; 1 Pvt, SSN 581; 1 Pvt, SSN 835 1 x colm 14 (Team CE) 1 x colm 17 (Team CH) *2 x colm 19 (Team CJ) 1 x colm 20 (Team FB)	14	2	118

*PML does not apply

Unit	Composition	Auth Strength		
		Off	WO	EM
637th Aircraft Control and Warning Squadron (continued)	*2 x colm 25 (Team FG) 1 x colm 32 (Team RD) 1 x colm 32 (Team RD) less 6 Sgts, 6 Cpls and 3 Pvts SSN 514; and 1 Cpl, SSN 766 *1 x colm 33 (Team RE) *4 x colm 34 (Team RF) *2 x colm 36 (Team MC)			
667th Aircraft Control and Warning Squadron	*4 x colm 7 (Team AC) 1 x colm 10 (Team AE) less 1 1st Lt, SSN 4000 1 x colm 11 (Team CB) 2 x colm 14 (Team CE) 1 x colm 16 (Team CG) 1 x colm 18 (Team CI) *2 x colm 19 (Team CJ) 1 x colm 20 (Team FB) less 1 1st Lt, SSN 1014 and 1 S/Sgt and 1 Sgt, SSN 502 1 x colm 20 (Team FB) less 1 S/Sgt and 1 Sgt, SSN 502 2 x colm 20 (Team FB) 1 x colm 22 (Team FD) less 2 Sgts, SSN 759 *4 x colm 26 (Team FH)	20		170
668th Aircraft Control and Warning Squadron	*1 x colm 10 (Team AE) *2 x colm 7 (Team AC) 2 x colm 12 (Team CC) *2 x colm 13 (Team CD) 2 x colm 16 (Team CG) 2 x colm 17 (Team CH) less 3 Cpls, SSN 759, (each Team) 1 x colm 20 (Team FB) *3 x colm 25 (Team FG) *2 x colm 25 (Team FG) less: 1 Sgt and 1 Pvt SSN 514; 1 Sgt and 1 Cpl, SSN 759 (each Team) *1 x colm 25 (Team FG) less 1 Capt, SSN 1014 2 x colm 32 (Team RD)	23	2	187

*PML does not apply

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Unit	Composition	Auth Strength		
		Off	WO	EM
668th Aircraft Control and Warning Squadron (continued)	*3 x colm 33 (Team RE)			
	*3 x colm 34 (Team RF)			
	*1 x colm 35 (Team MB)			
690th Aircraft Control and Warning Squadron	*3 x colm 7 (Team AC)	30	3	362
	1 x colm 8 only (Team AD)			
	1 x colm 11 (Team CB)			
	*3 x colm 12 (Team CC)			
	*2 x colm 13 (Team CD)			
	2 x colm 14 (Team CE)			
	*4 x colm 15 (Team CF)			
	1 x colm 16 (Team CG)			
	1 x colm 17 (Team CH)			
	1 x colm 18 (Team CI)			
	1 x colm 20 (Team FB)			
	*1 x colm 21 (Team FC)			
	1 x colm 22 (Team FD)			
	*2 x colm 25 (Team FG)			
	3 x colm 32 (Team RD)			
	*1 x colm 33 (Team RE)			
	*6 x colm 34 (Team RF)			
	*1 x colm 35 (Team MB)			
	*3 x colm 36 (Team MC)			

Group assignment remains unchanged.

4. General Orders issued in compliance with this directive will indicate effective date.

5. Equipment

a. "Equipment is authorized in accordance with appropriate columns of T/O&E cited. Pending release of EML 1-600-1, only that equipment required for performance of the operational mission will be requisitioned."

b. Priority for equipment of newly activated units will be in accordance with the current edition of the Precedence List of USAF Functional Activities.

6. Personnel will be furnished from sources under control of the Commanding General, Fourth Air Force.

7. Obligate the appropriate allotments to the extent available in accordance with Air Force Manual 172-1, June 1949.

*EML does not apply

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PO&R 322, Subj: Activation of the 638th AC&W Sq and Other AF Units; Reorganization of Certain AC&W Sq. (Contd)

8. Other Instructions

a. The pertinent provisions of the following directives will apply:

AFR 31-6, 19 October 1949
AFR 35-13A, 8 December 1948, paragraph 12d
AFL 181-2, 4 January 1950, paragraph 2b

b. Upon completion of action directed herein, report showing effective date and type of action will be forwarded to this headquarters, Attention: Director of Statistical Services, to arrive within 48 hours after effective date. Format of this notification will be in accordance with Continental Air Command Letter 15-10, 13 May 1949.

c. Copies of orders issued pursuant to this directive will be furnished the following agencies:

(1) Air Adjutant General, Headquarters, United States Air Force, Attention: Publications Division - 40 copies.

(2) Commanding General, Continental Air Command, Attention: Plans, Organization and Requirements (Unit Control Branch)-15 copies

d. Receipt of this directive will be acknowledged within twenty four hours.

9. Authority: Letter, Dept of the Air Force, 322 (AFOMA 535f), 22 March 1950, Subject: "Constitution and Activation of the 638th Aircraft Control and Warning Squadron and Other Air Force Units; Reorganization of Certain Aircraft Control and Warning Squadrons.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

V E Murphy
V.E. MURPHY
Lt Col, USAF
Asst Air Adj Gen

1 Incl: PML 1-600

ADD DISTR:

AAG, Hq, USAF - 40 cys
Attn: Pub Div
AF Ln Rep - 5 cys

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

FO&R 322 — 1 May 1950

SUBJECT: Activation of the 656th Aircraft Control and Warning Squadron and Other Air Force Units

TO: Commanding General, First Air Force, Mitchel Air Force Base, New York

1. So much of paragraph 2, letter FO&R 322, Continental Air Command, 12 April 1950, subject, same as above, as reads,

"Unit	Station of Activation	Group Assignment
657th Aircraft Control and Warning Squadron	Brunswick, Maine	540th Aircraft Control and Warning Group"

is amended to read:

"Unit	Station of Activation	Group Assignment
657th Aircraft Control and Warning Squadron	Fort Williams, Cape Cottage, Maine	540th Aircraft Control and Warning Group"

2. Authority: United States Air Force message AFOMA 55697, 27 April 1950.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

W.P. Mullins
W.P. MULLINS
Lt Col, USAF
Asst Air Adj Gen

ADD DISTR:

AAG, Hq, USAF - 40 cys
Attn: Pub Div.
AF Ln Rep - 5 cys

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

FO&R 322 1 May 1950

SUBJECT: Activation of the 656th Aircraft Control and Warning Squadron and Other Air Force Units

TO: Commanding General, First Air Force, Mitchel Air Force Base, New York

1. So much of paragraph 2, letter FO&R 322, Continental Air Command, 12 April 1950, subject, same as above, as reads,

"Unit	Station of Activation	Group Assignment
657th Aircraft Control and Warning Squadron	Brunswick, Maine	540th Aircraft Control and Warning Group"

is amended to read:

"Unit	Station of Activation	Group Assignment
657th Aircraft Control and Warning Squadron	Fort Williams, Cape Cottage, Maine	540th Aircraft Control and Warning Group"

2. Authority: United States Air Force message AFOMA 55697, 27 April 1950.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

W P Mullins
W.P. MULLINS
Lt Col, USAF
Asst Air Adj Gen

ADD DISTR:

AAG, Hq, USAF - 40 cys
Attn: Pub Div.
AF Ln Rep - 5 cys

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

PO&R 322 — 5 May 1950

SUBJECT: Activation of the 656th Aircraft Control and Warning Squadron and Other Air Force Units

TO: Commanding General, First Air Force, Mitchel Air Force Base, New York

1. So much of paragraph 2, letter PO&R 322, Continental Air Command, 12 April 1950, subject, same as above, as reads,

"Unit	Station of Activation	Group Assignment
658th Aircraft Control and Warning Squadron	Stewart Air Force Base, Newburgh, New York	540th Aircraft Control and Warning Group"

is amended to read:

"Unit	Station of Activation	Group Assignment
658th Aircraft Control and Warning Squadron	Mitchel Air Force Base, Hempstead, New York	503rd Aircraft Control and Warning Group"

2. Authority: United States Air Force message AFOMA 55904, 4 May 1950.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

W. P. Mullins
W.P. MULLINS
Lt Col, USAF
Asst Air Adj Gen

ADD DISTR:

AAG, Hq, USAF - 40 cys
Attn: Pub Div
AF Ln Rep - 5 cys

Capt Stewart-4145/eo
26 Apr 50

C O P Y
322

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

1 May 1950

PO&R 322

SUBJECT: Activation of 657th and 658th Aircraft Control and Warning Squadrons

TO : Commanding General, First Air Force Mitchel Air Force Base, New York

1. Reference message your headquarters AF1AFOP 706.

2. Attention is invited to letter your headquarters, OC 322, 20 January 1950, subject: Organization of the 656th, 657th and 658th Aircraft Control and Warning Squadrons and Augmentation of Headquarters 503d and 540th Aircraft Control and Warning Groups.

3. This headquarters has requested United States Air Force to change the station of activation of 657th Aircraft Control and Warning Squadron from Brunswick, Maine to Fort Williams, Maine and your headquarters will be advised when authorization is received.

4. 658th Aircraft Control and Warning Squadron will be activated at Stewart Air Force Base, Newburgh, New York

5. Upon activation, 657th and 658th Aircraft Control and Warning Squadrons will be assigned to 540th Aircraft Control and Warning Group.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

s/ Bruce H. Gemmel
t/ BRUCE H. GEMMEL
Captain, USAF
Asst Air Adj Gen

RESTRICTED

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

PO&R 322 26 May 1950

SUBJECT: Reorganization of the 653d Aircraft Control and Warning Squadron and Certain Other Regular United States Air Force Units

TO : Commanding General, First Air Force, Mitchel Air Force Base, New York

1. It is desired that you take the necessary action to reorganize the following units in accordance with appropriate columns of T/O&E 1-600, 24 July 1945, as modified by inclosed P&EML, as indicated, at the earliest practicable date but not later than 7 July 1950:

Unit	Composition	Authorized Strength		
		Off	WO	EM
653d Aircraft Control & Warning Squadron	3 x colm 7 (Team AC)* 1 x colm 8 (Team AD) 1 x colm 11 (Team CB) 1 x colm 16 (Team CG) 1 x colm 18 (Team CI) 1 x colm 19 (Team CJ) 1 x colm 22 (Team FD) 1 x colm 26 (Team FH)* 1 x colm 33 (Team RE)	19		161
654th Aircraft Control & Warning Squadron	5 x colm 7 (Team AC)* 1 x colm 8 (Team AD) 1 x colm 10 (Team AE) 2 x colm 15 (Team CF) 5 x colm 19 (Team CJ) 1 x colm 25 (Team FG) 2 x colm 30 (Team RB) 2 x colm 36 (Team MC)*	29		242
655th Aircraft Control & Warning Squadron	4 x colm 7 (Team AC)* 1 x colm 8 (Team AD) 1 x colm 10 (Team AE) 2 x colm 15 (Team CF) 1 x colm 17 (Team CH) 5 x colm 19 (Team CJ) 1 x colm 25 (Team FG) 1 x colm 30 (Team RB) 1 x colm 32 (Team RD) 2 x colm 34 (Team RF)* 2 x colm 36 (Team MC)*	21	1	231

RESTRICTED

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Unit	Composition	Authorized Strength		
		Off	WO	EM
656th Aircraft Control & Warning Squadron	4 x colm 7 (Team AC)* 1 x colm 8 (Team AD) 1 x colm 10 (Team AE) 2 x colm 15 (Team CF) 1 x colm 17 (Team CH) 5 x colm 19 (Team CJ) 1 x colm 25 (Team FG) 1 x colm 30 (Team RB) 1 x colm 32 (Team RD) 1 x colm 34 (Team RF)* 2 x colm 36 (Team MC)*	21	1	237
657th Aircraft Control & Warning Squadron	4 x colm 7 (Team AC)* 1 x colm 8 (Team AD) 1 x colm 17 (Team CH) 4 x colm 19 (Team CJ) 1 x colm 25 (Team FG) 1 x colm 30 (Team RB) 1 x colm 32 (Team RD) 2 x colm 34 (Team RF)* 2 x colm 36 (Team MC)*	21	1	225

2. Personnel will be furnished from sources under control of the Commanding General, First Air Force.

3. Equipment is authorized in accordance with appropriate columns of T/O&E cited and inclosed P&EML.

4. General Orders issued in compliance with this directive will indicate effective date.

5. Other Instructions

a. The pertinent provisions of the following directives will apply:

AFR 31-6, 19 October 1949
AFR 35-13A, 8 December 1948, paragraph 12d
AFL 181-2, 4 January 1950, paragraph 2b

b. Upon completion of action directed herein, report showing effective date and type of action will be forwarded to this headquarters, Attention: Director of Statistical Services, to arrive within 48 hours after effective date. Format of this notification will be in accordance with

PO&R 322, Subj: Reorganization of the 653d AC&W Squadron and Certain Other Regular USAF Units (Contd)

Continental Air Command Letter 15-10, 13 May 1949.

c. Copies of orders issued pursuant to this directive will be furnished the following agencies:

(1) Air Adjutant General, Headquarters, United States Air Force, Attention: Publications Division - 40 copies

(2) Commanding General, Continental Air Command, Attention: Plans, Organization and Requirements (Unit Control Branch) - 15 copies

d. Receipt of this directive will be acknowledged within twenty four hours.

6. Authority: Message, Department of the Air Force, AFOMA 38709, 24 May 1950.

BY COMMAND OF MAJOR GENERAL HALE:

W. P. Mullins
W. P. MULLINS
Lt Col, USAF
Asst Air Adj Gen

1 Incl: P&EML 1-600-1

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PERSONNEL MODIFICATION LIST 1-600-1

T/O&E 1-600, Aircraft Control and Warning Organization, dated 24 July 1945, as amended by T/O&E 1-0001A, dated 1 November 1948, is further amended as follows so far as it pertains to the units cited in basic letter.

Delete the following:

LINE NUMBER	MOS	SSN	GRADE	COLUMN	NUMBER DELETED
23		CO	Maj	10	1
30	Message center cryptographer	0224	2d lt	8	1
32	Radio communications	0500	2d lt	30	1
33	Radio VHF	0503	2d lt	30	1
34	Telephone & telegraph, inside plant	4010	2d lt	30	1
37	Controller fighter interception area	1014	Capt	30	1
38	Controller fighter interception area	1014	1st lt	30	2
38	Controller fighter interception area	1014	1st lt	8	1
40	Controller fighter interception GCI	1014	Capt	30	1
44	Intelligence staff	9301	1st lt	8	1
49	Radar officer	0140	Capt	8	1
58	Administrative officer	2120	1st lt	32	1
59	Aircraft warning filter	0160	Capt	30	1
60	Aircraft warning filter	0160	1st Lt	30	2
60	Aircraft warning filter	1014	1st lt	22	2
61	Aircraft warning filter	1014	2d lt	22	1
61	Aircraft warning filter	0160	2d lt	30	1
65	Aircraft warning, ground reporting equipment	0110	2d lt	30	2
68	Mess, supply, transportation	4113	1st lt	10	1
71	Motor transportation	0600	1st lt	8	1
71	Motor transportation	0600	1st lt	10	1
89	Clerk, non-typist	055	Cpl	8	1
89	Clerk, non-typist	055	Cpl	22	3
89	Clerk, non-typist	055	Cpl	30	3
89	Clerk, non-typist	055	Cpl	10	1
89	Clerk, non-typist	055	Cpl	17	1
90	Clerk, non-typist	055	Pvt	8	1
90	Clerk, non-typist	055	Pvt	10	1
90	Clerk, non-typist	055	Pvt	30	7
90	Clerk, non-typist	055	Pvt	22	7
90	Clerk, non-typist	055	Pvt	17	3
93	Clerk-typist	405	Pvt	8	1
93	Clerk-typist	405	Pvt	32	1
95	Intelligence specialist	631	T sgt	30	1
95	Intelligence specialist	631	T sgt	22	1
96	Intelligence specialist	631	S sgt	22	1
96	Intelligence specialist	631	S sgt	30	1
97	Intelligence specialist	631	Sgt	30	2
97	Intelligence specialist	631	Sgt	22	2

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Delete the following: (contd)

LINE NUMBER		SSN	GRADE	COLUMN	NUMBER DELETED
99	Messenger	667	Pvt	8	1
99	Messenger	667	Pvt	10	1
106	Supply clerk	835	Pvt	10	1
106	Supply clerk	835	Pvt	32	1
108	Supply technician	821	Sgt	32	1
112	Information center operator	510	M sgt	30	1
114	Information center operator	510	S sgt	30	3
115	Information center operator	510	Sgt	30	3
116	Information center operator	510	Cpl	30	17
117	Information center operator	510	Pvt	30	34
119	Armorer	511	Cpl	8	1
119	Armorer	511	Cpl	10	1
125	Crypto technician	805	Cpl	11	1
126	Message center clerk	667	S sgt	8	1
129	Message center clerk	667	Pvt	11	1
132	Radar repairman	953	T sgt	30	1
133	Radar repairman	953	S sgt	30	1
136	Radar operator	514	Sgt	25	1
136	Radar operator	514	Sgt	30	1
136	Radar operator	514	Sgt	33	1
137	Radar operator	514	Cpl	30	2
138	Radar operator	514	Pvt	25	1
138	Radar operator	514	Pvt	30	2
138	Radar operator	514	Pvt	33	1
142	Radio repairman	648	Sgt	30	1
143	Radio repairman	648	Cpl	30	2
143	Radio repairman	648	Cpl	15	1
144	Radio repairman, VHF	951	S sgt	30	1
144	Radio repairman, VHF	951	S sgt	22	1
151	Radio operator, CNS	759	Sgt	30	1
152	Radio operator, CNS	759	Cpl	25	1
152	Radio operator, CNS	759	Cpl	30	2
155	Radio operator, H/S	766	Sgt	30	1
156	Radio operator, H/S	766	Cpl	30	2
157	Radio operator, L/S	776	Sgt	30	1
157	Radio operator, L/S	776	Sgt	22	1
158	Radio operator, L/S	776	Cpl	15	1
158	Radio operator, L/S	776	Cpl	22	5
158	Radio operator, L/S	776	Cpl	30	2
158	Radio operator, L/S	776	Cpl	33	1
160	Information center equipment technician	637	S sgt	30	2
160	Information center equipment technician	637	S sgt	22	1
161	Information center equipment technician	637	Sgt	30	1
161	Information center equipment technician	637	Sgt	22	1
163	Installer repairman	097	Cpl	18	1
164	Lineman	238	Sgt	18	1
165	Lineman	238	Pvt	18	2

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Delete the following: (contd)

LINE NUMBER	MOS	SSN	GRADE	COLUMN	NUMBER DELETED
167	Powerman	166	Sgt	30	1
168	Powerman	166	Cpl	30	2
168	Powerman	166	Cpl	33	1
168	Powerman	166	Cpl	22	1
169	Repeaterman	187	S sgt	16	1
169	Repeaterman	187	S sgt	30	1
170	Repeaterman	187	Sgt	30	2
170	Repeaterman	187	Sgt	16	2
171	Telephone switchboard operator	650	Sgt	30	1
172	Telephone switchboard operator	650	Cpl	30	1
173	Telephone switchboard operator	650	Pvt	30	2
174	Teletype mechanic	239	Sgt	19	1
175	Teletype operator	237	Cpl	30	1
176	Teletype operator	237	Pvt	30	2
176	Teletype operator	237	Pvt	19	1
176	Teletype operator	237	Pvt	16	1
177	Wire repairman VHF	950	S sgt	18	1
178	Wire repairman VHF	950	Cpl	22	1
180	Draftsman	070	Cpl	10	1
182	Draftsman, topographic	076	Cpl	8	1
185	Duty	566	Cpl	22	1
185	Duty	566	Cpl	30	1
186	Guard patrolman	522	Pvt	30	4
186	Guard patrolman	522	Pvt	22	2
204	Automotive equipment mechanic	014	Sgt	30	1
204	Automotive equipment mechanic	014	Sgt	8	1
204	Automotive equipment mechanic	014	Sgt	10	1
206	Automotive equipment operator	345	Cpl	8	2
206	Automotive equipment operator	345	Cpl	10	1
206	Automotive equipment operator	345	Cpl	30	1
207	Automotive equipment operator	345	Pvt	8	4
207	Automotive equipment operator	345	Pvt	30	4
207	Automotive equipment operator	345	Pvt	10	4
207	Automotive equipment operator	345	Pvt	22	1
207	Automotive equipment operator	345	Pvt	18	2
208	Heavy automotive equipment operator	931	Cpl	10	1
208	Heavy automotive equipment operator	931	Cpl	32	1
209	Motor transportation technician	014	S sgt	8	1
209	Motor transportation technician	014	S sgt	10	1
211	Carpenter	050	Cpl	8	1
211	Carpenter	050	Cpl	10	1
212	Construction machine operator	359	Cpl	32	1

PERSONNEL MODIFICATION LIST 1-600-1

Add the following:

LINE NUMBER	MOS	SSN	GRADE	COLUMN	NUMBER ADDED
84	Administrative specialist	502	S sgt	22	1
85	Administrative specialist	502	Sgt	22	1
126	Message center clerk	667	Sgt	32	2
126	Message center clerk	667	Cpl	32	2
127	Message center clerk	667	Sgt	30	2
128	Message center clerk	667	Cpl	30	2
131	Radar repairman reporting equipment	953	M sgt	32	1
131	Radar repairman reporting equipment	953	T sgt	32	1
140	Radio repairman	648	S sgt	32	3
140	Radio repairman	648	Sgt	32	2
148	Intercept control technician	768	Sgt	22	1
148	Intercept control technician	768	T sgt	32	1
148	Intercept control technician	768	S sgt	32	1
168	Powerman	166	S sgt	32	1
174	Teletype mechanic	239	Sgt	32	1
180	Draftsman	070	Cpl	22	1
181	Draftsman, topographic	076	Sgt	32	1
206	Automotive equipment operator	345	Sgt	32	1
94½	Information and education specialist	2274	S sgt	8	1
93½	Cost analysis technician	9268	M sgt	8	1
213	Heating plant supervisor	117	Cpl	30	1
214	Heating plant supervisor	117	Cpl	32	1
215	Heating plant supervisor	117	Cpl	22	1
216	Utilities technician	822	T sgt	30	1
217	Utilities technician	822	S sgt	32	1
122½	Cryptographic repairman	801	T sgt	22	1

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PERSONNEL MODIFICATION LIST 1-600-1 (contd)

This results in the following:

LINE		COLUMN 7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
3	Lieutenant colonel		1																												
4	Major		1														1														
5	Captain		3	1	1										1		3	1	1	1					3		1				
6	First lieutenant		2		1										2		3		5	1		2	1	1	6	1		1			
7	Second lieutenant																4		1			2	2								
8	Total commissioned		7	1	2										3		11	1	7	2		4	3	1	9	1	1	1			
9	Warrant officer																										1				
10	Master sergeant		2		1												2					1			2	1	2				
11	First sergeant		1		1																										
12	Technical sergeant		1				1										5		2						7	1	2	1			
13	Staff sergeant		5	1	3	1	1	1	1		1	1			1		12		6			5			7		9				
14	Sergeant	1	3		1	2	2	1	2	1	2	2	1		2		21	1	10	1		5		12	29	10	18	1	1	1	
15	Corporal	1	3	3	2	2	3	1	1	1	2	5	1	1		5	35	2	20		1	10		8	30	8	16		2	1	1
16	Private or private, first class	1	4	2	1	4					1	1		1		10	27		15		3	12		7	20	12	13		1	1	1
18	Total enlisted	3	19	6	10	9	7	3	4	2	6	9	2	2	3	15	102	3	53	1	4	33		27	95	32	60	2	4	3	2
19	Aggregate	3	26	7	12	9	7	3	4	2	6	9	2	2	6	15	113	4	60	3	4	37	3	28	104	33	62	3	4	3	2

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

POMR 322 6 June 1950

SUBJECT: Reorganization of the 653d Aircraft Control and Warning Squadron and Certain Other Regular United States Air Force Units

TO: Commanding General, First Air Force, Mitchel Air Force Base, New York

Paragraph 1, letter POMR 322, Continental Air Command, 26 May 1950, subject as above is amended as follows:

a. So much of composition of 653d Aircraft Control and Warning Squadron as reads "1 x column 19 (Team CJ)" is amended to read "4 x column 19 (Team CJ)."

b. Authorized strength of 654th Aircraft Control and Warning Squadron is amended to read "29 officers and 252 airmen."

c. Authorized strength of 656th Aircraft Control and Warning Squadron is amended to read "21 officers, 1 warrant officer, and 227 airmen.

d. Composition of 657th Aircraft Control and Warning Squadron is amended to add: "1 x column 10 (Team AE).

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

W P Mullins
W. P. MULLINS
Lt Col, USAF
Asst Air Adj Gen

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

1 May 1950

PO&R 322

SUBJECT: Assignment of Signal Aviation Heavy Construction Company

TO : Director of Manpower and Organization, Headquarters, United States Air Force, Washington 25, D.C.

1. Request a Signal Aviation Heavy Construction Company be assigned to this command for the purpose of construction and maintenande of the government-owned communications network required in the permanent Aircraft Control and Warning Program for the Eastern portion of the United States.

2. The consttuction effort required at radar sites will be very difficult to complete by Air Materiel Command efforts alone, since considerable cable will be required at each location. Also, the development of new interim sites entails additional problems. At many such locations as much as fifteen miles of cable construction will be required.

3. The use of Air Force Construction Troops should reduce the cost of the program considerably over completion of such work by civilian contract. In addition, this personnel can be used at Continental Air Command bases where the administrayive telephone systems are government owned.

4. This headauqrters is conducting a survey to determine an appropriate location for the above-mentioned unit, provided the unit is assigned this command. Your Headquarters will be advised of the result of this survey at a later date.

FOR THE COMMANDING GENERAL:

s/ V. E. Murphy
t/ V. W. MURPHY
Lt Col, USAF
Asst Adj Gen

1692

B/Ltr fr ConAC 1 May 50 "Assignment of Sig Avn Hv Const Co"

AFOAC 320 1st Ind 2 Jun 50

Dept of the Air Force, Hq USAF, Washington 25, D.C.

TO: Commanding General, Continental Air Command, Mitchel AFB, N.Y.

1. This headquarters is currently reviewing AF requirements and utilization of Signal Aviation Heavy Construction units and concurrently planning reorganization of these units under T/O&E 1-2234. T/O&E 1-2234, entitled "Communication Construction Organization," is cellular in nature and will permit internal tailoring of available units to fit command needs, ie.e., emphasis on cable construction, open-wire construction, etc.

2. The requirements of Continental Air Command, in view of the AC&W program and the construction of comm nication facilities related thereto, are being studied in connection with this world-wide survey, and a decision on total units to be assigned to each command will be made in the very near future. The responsibilities of AMC in connection with each construction project, including AC&W, will serve as governing factors in future activations of units of this type within continental U.S.

BY COMMAND OF THE CHIEF OF STAFF:

s/ Paul H. Long
t/ PUAL H. LONG
Lt Colonel, USAF
Deputy, Plans & Policies Division
Director of Communications

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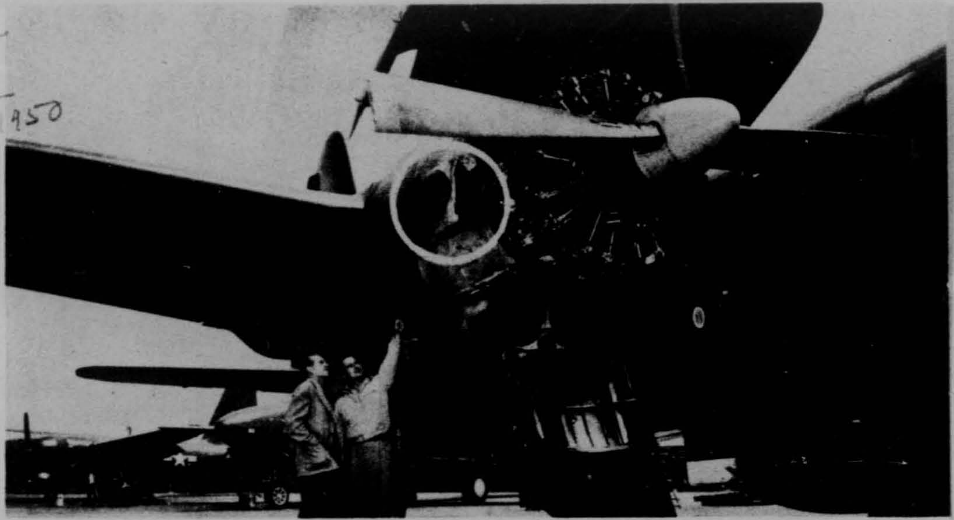

NEW MOTORS FOR NAVY'S P2V-4 NEPTUNE

The first flight of an airplane powered by combination turbine-piston engines, has been announced by the Navy and the Lockheed Aircraft Corporation.

The plane is the P2V-4 Neptune, used by the Navy as a long-range anti-submarine patrol plane. The engines are the new Turbo-Cyclone 18 compound engine made by the Wright Aeronautical Corporation. They had been tested previously as an "extra" engine on a plane powered by standard engines, but this is the first time they have been used as the only power units in flight.

Two compound engines, each developing 3250 horsepower on takeoff, have been installed in the latest production model of the plane, and initial flights have demonstrated shorter takeoff runs, more takeoff power, and much less engine noise, an important factor in lessening crew fatigue on long patrol missions.

Compounding the engines gives them 20 percent more power than the basic engine, a Wright R-3350, and tests indicate there will be a considerable reduction in fuel consumption. This improved engine efficiency extends the operating radius of the P2V, which already holds the world's distance record of 11,236 miles.

With regular engines it has a normal nonstop cruising range of more than 4000 miles, and with compound engines it can take a full military load to Europe and back without refueling. Its armament includes torpedoes, rockets, bombs, mines, machine guns, and 20mm cannon. It is also equipped with radar and other detection gear which the Navy says is designed to seek out snorkel submarines.

The new engines have completed factory testing. They achieve extra power by harnessing three small turbines (in circle above) to the engine exhaust gases. The gases drive turbine wheels geared to the crankshaft, giving more power without using more fuel.

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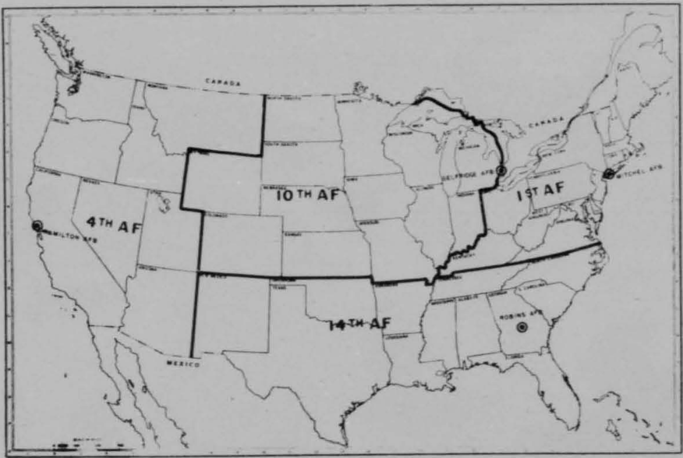
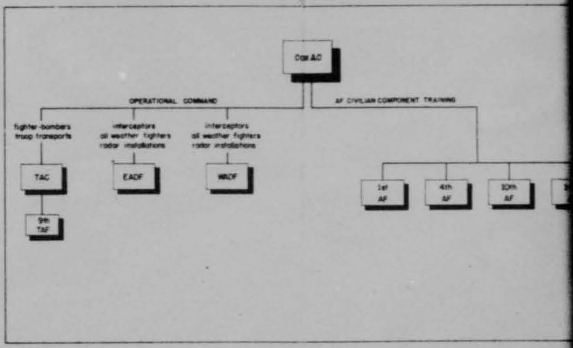


ConAC REORGANIZATION



AIR FORCE REORGANIZATION OF CONTI

The Air Force plans a major internal reorganization of its Continental Air Command, according to an announcement by US Air Force Chief of Staff Hoyt S. Vandenburg.

The reorganization includes reassignment of Continental Air Command interceptor fighters, all weather fighters, fighter bomber, and troop carrier units directly to Eastern and Western Air Defense Forces, and Tactical Air Command. This will allow inactivation of the Air Defense Command which was formerly responsible t o ConAC for planning and conducting the active air defense of the United States. Under the reorganization, the Eastern and Western Air Defense Forces will be responsible for the air defense of their respective areas in accordance with over-all planning by Continental Air Command.

In addition, the six regional Air Force areas in the United States will be regrouped into four areas.

The over-all plan which is expected to be carried out within the next few months is designed to increase and strengthen air defense capabilities and to make available more effective training for tactical air support of ground troops. It will also permit Continental Air Command, through the four regional Air Forces, to concentrate more fully on carrying out the U. S. Air Force Civilian Component Program throughout the Nation. This consists of supervising the training and operation of the Air Reserve, the Air National Guard, the Air ROTC, and the Civilian Air Patrols.

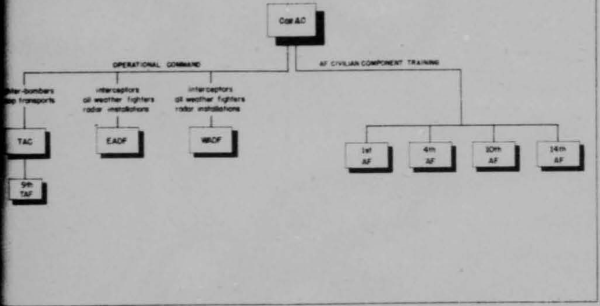
Continental Air Command will retain the over-all plan-

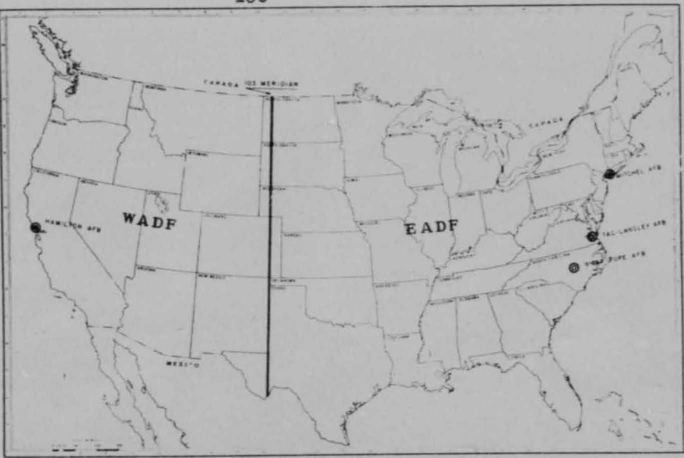
Force Base, will be assigned all of Continental Air
mand's interceptor fighter and all weather fighter
in its area. In addition, Eastern Air Defense Force
be assigned Stewart Air Force Base, Newburgh, New
McGuire Air Force Base, Fort Dix, New Jersey; Otis
Force Base, Falmouth, Massachusetts; Langley Air
Base, Hampton, Virginia; Selfridge Air Force Base
Clemens, Michigan; and Oscoda Air Force Base, Mich
Eastern Air Defense Force will also be responsible
installations at all radar sites and Air Defense Co
Centers in its area. The area of the United States
ered by the Eastern Air Defense Force extends t
103d meridian, or as far west as the eastern slop
the Rocky Mountains.

Western Air Defense Force, with headquarters at H
ton Air Force Base, San Rafael, California, will b
signed the Continental Air Command's all weathe
fighter-interceptor wings in its area, and will a
responsible for installations at all radar sites an
Defense Control Centers in its area west of the
meridian. Moses Lake Air Force Base, Washington; Mc
Air Force Base, Tacoma, Washington; Hamilton Air
Base, San Rafael, California; and Victorville Air
Base, California, will be assigned to the Wester
Defense Force.

Continental Air Command's present planning orga
tion for the support of ground troops, Headquarters
tical Air Command, will remain at Langley Air F
Base, Virginia, and will be assigned (in addition t
Ninth Tactical Air Force) Continental Air Comm
fighter-bomber and troop carrier units.

ConAC REORGANIZATION





ZATION OF CONTINENTAL AIR COMMAND

rce Base, will be assigned all of Continental Air Comnd's interceptor fighter and all weather fighter wings its area. In addition, Eastern Air Defense Force will assigned Stewart Air Force Base, Newburgh, New York; Guire Air Force Base, Fort Dix, New Jersey; Otis Air rce Base, Falmouth, Massachusetts; Langley Air Force se, Hampton, Virginia; Selfridge Air Force Base, Mt. emens, Michigan; and Oscoda Air Force Base, Michigan. stern Air Defense Force will also be responsible for stallations at all radar sites and Air Defense Control nters in its area. The area of the United States coved by the Eastern Air Defense Force extends to the 3d meridian, or as far west as the eastern slopes of e Rocky Mountains.

Western Air Defense Force, with headquarters at Hamiln Air Force Base, San Rafael, California, will be asgned the Continental Air Command's all weather and ghter-interceptor wings in its area, and will also be sponsible for installations at all radar sites and Air fense Control Centers in its area west of the 103rd ridian. Moses Lake Air Force Base, Washington; McChord r Force Base, Tacoma, Washington; Hamilton Air Force se, San Rafael, California; and Victorville Air Force se, California, will be assigned to the Western Air fense Force.

Continental Air Command's present planning organizaon for the support of ground troops, Headquarters Taccal Air Command, will remain at Langley Air Force se, Virginia, and will be assigned (in addition to the nth Tactical Air Force) Continental Air Command's ghter-bomber and troop carrier units.

ning responsibilities for air defense and tactical air support and mobilization that it now holds.

Previously, combat units were assigned to the six numbered regional Air Forces of the Continental Air Command and placed under the operational control of the Air Defense Forces and Tactical Air Command only for specific missions or during certain training maneuvers.

The regional Twelfth Air Force Headquarters at Brooks Air Force Base, San Antonio, Texas, will be inactivated and the area now under the Twelfth Air Force (Louisiana, Texas, New Mexico, Oklahoma, and Arkansas) will be included as part of the Fourteenth Air Force which has its headquarters at Robins Air Force Base, Macon, Georgia.

Ninth Air Force Headquarters at Langley Air Force Base in Virginia will be redesignated as headquarters for the Ninth Tactical Air Force and moved, less personnel, to Pope Air Force Base, North Carolina. This headquarters will replace the present Tactical Air Force (Provisional) as the Operational Field Force of the Tactical Air Command.

The area (Pennsylvania, Ohio, Kentucky, West Virginia, Virginia, Maryland, Delaware, and the District of Columbia) presently under the Ninth Air Force, will be included as part of the First Air Force with headquarters at Mitchel Air Force Base, Hempstead, Long Island, New York.

To better carry out the air defense mission, Eastern Air Defense Command, with headquarters at Mitchel Air

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POLAR GUIDE

THIS IS THE LAST OF A SERIES OF ARTICLES ON ARCTIC INDOCTRINATION

Chapter 18--Land Survival (Continued)

TRAVEL

Too many fliers have died unnecessarily in the attempt to leave their crashed planes and walk out to civilization. Make it a firm rule, therefore, to stay with your plane after a crash landing. Your plane will eventually be found, and so will you--if you are with it. By traveling, you not only take on a host of additional risks but you also seriously reduce your chances of being found. Stay with the plane.

Of course, that does not mean that you will not travel at all. You will undoubtedly have to leave your camp in order to hunt and fish, and you may have to move your camp some distance because there is no hunting and fishing in its vicinity. Even aside from hunting and fishing you will want to explore in every direction from your camp. Take progressively longer hikes each time you go out in order to find out whether there are settlements or trappers' cabins in the vicinity of your camp. Then, too, it is possible, under extremely favorable conditions, when you feel sure of your position and know definitely of a nearby settlement, and after a number of weeks during which there were many days of good flying weather, that you will decide that for some reason they missed, you can feel that you might have a better chance by walking out. Learn the principles of travel, therefore, so you can take care of yourself when the need for travel arises.

Whatever you do, and regardless of how far you travel, never start out when the weather is bad. If you travel for any considerable distance, lay careful plans and make thorough preparations for your trip. Destroy all classified documents and secret equipment before you go, and leave a written message at the airplane describing your planned route.

SELECTION OF ROUTE

If you know approximately where you are, decide on a destination and stick to it. Then choose the mode of travel. The conditions of the party will be a determining factor. If some of the crew are injured or are poorly equipped for travel, it may be best to float them out if possible, or to send only the best qualified men for help. If you are near a coast or can reach one easily, head for the shore and follow it. Most settlements are on or near the coast or near large rivers or lakes. Don't follow small streams, however, for they usually wander aimlessly and lead nowhere, especially in areas underlain by permanently frozen ground.

EQUIPMENT

Carry only essential items. Here are a few suggestions. In summer, carry at least the following: Sleeping bag or substitute; sweater or equivalent; extra socks; mosquito

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Frame Number	Classification Number	Date Period	Vol.	Pt.	Title	Security Classification	Remarks
4	419.01	Dec/48-Dec/49	5	3	Continental Air Command.	U	
244	|	Dec/48-Dec/49	6		|	U	
646	|	Dec/48-Dec/49	7	1	|	U	
976	|	Dec/48-Dec/49	7	2	|	U	
1277	419.01	Jan-Jun/50			Continental Air Command.	U	
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