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HISTORICAL DATA
CONTINENTAL AIR COMMAND

JANUARY 1950 - JUNE 1950

VOLUME II

SECRET

4809 - 2

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HISTORY

of the

CONTINENTAL AIR COMMAND

for

1 January - 30 June 1950

VOLUME TWO: THE RESERVE FORCES

NOTE: The chapter on the United States Air Force Reserve was prepared by Captain Arthur F. Stocker, USAFR; The chapter on the Air Force Reserve Officers' Training Corps was compiled by Dr. Francis H. Stuerm.

Directorate of Historical Services
Office of the Air Adjutant General
Continental Air Command

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Volume II, The Reserve Forces

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S E C T I O N O N E:

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UNITED STATES AIR FORCE RESERVE

The Reserve Troop Basis

When a business enterprise becomes unable to meet its obligations to its creditors, it not uncommonly pays them what it can in cash and gives them the rest in debentures, currently unsecured but payable at some future time out of anticipated income. The Air Force in 1945 and 1946 was in an analogous position: decimated by demobilization after V-J Day, it found itself unable, with the resources within its Regular establishment, to provide the nation with the air power necessary for its security. The gap between its liquid assets, in the form of Regular personnel and Regular equipment, and the minimum requirements for wartime security was filled on paper by the reserve forces, the so-called Air Reserve and the Air National Guard.

Recruitment of the Air Reserve in the days of demobilization was easy, at least so far as officer personnel were concerned. Most of the officers passing through Separation Centers had obtained their commissions through the successful completion of cadet training or officer candidate school. To them acceptance of Reserve status was insurance against the loss of hard-won commissions, and, for those in the younger age groups, against the

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unhappy possibility of some day being forced to re-enter the military service as privates. A considerable number had attained, or acquired at the Separation Center through automatic promotions, fairly exalted officer rank; for these enrollment in the Reserve meant safeguarding their wartime positions, should the uncertainties of a troubled world require their being called back to the colors again. Some, too, there were whose commissions represented greater eminence than they had been able to attain in civilian life, and who clung to them with nostalgic tenacity. For whatever the motives, vast numbers of air officers, when they were asked, amid hundreds of other questions, at the Separation Center whether they would accept a Reserve commission, replied in the affirmative and were duly appointed. With the enlisted men, who had less in the way of position to protect, the reaction was different. In raw numbers, however, the Air Reserve enjoyed a mushroom growth, and for the next two or three years the Air Force was too much preoccupied with the problems of conversion into a peacetime establishment to give a great deal of thought to the men on the periphery of its domain.

With the settling of the radioactive dust over Hiroshima and Nagasaki and the concomitantly dawning realization that this might not be the beginning of peace in our time, attention began to be paid to this Reserve army, largely "at rest" under the aegis of the then-existing Air Defense Command. Initial emphasis was upon "maintenance of proficiency" training for individual

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Reservists, which it was originally planned should be conducted at 130 Air Force Reserve Training stations scattered widely about the country.[1] The number actually put into operation was seventy, of which a curtailment of funds soon necessitated the discontinuance of twenty-nine, leaving under the administration of the Continental Air Command in the early months of its existence a total of forty-one active Air Force Reserve Training Centers.[2] Experience soon showed that this type of training was prohibitively costly;[3] it also seemed relatively unrewarding in terms of adding real sinews to the nation's air potential. In the summer of 1949, therefore, a new Program was inaugurated,[4] differing from its predecessor in many ways but in none more significantly than in at long last transferring the emphasis from individual to unit training.

Briefly, the Program called for the activation of twenty-five Reserve Wings, Light Bombardment or Troop Carrier, with 325 comprehended units, and of 325 so-called "corollary units", all built upon officially promulgated Tables of Organization and Equipment.[5] Officers and airmen assigned to any one of these units

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1/ CONFIDENTIAL Memorandum, Hq ADC, Sub: Analysis of USAF Reserve Program, 9 July 1948, contained in files of the Public Information Office.

2/ Vol. II, Pt. I, SECRET History of the Continental Air Command, 1 December 1948 - 31 December 1949

3/ Ibid.

4/ USAF Reserve Program for F.Y. 1950, Hq USAF, April 1949

5/ Ibid.

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became part of the Organized Air Reserve; there were places in the Reserve Wings for 10,005 officers and 26,110 airmen, and in corollary units for 6,945 officers and 21,685 airmen,[6] or a total of 64,745 persons. Additionally, there were places in Regular Air Force units for 12,523 Reserve officers as mobilization assignees,[7] representing the difference between the units' peacetime and wartime strength.[8] A total of 77,268 Reservists, therefore, of whom 29,473 were officers and 47,795 were airmen, stood to receive training in regularly constituted units under the new Program, and provision was made for individual training in ground subjects for a motley assortment of 60,000 Reserve officers and airmen grouped in volunteer Air Reserve Training units.[9]

Beyond providing the Air Force with somewhat speculative "futures" in M-Day Reserve units, the new Program served for the first time to establish criteria of activity and inactivity in the Air Reserve. For retention of assignment within the Organized Air Reserve, which included the Reserve Wings, the corollary units, and those individuals filling mobilization positions within Regular Air Force units, the Reservist had to earn a total of 105 "points" every three years, or an average of thirty-five a year;[10] to remain

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6/ Ibid.

7/ Ibid.

8/ Ibid.

9/ Ibid.

10/ AF Reg 45-5, 16 Mar 49

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in the Volunteer Air Reserve, he needed forty-five points every three years, or an average of fifteen a year.[11] "Points" represented participation in training, and might be earned in a considerable variety of ways.[12] Persons who failed to affiliate themselves with a unit in either the Organized or the Volunteer Air Reserve or who, once affiliated, fell short of the requirements for retention in that status relapsed into the so-called Inactive Air Reserve, and faced the prospect of ultimately having their commissions terminated.[13] Incentives for participation in the Reserve Program were the possibility of receiving active and inactive duty training pay (for members of the Organized Air Reserve),[14] promotion,[15] and retirement pay on the completion of twenty years of satisfactory Federal service,[16] "a year of satisfactory Federal service" being defined as "any year in which a Reservist attains a minimum of 50 points".[17]

The Continental Air Command, it was stated shortly after its inception,[18] had as one of its primary missions to "discharge,

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11/ AF Reg 45-5, 16 March 1949

12/ AF Reg 45-5, 16 March 1949

13/ AF Reg 45-5, 16 March 1949

14/ AF Reg 45-10, 22 March 1949

15/ AF Reg 45-5, 16 March 1949

16/ AF Reg 45-7, 31 December 1948

17/ AF Reg 45-7, 31 December 1948

18/ AF Reg 23-1, 11 January 1949

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within the continental United States, the field responsibilities of the Chief of Staff, USAF, with respect to Air Force Reserve forces". Translated into somewhat more lucid terms, this meant that it was without power to initiate policies having to do with the Air Force Reserve, but that it was the instrument through which the policies of Headquarters, United States Air Force, were to be effectuated. Specifically, it was:[19]

a. to activate, organize, maintain, administer, and train such units and individuals of the Air Force Reserve as might be assigned or attached to it;

b. to activate, organize, maintain, administer, and train such units and individuals of the Organized Reserve Corps as might be assigned or attached to the Air Force for these purposes and be further assigned or attached to the Continental Air Command;

c. to administer unassigned personnel of the Air Force Reserve;

and[20]

d. to provide a pool of Reserve personnel upon which requisitions and transfers by all other major air commands might be made in order to meet their personnel and [sic] requirements.

In consonance with these directives and with the aforementioned "new Program" inaugurated on 1 July 1949 the Continental Air Command was charged with the following responsibilities:

a. The organization of twenty-three Air Force Reserve Training Centers, the activation of twenty-five

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19/ Vol. II, Pt I, SECRET History of the Continental Air Command, 1 December 1948 - 31 December 1949

20/ Ibid.

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Reserve Wings (twenty of them Troop Carrier and five of them Light Bombardment), and the training of the Reserve Wings.

b. The activation of 325 corollary Reserve units, of which 268 were to be transferred to other Commands for training, but 57 were to remain within the Continental Air Command's establishment.

c. The supervision of training in a heterogeneous assortment of Volunteer Air Reserve Training units, of all sizes and descriptions, in communities large enough to support them.21/

d. The administration of the Inactive Air Reserve.

By the beginning of 1950, the Organized Air Reserve had assumed its contemplated structure and something approaching its contemplated proportions. The Volunteer Air Reserve, however, comprising on 31 January 1950 a total of 53,252 officers and 9,467 airmen,22/ constituted a loose end until the promulgation on 26 May 1950 of a United States Air Force Reserve Troop Basis and Grade Structure, compassing for the first time the officers of the Volunteer Air Reserve program within its purview.23/ The position within the Volunteer Air Reserve program of airmen, who were not numerous, was left undefined, despite the fact that the absence in particular of an established promotion policy for airmen was

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21/ Ibid.

22/ Strength of USAF Reserve Program as of 31 January 1950; prepared by the Directorate of Statistical Services, Hq ConAC

23/ SECRET Memorandum for Record, prepared by Director, Manpower and Organization, DCS/O, Hq USAF, Sub: Computation of the USAFR Troop Basis and Grade Structure, 26 May 1950

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recognized as a serious impediment to their recruitment.[24]

Briefly, the Troop Basis called for an Air Force world-wide total of 200,565 officers on D-day plus twelve months.[25] From this total two types of deduction could be made: (1) Not all of these officers had to be fitted into a grade structure. Pipe-line personnel, in-transit personnel, and students were estimated to account for 39,283 of the total, for whom no grades were established.[26] There remained, then, the figure 161,282 to represent officers whose positions required grading, and their distribution in the ranks below Brigadier General was as follows:[27]

Colonel	2.1%
Lieutenant Colonel	4.8%
Major	12.5%
Captain	30.8%
Lieutenant	49.8%
	100.0%

(2) Not all of the 200,565 officers in the Troop Basis would be in demand on D-day, and consequently required consideration in the

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24/ 1. Ltr, Hq 9091st Volunteer Air Reserve Training Group, Medford, Oregon to CG, Fourth AF, Subj: Volunteer Air Reserve Training Program, 22 Feb 50
2. Ltr, Hq ConAC to CG, Twelfth AF, Sub: Reorganization of the VART Program, 21 Jun 50

25/ SECRET Memorandum for Record, prepared by Director, Manpower and Organization, DCS/O, Hq USAF, Sub: Computation of the USAFR Troop Basis and Grade Structure, 26 May 50 (vid. sup. doc. 23)

26/ Ibid.

27/ Ibid.

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Reserve Troop Basis. Notable among those of whom account need not be taken were 28,666 students on the road to commissions, and 38,964 officers in a category described by, "Training Not Required", officers who it was estimated could be procured and trained after D-day and before their services would be required. These and smaller adjustments reduced from 200,565 to 129,701 the number of officers (Regular Air Force, Reserves on extended active duty, Air National Guard, and Reserves in inactive duty status) envisaged on D-day, and for whom provision had to be made, either in the Regular establishment or in the Reserve framework.[28/]

The Reserve Troop Basis was computed as follows: From 129,701 were first deducted the officers of the Regular Air Force, totaling 55,267.

$$\begin{array}{r} 129,701 \\ -\ 55,267 \\ \hline 74,434 \end{array}$$

Theoretically, therefore, the Regular Air Force would on D-day require augmentation by 74,434 reserve officers, of one stripe or another. Actually, however, a substantial number of these reservists might be expected to prove unavailable on D-day. Some might have become over age; others might have become physically incapacitated for military service. Allowance was made for 30 per cent attrition within the reserve establishments. The Reserve Troop Basis, therefore,

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28/ Ibid.

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was increased from 74,434 by 30 per cent:

$$\begin{array}{r} 74,434 \\ 22,330 \\ \hline 96,764 \end{array}$$

Deduction from this of the 7,018 officers in the Air National Guard,

$$\begin{array}{r} 96,764 \\ -\ 7,018 \\ \hline 89,746 \end{array}$$

left 89,746 as the number of officers for whom need was felt and space was provided in the United States Air Force Reserve. This figure constituted the new Reserve Troop Basis for officers.[29]

No essentially new calculations were involved in determination of the officer constituency of the Volunteer Air Reserve. Officer authorizations existed in the Reserve Wings of the Reserve Training Centers for 10,030 officers, and in corollary units for 5,937. In addition, provision had been made within the Organized Air Reserve for 12,523 mobilization assignees, fewer than the number for which the major Commands were capable of providing training but the maximum number for which inactive duty pay could be allowed. The number of mobilization positions, therefore, was increased by approximately 35 per cent (or 4,386) through the creation of a new category of Reservists, called "mobilization designees", for whom an allocation was made of spaces and grades, the latter roughly in the ratio prevailing throughout the Air Force as a whole. This

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29/ Ibid.

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total of 32,876,

Reserve Wings of the Reserve Training Centers	10,030
Corollary units	5,937
Mobilization Assignees	12,523
Mobilization Designees	4,386
	32,876

deducted from 89,746 (the Reserve Troop Basis),

89,746
-32,876
56,870

left 56,870 as the number of officer spaces that could be carried in the Volunteer Air Reserve program.[30/]

Headquarters, United States Air Force, established a grade structure for officers in the Volunteer Air Reserve, allotted in entirety to the Continental Air Command for sub-allotment as might be appropriate.[31/] Naturally, since the Volunteer Air Reserve is the least active of the Reserve components, this allotment was not generous. The following table will show the grades actually allotted, and the percentage in each rank as compared with the Air Force normal:

	No. Allotted	Percentage	Normal Percentage
Colonel	100	0.2	2.1
Lieutenant Colonel	300	0.5	4.8
Major	3,468	6.1	12.5
Captain	16,804	29.6	30.8
Lieutenant	36,198	63.7	49.8
	56,870	(100.1)	100.0

30/ Ibid.

31/ TWX AFCRF 39150, Hq USAF to CG, ConAC, 26 May 50

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Headquarters, Continental Air Command, sub-allotted these grades among the four Air Forces which it was contemplated would remain under its jurisdiction after 1 July 1950 so as to allow one colonel and three lieutenant colonels to each Volunteer Air Reserve Training Group. Other grades were sub-allotted in proportion to the number of Groups and Squadrons within the Air Force areas. The First Air Force, for example, with 218, or 36.3 per cent of the Volunteer Air Reserve Training units, received 36.3 per cent of the authorization for majors, captains, and lieutenants.[32]

The new Reserve Troop Basis was without effect upon the members of Reserve units organized under Tables of Organization and Equipment in the Air Force Reserve Training Center and corollary unit programs, comprising about half of the officer and all the enlisted strength of the Organized Air Reserve. It did produce, however, a re-allocation of mobilization positions in the Continental Air Command:[33]

	Mobilization Assignees	Mobilization Designees
Colonel	36 (2.3%)	9 (2.3%)
Lieutenant Colonel	162 (10.5%)	41 (10.4%)
Major	420 (27.3%)	108 (27.5%)
Captain	354 (23.0%)	90 (22.9%)
Lieutenant	569 (36.9%)	145 (36.9%)
	1,541 (100.0%)	393 (100.0%)

32/ Information conveyed orally by Captain Charles N. Stewart, Unit Control Branch, Plans, Organization and Requirements Directorate, Hq ConAC, 10 Jul 50

33/ TWX AFCRF 39150, Hq USAF to CG, ConAC, 26 May 50 (vid. sup. doc. 31)

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This gave the Continental Air Command 12.3 per cent of the total number of Air Force mobilization assignees, and 9.0 per cent of the mobilization designees. The allotment, however, was considered inadequate, as falling short of the requirements based on a war plan for the Continental Air Command that had been approved by Headquarters, United States Air Force.[34/]

Clearly, the promulgation of the new Reserve Troop Basis and the tightening of controls over the Volunteer Air Reserve represented a new step in the direction of that greater "realism" which the USAF Reserve Program for F.Y. 1950[35/] had been designed to achieve. It was not, however, without its faults. No provision in the Reserve establishment was made for the annual increment of second lieutenants coming out of the Air Reserve Officer Training Corps program. Nor would Reserve officers on extended active duty find places for themselves within the newly constituted Reserve framework on their relief from active duty.

Air Force Reserve Training Centers

At the beginning of 1950, the Continental Air Command had in its charge twenty-three Air Force Reserve Training Centers, located in seventeen of the forty-eight states. Seven of these Centers

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34/ Historical Report of the Directorate of Military Personnel for May 1950

35/ USAF Reserve Program for F.Y. 1950, Hq USAF, April 1949 (vid. sup. doc. 4)

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were found within the geographical area of the Tenth Air Force, four each within the areas of the Ninth and Fourteenth Air Forces, three each within the spheres of the First and Fourth Air Forces, and two in the Twelfth.[36] Each served as the focal point in the training of at least one tactical Wing of Reservists, consisting of twelve units,[37] and two of them (the 2347th Air Force Reserve Training Center, at Long Beach Municipal Airport, California, and the 2471st Air Force Reserve Training Center, at O'Hare International Airport, Illinois) supported two Wings each.[38]

Both the Center, as an instrument of training, and the Wing, as the body of men to be trained, were fully organized, with Commanding Officers, and, since the fields of their interests not only overlapped but were very nearly congruent, a certain amount of ambiguity in their relationships and resulting disagreement almost necessarily eventuated. The situation was parallel with that which existed in the Second Air Force, and no doubt in the other training Air Forces as well, during the early days of operational training in World War II, when Base commander and Group commander occupied a similar position relative to one

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36/ List of Air Force Reserve Training Centers by numerical designation and location, (before 16 April 1950)

37/ The Finance Disbursing Units, which it was contemplated should form a part of each Reserve Wing (vid. sup. doc. 4) were not in fact activated.

38/ Special Report of Strength of AFRTC Units as of 10 April 1950, prepared by the Office of Statistical Services, Hq ConAC

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another. It was aggravated by the fact that the commander of the Center represented the Regular Air Force, while the commander of the Wing represented the Air Force Reserve, and, though relations between the two were generally cordial, there were ways in which their interests conflicted, enough of them to make each a little touchy in its dealings with the other.

The point of view of the Reservists was represented by the Commanding General of the 323rd Bombardment Wing, Light, who is quoted as feeling "that any command which has Regular Air Force responsibilities, in addition to their responsibilities for administering civilian components matters, will unfailingly give preference, in their thinking, to problems of the Regular Establishment"[39/]. He cited the inadequacy of the aerial gunnery and bombing ranges that were open to his Reservists, and he might have adduced many other examples of the lower priority accorded to the satisfaction of the needs of the Reserve units than to that of their counterparts in the Regular Air Force. The B-26 aircraft flown by his Wing became denominated "Program B" aircraft, and procurement of parts for such aircraft was restricted to the first three priorities by Headquarters, Air Materiel Command. In consequence, stock levels could not be set, station stocks could not be maintained, and the percentage of aircraft out of commission for lack

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39/ Ltr, Major General Crawford, to Major General Myers, 17 Jan 50

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of parts (popularly known as the "AOCP rate") soared.[40] The solutions proposed by this spokesman, in the order of his preference, were:[41]

1. The establishment of a separate Command within the Air Force, whose sole responsibility should be the administration of Reserve and National Guard matters. If the Air Force Reserve Training Centers were to remain in existence at all, they would be under the direct control of the Reserve Wing commander.

2. The establishment by law of a functional status for the Air Reserve. Under this proposal, a separate office, having sole authority and control over Reserve affairs, would be set up in Headquarters, United States Air Force, and in all subordinate headquarters concerned with Reserve matters. These offices would be headed by Reserve personnel on extended active duty, and direct communication between them was visualized.

3. Complete reorganization of the Air Force Reserve Training Centers, so that they would include three, and only three, Regular officers. Of these one would be a Senior Instructor, one would have responsibility and accountability for all Government property, and one would be a Comptroller and Inspector.

If none of these counsels prevailed, his minimum demand was for a strengthening of the position of the Wing commander vis-a-vis the Training Center commander, and particularly for a greater degree of control by the Wing commander over so-called "Category R" personnel.[42]

40/ Ltr, Hq Fourteenth AF to CG, ConAC, Sub: Air Reserve Forces AOCP Rates, 7 June 50

41/ Ltr, Major General Crawford to Major General Myers, 17 Jan 50 (vid. sup. doc. 39)

42/ Ibid.

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The Regulars, on their part, had grievances against the Reserves. Whatever the priorities, there was no doubt that the Reserve establishment did absorb personnel, funds, and facilities which the Regulars could ill afford to spare. There may have been some feeling of jealousy, too, of the week-end soldiers who, presenting themselves for inactive duty training once a month, if it was convenient for them to do so, flaunted swollen wartime rank in the faces of their Regular mentors, and sometimes proved irritatingly irresponsible and demanding. The History of the 2233rd Air Force Reserve Training Center, at Mitchel Air Force Base, Hempstead, Long Island, for February 1950 embodies the following complaint:[43/]

> "Individuals, both officers and airmen, seem to have little regard for regulations or restrictions. Smoking in the theatre and hangar is still very prevalent and requests to obey the "NO SMOKING" signs are completely ignored. Individuals swarm all over the place, going through desks, and as a result, correspondence is lost or destroyed. Furniture is moved from one office to another without authority, and the offices and training rooms are left in a very dirty condition.
>
> "The Operations and Training Officer of the 2233rd AFRTC receives a great many phone calls and correspondence from the various organizations who allow the Reserves to use their facilities, and all calls fall into two categories. Either the rooms have been left in a deplorable condition or some of the equipment has been lost, tampered with, or broken. This month the 34th Communication Squadron reported reported that someone sat on the glass plate on a teletype machine, breaking it.

43/ Tab D, History of the 2233d Air Reserve Training Center, Mitchel AFB, for February 1950

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This sort of thing is detrimental, in that before long the various organizations allowing the Reservists to use their buildings will close their doors to them.

* * *

"The lack of cooperation is obvious in the attitude of the Reservist reporting for week-end training periods. Many times, details requiring some physical labor are scheduled, yet most of the Reservists believe it below their dignity to lend a helping hand when such tasks arise. It has been common practice for the Reservists to stand around watching AFRTC personnel move things for them and clean up after them and seldom will one of them offer assistance.

"The following is an example of the attitude of the Reserve personnel and shows the hard feelings that is created between the Regular personnel and the Reservist. During the month of February, Regular maintenance personnel and two Reserve sergeants were washing down a C-46 and cleaning up around it after having completed a 50-hour inspection. A group of other Reservists, who were standing around and had been standing around for two days, were asked to help. At this point the negative attitude of these men was very prominently displayed. One sergeant expressed himself in the following manner: "I am a foreman at Lockheed and have 150 men under me. I wasn't sent out here to do that type work." Remarks such as these are bound to create friction between Regular and Reserve members."

The 2234th Air Force Reserve Training Center, at Hanscom Airport, Bedford, Massachusetts, found itself frustrated over the week-end of 11-12 March 1950, an optional training week-end for rated personnel of the 89th Troop Carrier Wing who were deficient in flying minimums, by the failure of the people in question to report in accordance with the schedules which had been drawn up by their own Squadron Operations Officers. As a result, the

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Base Operations Officer had to perform the Reserve Operations Officers' duties.[44/]

On 7 March 1950, Headquarters, Continental Air Command, published a Regulation delineating the responsibilities of the Air Force Reserve Training Center and the Reserve Wing commanders.[45/] The primary mission of the Training Center commander was defined as "to support and advise the Reserve wing commander", who in turn was charged with responsibility for organizing, manning, and training his unit for combat operations.[46/] The Training Center commander was named "the direct representative of the Air Force commander", with authority to act in his name, in matters of administration only, while in matters of an operational or policy nature the commander of the Reserve Wing was empowered to deal directly with the Air Force commander, subject only to the proviso that such "matters" should "normally be routed through the AFRTC commander for his information".[47/] "Category R" personnel, around whose status some clouds of controversy swirled, remained "under the command and administration" of the Training Center, but "Active Duty Administrative Assistants", members of the Reserve unit on short tours of active duty for the purpose of carrying on the daily

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44/ RESTRICTED History of the 2234th Air Force Reserve Training Center, Hanscom Airport, Bedford, Mass., for March 1950

45/ ConAC Reg 45-4, 7 March 50

46/ ConAC Reg 45-4, 7 March 50 (vid. sup. doc. 45)

47/ Ibid.

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administrative functions of the Reserve Wing, while left under the "military control" of the Center commander, were placed under the "operational control" of the Reserve Wing commander, and it was specifically enacted that they should not be assigned to duties which would interfere with their carrying out the Wing commander's instructions.[48/]

These dispositions actually signalized the ascendancy of the Reserve Wing commander, but, in view of the fact that United States Air Force Regulation 45-33, dated 3 October 1949, had explicitly assigned to the Commanding Officer of an Air Force Reserve Training Center responsibility for the "conduct of the organization, administration, and training of the Air Force Reserve T/O&E units and Organized Air Reserve personnel assigned or attached to his training center"[49/], validation from Washington was required. It was recommended that the commander of an Air Force Reserve Training Center be charged instead with "providing personnel and facilities for the support of the organization, administration, and training of the Air Force T/O&E units located at this training center"[50/]. On one point, Center and Wing commanders could present a united front. A new paragraph 6 d for United States Air Force Regulation 45-33 was proposed, which would oblige

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48/ Ibid.

49/ AF Reg 45-33, 3 Oct 49

50/ Ltr, Hq ConAC to Special Assistant for Reserve Forces, Hq USAF, Subj: Responsibilities of Air Force Reserve Training Center, 2 May 50

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the Commanding Officers of Bases belonging to any other major Command at which an Air Force Reserve Training Center might be a tenant to provide personnel and equipment to operate messes, supply, maintenance, and communications shops, and the post exchange on Saturdays and Sundays for the benefit of both Training Center and trainee Wing personnel.[51]

The "Category R" personnel who formed a bone of contention between the rival commanders at the Training Centers had a dual assignment. On the one hand, they were members of the Reserve Wing, and in this capacity occupied the same status as their comrades on inactive duty, who appeared at the Center once a month for a spot of training. Their presence counted in the computation of unit attendance for the purpose of establishing the eligibility of members to receive inactive duty training pay, although they themselves were not eligible to draw it.[52] On the other hand, they were on extended (three years') active duty with the Training Center and occupied positions within its organizational framework. Positions were provided for 461 officers and 2,047 airmen in "category R",[53] of whom on 25 May 1950 334 officers and 729 airmen were assigned.[54]

51/ Ibid.

52/ AF Letter 45-11, 9 May 49

53/ Computation made by the Historical Division, Hq ConAC, from Tab A, attached to AF Letter 45-11, 9 May 49 (vid. sup. doc. 52)

54/ Monthly Report of Personnel Strength in USAF Reserve Units of ConAC as of 25 May 1950, prepared by the Office of Statistical Services, Hq ConAC

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There were a number of impediments to the recruitment of "Category R" personnel. The directive authorizing it was explicit to the effect that "only those individuals who are permanent residents of a community or who report the community as their permanent home address" could be considered for assignments under this program,[55] and on 1 May 1950 Headquarters, United States Air Force, inquired sharply into alleged violations of this restriction.[56] Headquarters, Continental Air Command, defending itself against the specific charges -- only two of 241 "Category R" officer appointments were thus censurable --, pointed out that "strict preclusion of non-community residents" might imperil the success of the entire program, where sufficient applicants were not available in the immediate community, and cited the case of the Air Force Reserve Training Center at Scott Air Force Base, Illinois, which is not located in any one city but is near several, as one at which it would be difficult to apply the rule.[57] It was recommended that the residence requirement be relaxed if there were a dearth of applicants for "Category R" assignment within the immediate locale,[58] and Headquarters, United States Air Force, did consent to "evaluate

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55/ AF Letter 45-11, 9 May 49 (vid. sup. doc. 52)

56/ Ltr, Hq USAF to CG, ConAC, Sub: Manning of Air Force Reserve Training Centers, 1 May 50

57/ 1st Ind., Hq ConAC to Director of Military Personnel, Hq USAF, (date unknown) to ltr, Hq USAF to CG, ConAC, Sub: Manning of Air Force Reserve Training Centers, 1 May 50 (vid. sup. doc. 56)

58/ Ibid.

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individual cases of otherwise qualified officers" to determine whether the "residence factor should be relaxed".[59] Other impediments were that airmen might not be recalled in the grade of sergeant if they had dependents[60] and, of course, that many persons eligible for recall in higher ranks could not afford to spend three years on active duty away from their civilian occupations.[61]

As the difficulty of securing qualified personnel for "Category B" assignments became apparent, Headquarters, United States Air Force, asked the Continental Air Command to review the Tables of Distribution for the Reserve Training Centers to determine what military positions, both for officers and for airmen, could be converted to civilian positions without impairment of the efficiency of the organization.[62] Headquarters, Continental Air Command, doubted the feasibility of any such conversions. Few qualified civilians could be expected to accept positions regularly entailing week-end duties, and none would work more than forty hours a week without the payment of "over-time". There was some question whether Reservists would accept training from civilians. The whole idea was discountenanced, but the recommendation was made

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59/ TWX Mil Pers-2-E 14613, CG, ConAC to CG, Fourteenth AF, 8 Jun 50 cited in Weekly Circular No. 24, Hq Fourteenth AF, 16 Jun 50

60/ Ltr, Hq Twelfth AF to CG, ConAC, Sub: Manning of AFRTCs, 11 Jan 50

61/ Ibid.

62/ Ltr, Department of the Air Force to CG, ConAC, Sub: Composition of AFRTC Units, 13 Jan 50

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that, if such action did become necessary, conversion should be limited to "personnel occupying non-supervisory type positions, employed in functions inherent to air base operations only".[63/]

Several steps were taken to facilitate the obtainment of "Category R" personnel.[64/] The specification serial numbers and the grades which had been attached in the original directive[65/] to "Category R" positions ceased to be immutable; authority was gained to substitute other specification serial numbers from the Air Force Reserve Training Center Table of Distribution, where such action was patently desirable, and, in the event of discrepancy between the grades authorized to "Category R" personnel and those pertaining to the positions held, in accordance with the Table of Distribution, the latter were to govern.[66/] The Continental Air Command's subordinate Air Forces acquired the power themselves to effect reassignments and calls and recalls of officers to extended active duty to fill "Category R" positions,[67/]

63/ 1st Ind., Hq ConAC to Director of Manpower and Organization, Hq USAF, 8 Mar 50 to ltr, Department of the Air Force to CG, ConAC, Sub: Composition of AFRTC Units (vid. sup. doc. 62)

64/ Historical Report of the Active Duty Section, Officers' Branch, Directorate of Military Personnel for March 1950

65/ Tab A, attached to AF Letter 45-11, 9 May 49 (vid. sup. doc. 52)

66/ Ltr, Hq ConAC to CGs, All ConAC Air Forces, Sub: Officer Manning of Air Force Reserve Training Centers, 24 Mar 50, contained as inclosure to Historical Report of the Active Duty Section, Officers' Branch, Directorate of Military Personnel for March 1950

67/ Ibid.

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and the monthly quota restrictions were lifted; the Air Forces were directed as expeditiously as possible to man the Air Force Reserve Training Centers under their jurisdiction with "Category R" officers up to the following maximums:[68]

First Air Force	57
Fourth Air Force	69
Ninth Air Force	76
Tenth Air Force	145
Twelfth Air Force	38
Fourteenth Air Force	76
	461

The prospect was offered of a waiver in at least some cases where a candidate for "Category R" assignment might be over age in grade, at the discretion of Headquarters, Continental Air Command.[69]

By 25 May 1950, the Reserve Wings were manned with 93.9 per cent of their authorized officer strength and 77.3 per cent of their authorized enlisted strength.[70] Fifteen of them were more than 80 per cent manned in airmen, sixteen more than 70 per cent, and twenty more than 60 per cent.[71] It was the five Wings with less than 60 per cent of their authorized enlisted strength that gave Headquarters, Continental Air Command, the most concern. They

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68/ TWX Mil Pers-2-E 6349, CG, ConAC to CGs, All ConAC Air Forces, 8 Mar 50, contained as inclosure to Historical Report of the Active Duty Section, Officers' Branch, Directorate of Military Personnel for March 1950

69/ Ibid.

70/ Monthly Report of Personnel Strength in USAF Reserve Units of ConAC as of 25 May 1950, Hq ConAC, prepared by the Office of Statistical Services (vid. sup. doc. 54). Computation of percentages by the Historical Division, Hq ConAC.

71/ CONFIDENTIAL Ltr, Lieutenant General Whitehead to Brigadier General Johnson, 6 June 50

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were:[72]

Wing	Location	Air Force	Airmen Auth	Airmen Asgd	Percentage
438th Trp Carr Wg	Offutt AFB, Neb.	Tenth	1082	623	57.5
440th Trp Carr Wg	Wold-Chamberlain Fld, Minn.	Tenth	1082	612	56.5
441st Trp Carr Wg	O'Hare International Airport, Ill.	Tenth	1082	581	53.5
512th Trp Carr Wg	Newcastle County Airport, Del.	Ninth	1082	527	48.7
437th Trp Carr Wg	O'Hare International Airport, Ill.	Tenth	1082	492	45.5

Such Wings were not only precluded from realistic training by the absence of their normal complement of enlisted personnel and fell short of M-Day readiness, but they were also, as General Whitehead himself pointed out, disproportionately costly to the taxpayers. A fully manned Wing, with about 1,500 officers and airmen, would cost about $1,667 per man per year(exclusive of Reserve pay) to operate, while the cost of the five Wings that were seriously under-manned ranged from $2,540 per man per year at Offutt Air Force Base to a thumping $2,900 per man per year for the 437th Troop Carrier Wing at O'Hare International Airport.[73] General Whitehead opined that after the 1950 summer camps all Reserve

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72/ 1. Ibid.
2. Figures for the 512th Troop Carrier Wing obtained from the Monthly Report of Personnel Strength in USAF Reserve Units of ConAC as of 25 May 50, prepared by the Office of Statistical Services, Hq ConAC (vid. sup. doc. 54). Computation of percentage by the Historical Division, Hq ConAC

73/ CONFIDENTIAL ltr, Lieutenant General Whitehead to Brigadier General Johnson, 6 Jun 50 (vid. sup. doc. 71)

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Wings, both corollary and Center-based, which failed to attain 60 per cent of their enlisted strength should be eliminated.[74]

Two Air Force Reserve Training Centers were moved during the first six months of 1950. From Reading Municipal Airport, where the facilities for the 2237th Air Force Reserve Training Center had proved seriously inadequate,[75] the move to Newcastle County Airport, in Delaware, was consummated in mid-April,[76] and on 22 May 1950 the 2472nd Air Force Reserve Training Center, formerly of Fairfax Field, at Kansas City, Kansas, opened shop at the Olathe Naval Air Station, at Olathe, Kansas.[77]

United States Air Force Reserve Corollary Units

On 31 January 1950, there were attached to Regular units of the Continental Air Command a total of 35 corollary units.[78] Twenty-

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74/ SECRET ltr, Lieutenant General Whitehead to Major General Hoag, 1 Jun 50

75/ RESTRICTED ltr, Hq ConAC to Chief of Staff, USAF, Sub: Air Force Reserve Training Center Facilities at Reading, Pa., 11 Dec 49

76/ Ltr, Hq ConAC to CG, Ninth AF, Sub: Movement Orders 2237th Air Force Reserve Training Center, 7 Apr 50

77/ 1. Ltr, Hq ConAC to CG, Tenth AF, Sub: Movement Orders 2472d Air Force Reserve Training Center and the 442d Troop Carrier Wing, Medium (United States Air Force Reserve), 5 May 50
2. TWX DRXG 191, CO, 2472nd AFRTC to Chief of Staff, USAF, 31 May 50

78/ Strength of USAF Reserve Program as of 31 January 1950, prepared by the Office of Statistical Services, Hq ConAC, (vid. sup. doc. 22)

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seven of them were included in three corollary Wings:

50th Fighter Wing (Jet)	7 units	Otis AFB, Mass.
84th Fighter Wing (AW)	11 units	McGuire AFB, N.J.
302nd Troop Carrier Wing (Heavy)	9 units	McChord AFB, Wash.

Additionally, there were the 309th Troop Carrier Group (Medium), with three units, at Smyrna Air Force Base, Tennessee; the 83rd Fighter Group (Jet), with three units, at Hamilton Air Force Base, California; the 10th Fighter Squadron (Jet), at Langley Air Force Base, Virginia; and the 45th Communications Squadron (Air Force), at Mitchel Air Force Base, New York. The thirty-five units had an authorized strength of 542 officers and 2,529 airmen, of whom 475 officers (87.6%) and 982 airmen (38.4%) were assigned.

By 25 May 1950, the number had expanded to 44 with the addition of nine Aircraft Control and Warning units, two each at Hamilton Air Force Base, California, Selfridge Air Force Base, Michigan, Silver Lake, Washington, and Roslyn, New York, and one at Kirtland Air Force Base, New Mexico. The new units, however, were manned very sparsely or not at all; of 181 officers and 1,124 airmen authorized, they had a total of 38 officers and 7 airmen. The manning of the 44 corollary units at this time was as follows:[79/]

	Authorized	Assigned
Officers	723	520 (71.9%)
Airmen	3,653	1,712 (46.9%)

79/ Monthly Report of Personnel Strength in USAF Reserve Units of ConAC as of 25 May 50, prepared by the Directorate of Statistical Services, Hq ConAC, (vid. sup. doc. 54)

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For a variety of reasons, the Continental Air Command found itself restive under the responsibilities with which it was charged for the training of corollary units. Two basic difficulties attended the program. The first was that corollary units were expected to utilize the facilities and equipment of their parent units for training, and these were rarely more than tolerably adequate for the parent units themselves. The need was felt particularly for additional aircraft to support the training of the tactical corollary units. Not only did the Reserve pilots by their sheer numbers tax the facilities of the parent units to provide them with aircraft, but their generally low proficiency imposed a requirement for "transition training" which could not feasibly be met with unit equipment.[80/] In the allocation of flying hours to the Continental Air Command, no additional time had been allowed for corollary Reservist personnel. All time utilized by them, therefore, was at the expense of the parent unit, which could ill afford to lose it if its own proficiency and readiness for combat were not to be impaired.[81/]

The second difficulty was that changing conditions not infrequently dictated the removal of Regular Air Force units from one station to another. If these chanced to be "parent" units,

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80/ RESTRICTED Historical Report, Aircraft and Flying Hour Allocations Branch, Directorate of Operations and Training, for May 50

81/ Ibid.

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their corollary offsprings were orphaned, and not only was a substantial investment in Reserve training compromised but hard feelings were more likely than not to result all around.

The Continental Air Command was already on record, when the year opened, with the recommendation that the six tactical Squadrons of its corollary program be inactivated, and that the Reserve troop authorizations thereby released be utilized in Aircraft Control and Warning units.[82] The six Squadrons in question,[83] and the suggested order of their inactivation were:[84]

82/ SECRET ltr, Hq ConAC to Deputy Chief of Staff, Operations, Hq USAF, Sub: Readjustment of USAFR Corollary Program, 2 Nov 49

83/ Two corollary tactical Squadrons, the 356th Troop Carrier Squadron of the 302nd Troop Carrier Wing and the 377th Troop Carrier Squadron of the 309th Troop Carrier Group, seem to have been inactivated between 31 December 1949 and 31 January 1950. vid.
1. Strength of USAF Reserve Program as of 31 December 1949, prepared by the Directorate of Statistical Services, Hq ConAC
2. SECRET ltr, Hq ConAC, to Deputy Chief of Staff, Operations, Hq USAF, Sub: Readjustment of USAFR Corollary Program, 2 Nov 49
3. Strength of USAF Reserve Program as of 31 January 1950, prepared by the Directorate of Statistical Services, Hq ConAC, (vid. sup. doc. 22)

84/ SECRET ltr, Hq ConAC to Deputy Chief of Staff, Operations, Hq USAF, Sub: Readjustment of USAFR Corollary Program, 2 Nov 49

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of the	the	Authorized Strength Off	Amn
- - - - - - - - - - - -	10th Fighter Squadron (Jet)	28	114
302d Troop Carrier Wing (Heavy)	355th Troop Carrier Squadron (Heavy)	43	138
84th Fighter Wing (All Weather)	496th Fighter Squadron (All Weather)	33	97
50th Fighter Wing (Jet)	81st Fighter Squadron (Jet)	30	108
83rd Fighter Wing (Jet)	52d Fighter Squadron (Jet)	30	108
309th Troop Carrier Group (Medium)	376th Troop Carrier Squadron (Medium)	75	160
		239	725

Headquarters, United States Air Force, agreed to the activation of the Aircraft Control and Warning units,[85] although the necessity that assigned personnel be cleared to receive SECRET information threatened to impede their manning.[86] It did not concur, however, in the inactivation of the tactical Squadrons,[87] and the motives for this refusal were set forth by General Muir S. Fairchild, Vice Chief of Staff, United States Air Force, in a personal letter to General Whitehead. Not only was there "a mobilization requirement

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85/ SECRET 1st Ind., Hq USAF to CG, ConAC, 21 Dec 49 to SECRET ltr, Hq ConAC to Deputy Chief of Staff, Operations, Hq USAF, Sub: Readjustment of USAFR Corollary Program, 2 Nov 49

86/ SECRET ltr, Hq ConAC to Deputy Chief of Staff, Operations, Hq USAF, Sub: Readjustment of USAFR Corollary Program, 2 Nov 49

87/ 1st Ind., Hq USAF to CG, ConAC, 21 Dec 49 to SECRET ltr, Hq ConAC, to Deputy Chief of Staff, Operations, Hq USAF, Sub: Readjustment of USAFR Corollary Program, 2 Nov 49 (vid. sup. doc. 85)

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for trained combat crew replacements of specific types" which could be met only from the United States Air Force Reserve, but "political and morale problems" were anticipated if the tactical corollary units were deactivated. There would be protests by Reservists to their congressional representatives, and probably ugly charges of Air Force failure to comply fully with the presidential directive to utilize the resources of the Regular establishment in the training of Reserves.[88]

Frustrated in its hope to relive itself of the tacticalcorollary units, and thereby to free their "parents" from the incubus that they constituted, the Continental Air Command ran a-foul in short order of the second of the two difficulties which attended the administration of the program. At McChord Air Force Base, Washington, the 62nd Troop Carrier Wing (Heavy), less its tactical units, was inactivated, and the 62nd Troop Carrier Group, with two tactical Squadrons, was moved to Kelly Air Force Base, in far-away Texas. The corollary 302nd Troop Carrier Wing was left without a parent.[89]

Headquarters, Continental Air Command, took a hopeful view of the matter. "The retention of a corollary Wing, less its tactical Squadrons, and the activation of AC&W units in the

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88/ SECRET ltr, General Fairchild to Lieutenant General Whitehead, 16 Jan 50

89/ Ltr, Major General Upston to Major General Myers, 6 Apr 50

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McChord area should", wrote Brigadier General Herbert B. Thatcher, Deputy for Operations, to Major General John E. Upston, Commanding General of the Fourth Air Force, "provide you with a realistic program and at the same time avoid any serious political repercussions"[90]. General Upston was not so sure. The Reservists in the Puget Sound area were in a truculent mood, induced by the earlier loss of their Air Force Reserve Training Center to Portland, the conversion, while their corollary Wing had been in process of organization, of the parent 62nd Wing from C-82 to C-54 aircraft, and now, after they had instituted an intensive recruiting campaign for their unit, the dissolution of the 62nd Wing altogether. "I know from experience," wrote General Upston, "that there will be severe political repercussions from Reserve pilots if the units to which they are now assigned are converted to non-flying status"[91].

The situation was aggravated by the fact that the personnel of the 302nd in general needed the summer encampment period for the attainment of sufficient training credits to complete a year of satisfactory service for promotion and retirement purposes. To be sure, another organization, the 325th Fighter Wing (All Weather), was scheduled to replace the 62nd Troop Carrier Wing at McChord Air Force Base. Conceivably, it might be able to assume the

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90/ SECRET ltr, General Fairchild to Lieutenant General Whitehead, 16 Jan 50

91/ SECRET ltr, Major General Upston to Brigadier General Thatcher, 25 May 50

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training of the non-tactical support units of the 302nd in time for the summer encampment. It was not feasible, however, for the 325th to assume the training of the one tactical corollary Squadron, both because of the change which the Reservists would find in the type of aircraft and because of the maintenance difficulties which were being experienced with the F-82. This aside, it was planned soon to convert the 325th Wing from F-82 to F-86 aircraft, so that training conducted on F-82's would be an unnecessary burden and misspent effort.[92/]

On 8 May 1950, Headquarters, United States Air Force, directed the inactivation of everything about the 302nd Troop Carrier Wing except the 355th Troop Carrier Squadron, and the concurrent "constitution", "allotment to the Air Force Reserve", "assignment to the Continental Air Command", and "activation at McChord Air Force Base" of corresponding units in a corollary 37th Fighter Wing (All Weather).[93/] The 355th Troop Carrier Squadron was left in ambiguous independence, presumably to await the completion of a promised study of the entire corollary unit training program in Headquarters,

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92/ SECRET ltr, Hq Fourth AF to CG, ConAC, Sub: Status of Organizational Training of the 302d Troop Carrier Wing, Reserve, 16 Mar 50

93/ Ltr, Department of the Air Force to CG, ConAC, Sub: Inactivation of the Hq and Hq Squadron, 302d Troop Carrier Wing, Heavy, Inactivation, Constitution, Reconstitution, Redesignation, and Activation of Certain Other USAFR Corollary Units, 8 May 50

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United States Air Force.[94]

General Upston's sensitivity as a prophet was vindicated. On 8 June 1950, Headquarters, United States Air Force, directed the suspension of all these dispositions,[95] presumably, it was thought, because of the political implications and in response to pressure exerted by influential Reservists in the McChord area. It was considered not impossible that out of the controversy might come an additional Air Force Reserve Training Center, either at McChord Air Force Base or at Sand Point, Washington.[96]

The effect of this backing and filling was to leave the corollary units at McChord Air Force Base unchanged until after the completion of an appraisal of the corollary unit program by Headquarters, United States Air Force, out of which it seemed likely that major alterations might develop.[97]

94/ SECRET extract from ltr, Major General Upston to Lieutenant General Whitehead, 18 May 50

95/ 1. RESTRICTED Historical Report, Organization Division, Directorate of Plans, Operations and Requirements, for May 50
2. SECRET 3rd Ind., Hq USAF to CG, ConAC, 4 Jul 50 to ltr, Hq ConAC (Addressee unknown), Sub: Redesignation and Reorganization of USAF Reserve Corollary Units, 8 Apr 50

96/ RESTRICTED Historical Report, Organization Division, Directorate of Plans, Operations and Requirements, for May 50 (vid. sup. doc. 951)

97/ SECRET 3rd Ind., Hq USAF, to CG, ConAC, 4 Jul 50 to ltr, Hq ConAC, (Addressee unknown), Sub: Redesignation and Reorganization of USAF Corollary Units, 8 Apr 50

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The Volunteer Air Reserve

To say that the Volunteer Air Reserve prior to the establishment of the Reserve Troop Basis[98] was entirely feckless would perhaps be an over-statement of the case. If nothing else, it did serve to distinguish those Reservists who had simply found it easier to say, "yes", than to say, "no", when they were tendered Reserve commissions at the Separation Center, from those who were willing to spend a moderate amount of effort in maintaining their Air Force affiliations. The fact remains, however, that the Volunteer Air Reserve, whose numbers remained relatively constant during the first six months of 1950 -- there were 53,252 officers and 9,467 airmen so enrolled on 31 January 1950[99] as compared with 55,655 officers and 9,580 airmen on 25 May 1950[100] -- was a catch-all for loose threads of the Reserve establishment, and that in many instances the training "program" could hardly be so characterized. Reservists sometimes earned "points" toward retention, promotion, and retirement for such dubiously profitable activities as

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98/ SECRET Memorandum for Record, prepared by Director, Manpower and Organization, DCS/O, Hq USAF, Sub: Computation of the USAFR Troop Basis and Grade Structure, 26 May 50 (vid. sup. doc. 23)

99/ Strength of USAF Reserve Program as of 31 January 1950, prepared by the Directorate of Statistical Services, Hq ConAC, (vid. sup. doc. 22)

100/ Monthly Report of Personnel Strength in USAF Reserve Units of ConAC as of 25 May 50, prepared by the Directorate of Statistical Services, Hq ConAC (vid. sup. doc. 54)

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witnessing documentary films of D-day in Normandy, of jungle fighting in the south Pacific, or even of football games between well-known college rivals.

The program, if it did not suffer from, at least exhibited a degree of over-organization. On 25 May 1950, there were on the books plans for 49 Volunteer Air Reserve Training Wings, 150 Volunteer Air Reserve Training Groups, and 810 Volunteer Air Reserve Training Squadrons, of which 19, 60, and 363, respectively, had already been organized. The 363 Squadrons comprised a total of 1,076 Flights.[101] Since of these echelons only the Squadron, or in some cases the separately organized Flights included within it, had training significance, and since there was no authentic "chain of command", it is hard to see what end was served by the higher echelon headquarters luxuriantly manned with Reserve officers and airmen that could not have been served as well or better by the Regular Liaison Officers who, with a small staff, were assigned to each. On 12 June 1950, the structure was simplified to eliminate the Volunteer Air Reserve Wings and to fix at 100 the number of Volunteer Air Reserve Training Groups and at 500 the number of Volunteer Air Reserve Training Squadrons.[102]

101/ Ibid.

102/ List of Authorized Volunteer Air Reserve Training Units as of 12 Jun 50, found as inclosure to ltr, Department of the Air Force, to CG, ConAC, Sub: Organization of Volunteer Air Reserve Training Units, 22 Jun 50

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The surviving administrative echelons, the Group and the Squadron, attained a more clearly defined status. Groups were to consist normally of five Squadrons; where circumstances warranted, the Commanding General, Continental Air Command, was empowered to authorize the formation of Groups with as few as three or as many as seven Squadrons. The Group mission was described as to supervise and assist in the organization, administration, and training of the Squadrons. Group headquarters was to consist of not more than fifteen Reserve officers of the Volunteer Air Reserve, but more important than they was the Group Liaison Officer, on active duty, who became the responsible officer for all federal property in the Group and the dispenser of training authorizations (the AF Form 40's). He was also to supervise and assist the airmen who held liaison positions at Squadron level, and to advise and assist the Group commander in training and administration.[103/]

Squadrons were defined as the basic Volunteer Air Reserve Training units. Their mission was stated as to train and administer the personnel assigned to them. The minimum enrollment for a Squadron was set at 75, and the normal maximum at 200; where conditions warranted, however, an enrollment of as much as 250 might be authorized. The Squadron might be broken down into any number of Flights, either for specialized training, to reduce the size of classes to practical limits, or to carry training to Reservists

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103/ AF Reg 45-23, 26 Jun 50

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in scattered locations. It was enacted, however, that Flights must consist of at least ten persons. An airman on active duty was provided to afford liaison at Squadron level. His function was described as to maintain the field personnel files of assigned Reservists, to attend Squadron and Flight training classes, and to assist the Squadron commander in administration.[104]

The new Reserve Troop Basis set a ceiling of 56,870 on the officer strength of the Volunteer Air Reserve.[105] This was only 1,215 in excess of the assigned strength on 25 May 1950, and threatened very soon to curtail the expansion of the officer constituency. The interest of airmen in the program was too light to require the imposition of any limitation upon their numbers.

The problems attaching to the administration of the Volunteer Air Reserve program during the first six months of 1950 stemmed largely from the fact that, until the promulgation of the Reserve Troop Basis in May 1950,[106] the Volunteer Reserve had generally been regarded, in the words of General Whitehead, as "World War II troop inventories which were in excess of those who could be assigned to the Organized Reserve".[107] It had, therefore, last

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104/ Ibid.

105/ SECRET Memorandum for Record, prepared by Director, Manpower and Organization, DCS/O, Hq USAF, Sub: Computation of the USAFR Troop Basis and Grade Structure, 26 May 50 (vid. sup. doc. 23)

106/ Ibid.

107/ Ltr, Lieutenant General Whitehead to Major General Barcus, 22 Mar 50

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priority on everything -- on funds, on facilities, on equipment. In the Tenth Air Force area, a staff sergeant unit instructor, using his personal automobile in the performance of liaison duties toward the Flights in his assigned area, traveled a total of 2,300 miles during the month of January; for this travel funds were available to reimburse him at the rate of only three cents a mile.[108] No formal Table of Allowances had been established for Volunteer Air Reserve Training unit liaison personnel. Liaison officers could only don a mendicant's garb, and exercise their initiative in "borrowing" equipment on memorandum receipt from accountable officers of another Command, when such local arrangements could be made.[109] Sites for Volunteer Air Reserve training were acquired, where possible, without expense to the government through sharing or through arrangements with veterans' organizations, educational institutions, or other public-spirited agencies.[110] In May 1950, of 584 locations used in the program, only 36 involved costs; of the remainder 498 were occupied pursuant to verbal agreements and 86 had been obtained by permit or lease.[111]

108/ Volunteer Air Reserve Study, contained as inclosure to ltr, Brigadier General Johnson to Major General Myers, 3 March 50

109/ Ibid.

110/ 2nd Ind., Hq ConAC to CG, ConAC AFs, 30 Mar 50, to ltr, Hq ConAC to Special Assistant for Reserve Forces, Hq USAF, Sub: Number of VART Locations Under FY 1950 Reserve Program, 27 Jan 50 contained as Inclosure to History of the Directorate of Installations, Deputy for Materiel for March 50.

111/ Historical Report, Directorate of Installations, Deputy for Materiel, for May 50.

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Irritating administrative delays attended the acquisition of sites for Volunteer Air Reserve activities, even when no question of funds was involved. Headquarters, Tenth Air Force, protested that an average of five months was required to "process" a rather simple formal request for the acquisition of real property. Most of it was consumed in Air Force channels; in the majority of cases units were able to occupy the facilities within about two weeks of the time when the Chief of Engineers received his instructions from Headquarters, United States Air Force. The program for the fiscal year 1950 authorized the Tenth Air Force to acquire 26 locations, involving funds to the extent of $2.00 per square foot, for a total of 2,000 square feet -- an allocation of $104,000. Niggardly as this allotment most assuredly was, it was rendered the more straitening by the ruling that "all three factors" had to be considered as limitations in connection with the acquisition of facilities. Although the Tenth Air Force found itself able to acquire 56 locations at a cost of only $34,790.00 per year, it was precluded from taking advantage of this opportunity by the ceiling which had been placed on the number of locations that could be acquired.[112/]

That part of the difficulty which resulted from the necessity for "channeling" acquisition requests -- from field installation,

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112/ Volunteer Air Reserve Study, contained as inclosure to ltr, Brigadier General Johnson to Major General Myers, 3 Mar 50 (vid. sup. doc. 108)

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to Headquarters, Numbered Air Force, to Headquarters, Continental Air Command, to Headquarters, United States Air Force, to Office of the Chief of Engineers, to the Division Engineer Office, to the District Engineer, and finally back to the field installation again [113] -- was relieved by a grant of authority to Headquarters, Continental Air Command, to submit such requests for Volunteer Air Reserve facilities directly to the Division or District Engineer offices involved, when the annual leasing cost amounted to $2,000 or less. [114] Headquarters, Continental Air Command, did its part by re-delegating this authority to each of the numbered Air Forces. [115]

The limitation on the number of locations that could be acquired -- 100, of which seemingly the Tenth Air Force had been allotted 26 [116] -- was removed. Space limitations, however, remained: for a Group, 800 square feet of office space; for a Squadron,

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113/ Preliminary Study by the Real Estate Branch, Operations Division, Directorate of Installations, of the problems involved in the acquisition of real estate, contained as inclosure to Historical Report, Directorate of Installations, Deputy for Materiel for March 1950

114/ Historical Report, Directorate of Installations, Deputy for Materiel for March 1950 (vid. sup. doc. 113)

115/ 2nd Ind., Hq ConAC to CGs, ConAC AFs, 30 Mar 50, to ltr, Hq ConAC to Special Assistant for Reserve Forces, Hq USAF, Sub: Number of VART Locations Under FY 1950 Reserve Program, 27 Jan 50 (vid. sup. doc. 110)

116/ 1st Ind., Hq USAF, to CG, ConAC, 27 Feb 50 to ltr, Hq ConAC, to Special Assistant for Reserve Forces, Hq USAF, 27 Jan 50, Sub: Number of VART Locations Under FY 1950 Reserve Program (vid. sup. doc. 110)

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600 square feet of office space and 2,000 square feet of classroom space.[117] On 3 May 1950, a further protest about this emanated from Headquarters, Tenth Air Force; that agency urged again[118] that restrictions be promulgated strictly on a monetary basis.[119]

On 29 June 1950, an interim authorization against Table of Allowances 1-67, Volunteer Air Reserve,[120] enabled the Volunteer Air Reserve Training units to draw a certain amount of Air Force, Engineer, and Quartermaster equipment without recourse to the unsatisfactory expedient of "borrowing" to which hitherto they had been forced.[121]

The most important decision touching the Volunteer Air Reserve that had to be made during the first six months of 1950 was whether training should be conducted along general or along specialized lines. The Continental Air Command had been inclined to favor the latter. Specialized Flights of lawyers (Judge Advocate General Department, Reserve), for example, were organized,[122] and, ironically

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117/ 2nd Ind., Hq ConAC to CGs, ConAC AFs, 30 Mar 50 to ltr, Hq ConAC to Special Assistant for Reserve Forces, Hq USAF, Sub: Number of VART Locations Under FY 1950 Reserve Program, 27 Jan 50 (vid. sup. doc. 110)

118/ Volunteer Air Reserve Study, contained as inclosure to ltr, Brigadier General Johnson to Major General Myers, 3 Mar 50

119/ Ltr, Hq Tenth AF to CG, ConAC, Sub: Volunteer Air Reserve Training Program, 3 May 50

120/ Ltr, Department of the Air Force, Hq USAF to CG, ConAC, Sub: Interim Authorization - T/A 1-87, 29 Jun 50

121/ Supra. p. 40

122/ Ltr, Hq ConAC to CG, Twelfth AF, Sub: Volunteer Air Reserve Training Flight (JAG), (date unknown)

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enough, in at least one part of the country the Judge Advocate General Department, Reserve, seems to have attained a degree of popularity which dismayed rather than gratified its sponsors. Note was taken in Headquarters, Continental Air Command, of the fact that the greatest number of applications for appointment and assignment in the Judge Advocate General Department, Reserve, came from the large cities of the East, such as New York and Philadelphia, and recommendation was made that quotas be established for the six Air Forces to insure a better geographical distribution of the Air Forces' Reserve legal talent.[123/]

On 15 February 1950, Headquarters, Continental Air Command, queried its subordinate Air Forces on the progress they were making with specialized training.[124/] The replies indicated an effort to "comply with the spirit" of the directives, but brought to light many difficulties, particularly in isolated areas, where the conduct of training in specialized Flights was doubtfully feasible. In the Fourth Air Force, particularly, where the enrollment in Volunteer Air Reserve Training units averaged about thirty officers and airmen with an excessive number of military occupational specialties, the thought of training in specialized Flights seemed little short of chimerical.[125/]

123/ Ltr, Hq ConAC to Director of Military Personnel, Hq USAF, Sub: Establishment of Quotas for Appointment of JAGD Reserve Officers, 14 Mar 50

124/ Ltr, Hq ConAC to CGs, ConAC AFs, Sub: Training for Volunteer Air Reserve Training Units, 15 Feb 50

125/ Historical Report, Technical and Ground Training Branch, Directorate of Operations and Training, for March 1950

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From high level conferences and much study emerged a decision in favor of general training. The target date for establishment of the new program was 1 July 1950.[126] The course of instruction itself,[127] largely the work of the Air University, was to be a modification of the Air Command and Staff School orientation course. It would be presented in a series of approximately forty folders, containing sufficient training material for a full year. The folders would include lecture manuscript, discussion guides ("provocative questions", with "desired student outcome" or "acceptable answers"), and lists or specimens of training aids which could be reproduced locally with little effort and at minimum expense.

The members of the Volunteer Air Reserve continued to confront certain discouraging realities. No promotion policy for enlisted personnel emerged from the welter of discussion.[128] Both officers and airmen were debarred from the enjoyment of active duty, except for Group and Squadron commanders[129] and a few for whom tours might be authorized "in unusual instances and for specific purposes".[130]

126/ Historical Report, Technical and Ground Training Branch, Directorate of Operations and Training for May 1950

127/ 1. Ibid.
2. Volunteer Air Reserve Training Program, Curriculum, 1950-51

128/ Ltr, Hq ConAC to CG, Twelfth AF, Sub: Reorganization of the VART Program, 21 Jun 50 (vid. sup. doc. 24[2])

129/ Historical Report, Active Duty Section, Officers' Branch, Directorate of Military Personnel for March 1950 (vid. sup. doc. 64)

130/ Ltr, Hq ConAC to CG, Twelfth AF, Sub: Reorganization of the VART Program, 21 Jun 50 (vid. sup. doc. 24[2])

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"Great impetus"[131], however, was being accorded the program as the first half of 1950 ended, and prospects were not lacking for the vitalization of this department of Reserve activity.

Administration of Reserve Personnel

The Reserve establishment over which the Continental Air Command presided, so far as it could be measured statistically, was of the following extent, at roughly the beginning and roughly the end of the first six months of 1950:[132]

	Officers		Airmen	
	Auth	Asgd	Auth	Asgd
31 January 1950:				
At Air Force Reserve Training Centers	10,055	9,180	27,135	14,235
In corollary units	542	475	2,529	982
In mobilization assignments	---	1,354	---	---
In Volunteer Air Reserve Training units	---	53,252	---	9,467
Miscellaneous	---	64	---	---
		64,325		24,684

131/ TWX 4AFPPO 7615, CG, Fourth AF, to CG, ConAC, 29 Jun 50

132/ 1. Strength of USAF Reserve Program as of 31 January 1950, prepared by the Directorate of Statistical Services, Hq, ConAC (vid. sup. doc. 22)
2. Monthly Report of Personnel Strength in USAF Reserve Units of ConAC as of 25 May 1950, prepared by the Directorate of Statistical Services, Hq ConAC (vid. sup. doc. 54)

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25 May 1950:

At Air Force Reserve Training Centers	10,055	9,442	27,135	20,966
In corollary units	723	520	3,653	1,712
In mobilization assignments	---	1,422	---	---
In mobilization designations	---	8	---	359
In Volunteer Air Reserve Training units	---	56,326	---	9,646
		67,718		32,683

The precise strength of the United States Air Force Reserve on any given day was not easy to ascertain.[133/] Before 12 May 1949, the responsibility for maintenance of "field 201 files" on all United States Air Force Reservists, both assigned and unassigned, had rested with the Air Force Reserve Training Centers, while "master 201 files" were maintained by the numbered Air Force having jurisdiction over the area in which the Reservist permanently resided. The basis for strength reporting was the field 201 file. When a Reservist moved from the area of one Air Force Reserve Training Center into that of another, ideally both his field 201 file and his master 201 file were transferred and strength accountability was changed accordingly. Often, however, Reservists moved without notifying either the Reserve Training Center or the numbered Air Force; sometimes one of them was notified and the other was not. As a result there existed in May

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133/ Historical Report of the Directorate of Statistical Services for January-March 1950

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1949 a chaotic condition of field 201 files and master 201 files being located in different Air Force areas, and duplication being rife.

On 12 May 1949, the Air Force Reserve Training Centers were directed to forward the field 201 files of assigned Reservists to the organization to which they belonged, and those of unassigned Reservists to the headquarters of the numbered Air Force in the area at which they were believed to reside, there to be consolidated with the corresponding master files. In the fall of 1949, Headquarters, Continental Air Command, required the Air Forces to institute a physical comparison of the master files in their headquarters with so-called "Classification Index Files", electrical accounting-machine cards representing the field 201 files, and on 1 November 1949 to submit a Reserve Locator File in three parts: (1) cards for each Reservist for whom the Air Force had both a field and a master 201 file; (2) cards created from master 201 files when no field 201 file card existed; and (3) cards for each Reservist for whom the Air Force claimed a field 201 file, but had no master 201 file. Headquarters, Continental Air Command, matched the three decks of Reserve officers' cards, and was able to direct the shipment of a substantial number of "missing" master 201 files to the Air Forces claiming the field 201 files. The actual exchange, affecting about 6,500 master records, was accomplished at Selfridge Air Force Base, Michigan, on 24 March 1950. The same procedure was then applied to enlisted records.

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Prior to 25 March 1950, no official instrument of strength accounting, like the Morning Report within the Regular establishment, existed for the United States Air Force Reserve. A series of United States Air Force Regulations (45-26, dated 28 July 1949; 45-27, dated 18 October 1949; and 45-28, dated 16 January 1950) set up a Reserve strength accounting system, based upon a new Air Force Form 283, to be prepared semi-monthly and to provide information for Reserve Classification Index File punch cards. The new system became operative on 25 March 1950.[134/]

Recruiting for all phases of the United States Air Force Reserve program was carried on during the first six months of 1950. Attention was directed to the Civil Air Patrol, in particular, as a source of manpower from which to augment the United States Air Force Reserve and the Air National Guard. Another category of personnel whom the Air Force hoped to interest in Reserve activities was airmen not reenlisting and passing through the Separation Centers. The publication on 9 February 1950 of Special Regulation 135-107-10 by the Departments of the Army and Air Force made the facilities of the Army and Air Force Recruiting Service available for the enlistment and reenlistment of Reserve personnel.[135/] The Commanding General, Continental Air Command, was given authority

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134/ Ibid.

135/ Historical Report of the Directorate of Military Personnel Procurement, Deputy for Personnel for March 1950

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to take final action in determination of the grade of enlistment in the Air Force Reserve of civilians without prior military service.[136/]

Particularly successful was the campaign to interest both officers already in the Reserve force and civilians with legal training in affiliation with the new Judge Advocate General's Department Reserve of the Air Force. By the end of February 1950, 506 applications had been received, of which 249 were for assignment and 257 were for appointment. Of this number, 312 had been accepted.[137/]

As 1950 began, Headquarters, Continental Air Command, looked apprehensively forward to the time when the five-year appointments in the United States Air Force Reserve which had been handed out so freely at the Separation Centers after V-J Day would expire; it was estimated that no less than fifty thousand of these appointments would come to an end during the last six months of the calendar year. To avoid the administrative burden which the consideration of each one of these cases individually would entail, Headquarters, Continental Air Command, recommended that all current appointments in the Reserve be extended automatically for another period of five years by a Department of the Air Force General Order.[138/]

136/ Historical Report of the Directorate of Military Personnel Procurement, Deputy for Personnel for April 1950

137/ Historical Report of the Air Judge Advocate Office for January-February 1950

138/ Ltr, Hq ConAC to Director of Military Personnel, Hq USAF, Sub: Reappointment of Officers in the United States Air Force Reserve, 31 Jan 50

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It was agreed in Washington that the Air Force had no alternative but to tender reappointment in the Reserve to all officers whose original appointments would expire in the immediate future. The reason was that the developed Reserve program had been in effect for less than a year, and that Reservists had been allowed a three-year period in which to meet the prescribed minimum standards for retention of status.[139] With the promulgation of the new program, in May 1950, however, it was provided that, "if the commission of an Air Reserve officer assigned to the Inactive Air Reserve expires during the period of such assignment, the commission will not be renewed."[140] This would have little immediate effect upon the reappointment program, but ultimately would assist materially in eliminating inactive personnel. Unhappily for the Continental Air Command, renewals of appointments were to be effected individually.[141]

The stiffening of controls over the Reserve program and its tailoring to meet the "requirements of current war plans" was announced in late May 1950 by a series of lengthy electrical messages

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139/ Ltr, Hq USAF to CG, ConAC, Sub: Reappointment of Officers in the United States Air Force Reserve, 27 Apr 50

140/ TWX AFCRF 39153, Hq USAF to CG, ConAC, 26 May 50

141/ Ltr, Hq ConAC to CGs, ConAC AFs, Sub: Reappointment of Officers in the United States Air Force Reserve, 27 Apr 50

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emanating from Headquarters, United States Air Force.[142] The principal changes were as follows:[143]

1. The category of "mobilization assignee without pay" was discontinued. Individuals in that category would become "mobilization designees", and revert from the Organized to the Volunteer Air Reserve.

2. The maximum age-in-grade provisions specified for the Organized Air Reserve in paragraph 17a, United States Air Force Regulation 45-5, were extended to include the Volunteer Air Reserve, including the mobilization designees.

3. All Reserve promotions of officers not on active duty came to require an appropriate position vacancy. Heretofore, officer members of the Volunteer Air Reserve had been eligible for promotion without a specific vacancy, subject only to the proviso that the ratio of officers in grades above captain to those below that grade should not exceed the ratio of authorized allocations and positions above the grade of captain in the Organized Air Reserve to those below that grade in the Organized Air Reserve.

4. Permanent Reserve promotions of officers on extended active duty were limited to those which would result in their Reserve grades' becoming equal to their grades in the Air Force of the United States. No promotions were authorized for Reserve officers on extended active duty as warrant officers or airmen.

5. Provision was made for the return to the Volunteer Air Reserve of persons who had been transferred to the Honorary Air Reserve for reasons of physical disability, if such disability were deemed by competent authority to have been removed.

142/ 1. TWX AFCRF 39150, Hq USAF to CG, ConAC, 26 May 50 (vid. sup. doc. 31)
2. TWX AFCRF-1C 39151, Hq USAF to CG, ConAC, 26 May 50
3. TWX AFCRF-1C 39152, Hq USAF to CG, ConAC, 26 May 50
4. TWX AFCRF 39153, Hq USAF to CG, ConAC, 26 May 50 (vid. sup. doc. 140)

143/ Historical Report of the Directorate of Military Personnel, Deputy for Personnel for May 1950

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It was anticipated that the new allotment of grades, both for mobilization assignees and mobilization designees and for the Volunteer Air Reserve, might result in a good many officers in each category becoming grade overages. These, it was provided, might be carried until adjustment had been achieved by normal attrition. Numbers, however, were in neither case to be exceeded.[144/]

Flying by Reservists

Reserve aircraft were available in the Continental Air Command during the first five months of 1950 as follows:[145/]

January	1,136
February	1,183
March	1,150
April	1,076
May	958

Partly because of better maintenance and partly because of fuller utilization of aircraft, the number of flying hours increased

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144/ TWX AFCRF 39153, Hq USAF to CG, ConAC, 26 May 50 (vid. sup. doc. 140)

145/
1. Continental Air Command Reserve Aircraft Activity Data by Air Force for the month of January 1950, prepared by the Directorate of Statistical Services, Hq ConAC
2. Continental Air Command Reserve Aircraft Activity Data by Air Force for the month of February 1950, prepared by the Directorate of Statistical Services, Hq ConAC
3. Continental Air Command Reserve Aircraft Activity Data by Air Force for the month of March 1950, prepared by the Directorate of Statistical Services, Hq ConAC
4. Continental Air Command Reserve Aircraft Activity Data by Air Force for the month of April 1950, prepared by the Directorate of Statistical Services, Hq ConAC
5. Continental Air Command Reserve Aircraft Activity Data by Air Force for the month of May 1950, prepared by the Directorate of Statistical Services, Hq ConAC

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steadily:[146]

	Percentage of aircraft in commission	Average Hours Flown per Average Aircraft in commission	Total Hours Aircraft Flown
January	71	26	21,108
February	68	32	26,053
March	69	39	31,074
April	75	41	33,002
May	76	52	38,115

Aeroplanes in the Reserve establishment, catalogued as of 31 May 1950, were as follows:[147]

Cargo Aircraft			
	C-45	1	
	C-47	48	
		49	49
Liaison Aircraft			
	L-4	1	1
Trainer Aircraft			
	T-6	5	
	T-7	149	
	T-11	354	
	TB-25	1	
	TB-26	2	
	TC-46	276	
	TF-51	1	
		790	790
Others			
	B-26	88	
	F-80	1	
	VB-26	1	
		90	90
			930

146/ Ibid.

147/ RESTRICTED Continental Air Command Aircraft and Flying Time Report for May 1950, prepared by the Directorate of Statistical Services, Hq ConAC

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These Reserve aircraft, however, could not always be used when they were needed. During the first months of 1950, in particular, concern was felt over the high percentage out of commission for lack of parts.[148] The rate hovered between seven and eight per cent:[149]

January	7%
February	8%
March	8%
April	7%
May	5%

The chief factor in this high "AOCP" rate was the lack of class 01-C sub-assemblies required for the repair of end items. A further contributing factor was the unavailability of a large number of peculiar C-46 spare parts to the Air Reserve on other than an

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148/ Historical Report, Equipment Section, Aircraft Supply Branch, Directorate of Maintenance, Supply and Services for February 1950

150/
1. Continental Air Command Reserve Aircraft Activity Data by Air Force for the month of January 1950, prepared by the Directorate of Statistical Services, Hq ConAC (vid. sup. doc. 145[1])
2. Continental Air Command Reserve Aircraft Activity Data by Air Force for the month of February 1950, prepared by the Directorate of Statistical Services, Hq ConAC (vid. sup. doc. 145[2])
3. Continental Air Command Reserve Aircraft Activity Data by Air Force for the month of March 1950, prepared by the Directorate of Statistical Services, Hq ConAC (vid. sup. doc. 145[3])
4. Continental Air Command Reserve Aircraft Activity Data by Air Force for the month of April 1950, prepared by the Directorate of Statistical Services, Hq ConAC (vid. sup. doc. 145[4])
5. Continental Air Command Reserve Aircraft Activity Data by Air Force for the month of May 1950, prepared by the Directorate of Statistical Services, Hq ConAC (vid. sup. doc. 145[5])

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"AOCP" basis.[150] A survey of the three Air Force Reserve Training Centers in the First Air Force revealed that sixty-four requisitions had been returned within the period 17 November 1949-12 January 1950. The requisitions contained a total of 324 items, of which 259 were coded, "IND material not available in ORC stock, available first 3 priorities only"; this meant that an average of approximately 80 per cent of the items could not be supplied. Warned Headquarters, First Air Force: "A unit cannot retain a satisfactory operational efficiency with 80 per cent of the required spare parts being supplied on a 'First Three Priority' basis".[151]

Another deterrent to Reserve flying was the lack of VHF (sc. "Very High Frequency") communications equipment in T-7 and T-11 aircraft. In the interest of flying safety, Headquarters, Continental Air Command, had found it necessary to restrict aircraft not equipped with an operating VHF transmitter and receiver from flying (a) in IFR (sc. "Instrument Flight Regulations") weather, (b) when IFR weather was forecast within two hours of the estimated time of arrival, and (c) in VFR (sc. "Visual Flight Regulations") weather, over five-tenths or greater cloud coverage. On 8 March 1950, the Air Materiel Command was asked to authorize the instal-

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150/ Historical Report, Equipment Section, Aircraft Supply Branch, Directorate of Maintenance, Supply and Services for February 1950 (vid. sup. doc. 148)

151/ Ltr, Hq First AF, to CG, ConAC, Sub: Critical Supply Situation in ORC Units, 20 Feb 50

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lation of SCR-522 Very High Frequency radios in 135 T-7 and 78 T-11 Reserve aircraft in the Continental Air Command.[152]

Epilogue

Unhappily, there was still, at the end of the first six months of 1950, no reliable qualitative measure of the extent of training accomplished in the Reserve program. More could no doubt be said after the active duty training in which most units would participate during the summer months.[153] Such information as was available was entirely quantitative, as, for example, the number of Reservists who underwent active or inactive duty training,[154] and the percentage of training accomplished by Air Force Reserve Table of Organization and Equipment Wings as against that prescribed by appropriate training directives.[155]

152/ Ltr, Hq ConAC to CG, Air Materiel Command, Sub: Installation of VHF Communications Equipment in Reserve T-7 and T-11 Aircraft, 8 Mar 50

153/ USAF Reserve T/O&E Wing Fifteen (15) Day Active Duty Training Schedule, Calendar Year 1950

154/ USAF Reserve Personnel Assigned and Attached to AFRTC Units Who Have Completed Inactive Duty Training During Month, consolidated by Air Force for the month of January 1950, prepared by the Directorate of Statistical Services, Hq ConAC

155/ Percentage of Training Accomplished by Air Force Reserve T/O&E Wings as outlined by appropriate training directives, Report for First Quarter of Calendar Year 1950. (These figures were obtained from the Program & Training Analysis Branch, Training Division, Directorate of Operations and Training)

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There was reason to hope, however, that in the future it might be possible better to evaluate the quality of training accomplished. In May 1950 Headquarters, Continental Air Command, directed the monthly submittal of Combat-Readiness Reports by Commanding Officers of Reserve units.[156] Earlier, a Regulation had been published to achieve uniformity of inspection of the United States Air Force Reserve training program.[157]

As ominous war clouds gathered over the Far East in the late days of June 1950, it seemed reasonable to expect that the future would bring still greater emphasis upon the creation of a well-manned, well-trained, and well-equipped Air Force Reserve.

156/ RESTRICTED ConAC Ltr 55-2, 3 May 50

157/ ConAC Reg 123-1, 16 Mar 50

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SECTION TWO:

AIR FORCE RESERVE

OFFICERS' TRAINING

CORPS

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AIR FORCE RESERVE OFFICERS' TRAINING CORPS

I

The mission of the Air Force Reserve Officers' Training Corps, for which the Continental Air Command bears responsibility, is to develop in prospective college graduates the qualities of leadership essential to responsibility as commissioned officers and to prepare them for immediate assignment to the Regular Air Force, the Air Reserve, and the National Guard.[158/]

The Air Force Reserve Officers' Training Corps program has recently been the main source of college trained junior officers for both Regular and Reserve components.[159/] It has provided the Air Force with about half of its Regular Officers and nine-tenths of its Reserve Officers.[160/]

Undergraduates were trained in the following fields of military activity:

Administration and Logistics; [161/]

158/ Ltr, Hq USAF to CG ConAC, Sub: Mission of the Air Force ROTC, 24 February 1950

159/ Ltr, Hq ConAC to CG's All numbered AF's, Sub: Utilization of Newly Commissioned Officers, AFROTC, 14 April 1950

160/ Press Release, PIO, Hq ConAC, Sub: USAF Officer Careers Open to AFROTC Grads, 26 April 1950, page 5

161/ ConAC Reg 46-8, Sub: Air Force ROTC, Individual Training Standard for Administration and Logistics, 28 April 1950

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Armament; 162/
Air Installations; 163/
Aircraft Maintenance Engineering; 164/
Comptrollership; 165/ and
Communications.

Upon completion of their college courses, pilots, navigators, and weather officers were trained for a full year of intensive graduate work. 166/

Distinguished graduates of the Air Reserve Officers' Training Corps were commissioned as second lieutenants directly into the Regular Air Force. 167/ In 1950, for instance, 251 were recommended to the President for Regular commissions by Headquarters, United States Air Force. 168/ Graduates who entered on United States Air Force Reserve three-year tours of active duty also had an excellent chance to achieve one of several hundred Regular commissions offered each year to Air Force officers on active duty. 169/

162/ ConAC Reg 46-7, Sub: Air Force ROTC: Individual Training Standard for Armament, 23 June 1950

163/ ConAC Reg 46-6, Sub: Air Force ROTC: Individual Training Standard for Air Installations, 26 April 1950

164/ ConAC Reg 46-5, Sub: Air Force ROTC: Individual Training Standard for Aircraft Maintenance Engineering, 25 April 1950

165/ ConAC Reg 46-4, Sub: Air Force ROTC: Individual Training Standard for Comptrollership, 25 April 1950

166/ Press Release, PIO, Hq ConAC, Sub: USAF Officer Careers Open to AFROTC Grads, 26 April 1950, pages 1-2.

167/ Air Force Reg 36-15, Sub: Commissioned Officers: Appointment of Second Lieutenants from Distinguished Military Graduates, Air Force ROTC, 15 May 1950

168/ Historical Report for March 1950 from Special Actions Branch, Officers Division

169/ Press Release, PIO, Hq ConAC, Sub: USAF Officer Careers Open to AFROTC Grads, 26 April 1950, page 1.

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Until 1 July 1949, the Air Force Reserve Officers' Training Corps was operated by the Department of the Army under the control of Professors of Military Science and Tactics. On that date, it was separated from the Army Reserve Officers' Training Corps. Professorships of Air Science and Tactics were established, and supplies on hand were divided. Wherever practicable, however, instructors continued to pool their work at colleges in joint use with the Army. The principal change for units where the Air Force alone was represented was that the Air Force took over the responsibility for bonding that the Army had formerly administered.[170/]

By order of Headquarters, United States Air Force, the Air Force Reserve Officers' Training Corps continued to operate under Army Regulation 145-10, the regulation that had governed its activities during its previous life as part of the Army. No new administrative regulation was published during Fiscal Year 1950, the first year after separation.[171/]

II

Major problems in the Continental Air Command's operation of the Air Force Reserve Officers' Training Corps were the staffing of

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170/ Historical Report, Dir AFROTC, 1 July 1949 - 1 July 1950; also: Hist Report, Aircraft Supply Branch (Reserve Forces Section) for April and May 1950.

171/ Historical Report, Dir AFROTC, 1 July 1949, page 2

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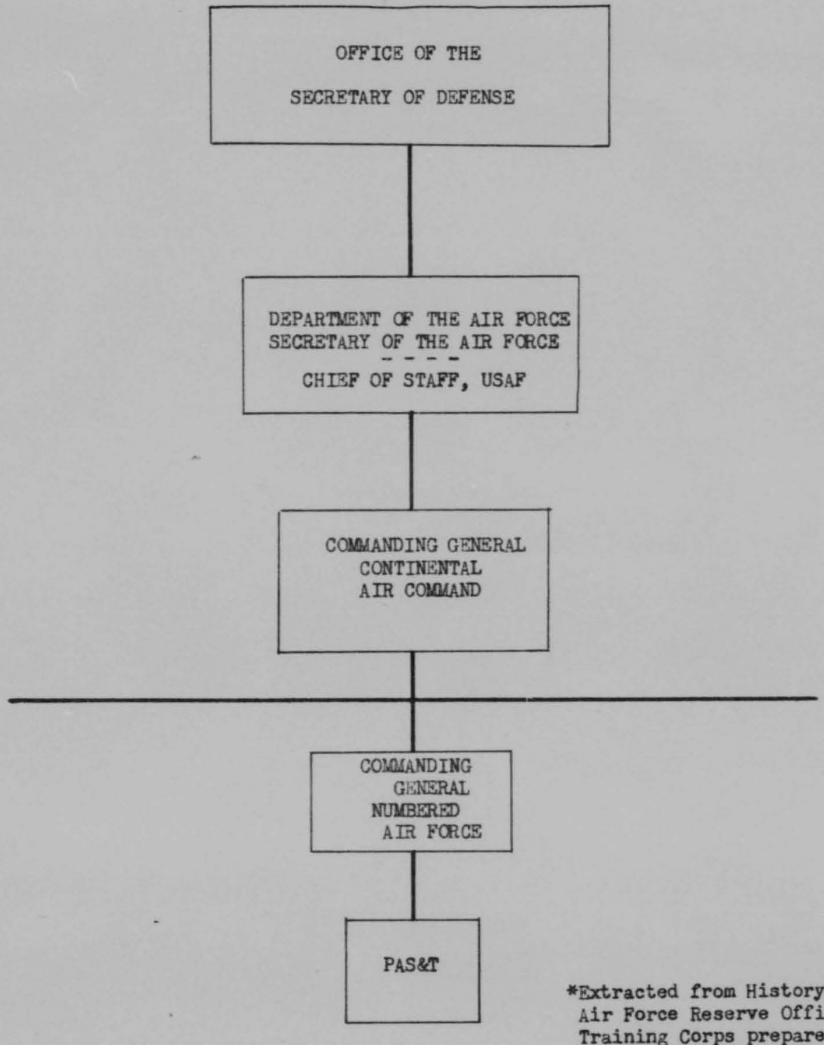
THE MILITARY CHAIN OF COMMAND OF AIR FORCE ROTC, 1949*

(Effected by The National Security Act of 1947)



*Extracted from History of the Air Force Reserve Officers' Training Corps prepared by Captain Price T. Rice in fulfillment of Master's thesis requirements, at the American University, 1950.

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of its instructorships, and the production of manuals, textbooks, and training aids in sufficient variety for the needs of the curriculum.

a

Satisfactory instruction, on the one hand, demanded the assignment of a sufficiently large number of instructors and, on the other hand, the finding of enough properly trained college graduates to fill the officer assignments. Instructors were drawn from the Regular Air Force on a voluntary basis. As the result of considerable determined effort by the Continental Air Command, officers and warrant officers took the Academic Instructor's Course at the Air University.[172] In increasing numbers, college presidents refused to concur in the assignment, especially to Professorships and Assistant Professorships of Air Science and Tactics, of officers who were not college graduates.[173]

The Air Force was constrained by personnel shortages to restrict the number of instructors to less than were demanded by training responsibilities. In Fiscal Year 1950, the Continental Air Command had to get along with 553 officers and 553 airmen, when at least 598 instructors of each category were needed.[174] Continental Air

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172/ Ltr, Ass't Vice C/S USAF to CG ConAC, 11 April 1950

173/ Ltr, President University of Missouri to Lt Col Oliver K. Halderson, PAS&T, 1 June 1950 with 2d Ind from 10th AF to CG ConAC

174/ Ltr, Major General McKee, Ass't Vice C/S USAF to CG ConAC, 11 April 1950

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Forces Commanders requested deferring the separation of several Air Reserve Officers' Training Corps instructors to avoid jeopardizing their program.[175/]

Although three years was reconfirmed as the normal tour of Air Force Reserve Officers' Training Corps instructor duty,[176/] one-ninth of the 175 officer instructors scheduled for rotation had, already by the end of March, been granted extensions to four years. And, in spite of the establishment of four years as the absolute maximum, two officers had been retained for a fifth year.[177/] With five Air Professorships for the Fall college term still unfilled on the twenty-ninth of June, United States Air Force Headquarters directed The Military Air Transport Service, The Air Training Command, and The Air Materiel Command to furnish officers to occupy them.[177/]

The trend toward lengthening instructors' tours of duty coincided with the wishes of critics who held that the three-year tour caused instructors to be transferred when they had just learned to teach. Supporters of the three-year system pointed out that the value of rotation lay in returning the instructor from the college

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175/ Historical Report, Special Actions Branch, Officers Division, February 1950, page 2

176/ Ltr, Hq ConAC to CG 1st AF, Sub: Tour of Duty for AFROTC Instructors

177/ Historical Report for the Instructor Assignment and Special Requirement Section, page 1

178/ Message, Hq USAF to CG ConAC, AFPMP-1-C-3, 29 June 1950

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campus to full refresher contact with the Air Arm. Some friends of compromise were reported to advocate extending the normal three years to five.[179] Their intention was, on the one hand, to get more years of good teaching by each instructor and on the other hand, not to keep him away from normal Air Force duty too long.

b

Manuals, textbooks, and training aids for the Air Force Reserve Officers' Training Corps were produced by and through the Air Force Reserve Officers' Training Corps directorate of Headquarters, Continental Air Command. Production was complicated by the fact that the directorate was not permitted to maintain its personnel in numbers large enough to handle the annual peak load of production, because the staff would not be fully occupied for the rest of the year. This led to many expedients in peak months.

The permanent staff of specialists in each technical field then needed help to produce all the manuals, textbooks, and training aids required for instruction. Some technical assistance was obtained from other members of the headquarters staff. This worked well for small tasks but not for whole texts. To meet the latter difficulty, two methods were applied. Technical specialists among the Air Force Reserve Officers' Training Corps instructors were brought to headquarters on temporary duty, and Air Force commands interested in specialized fields helped prepare manuscripts. The Air Installations School

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179/ Historical Data, Airmens' Division, 24 March 1950, page 1

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of the Institute of Technology produced all three volumes of the Air Installations textbook. It also helped prepare Instructor's Guides and Vu-Graph Transparencies for the course. The Air Training Command and The Air University prepared some or all of certain other manuscripts.

Using the assistance of other commands to write on their special skills was very satisfactory. The limiting factor was that the personnel of these commands found it hard to prepare material within the necessarily short deadlines imposed by training requirements. Nevertheless, by employing all the above methods the directorate produced thirty-five manuals by the Summer of 1950.[180/]

III

The training of each unit of the Air Force Reserve Officers' Training Corps was evaluated every Spring, in the second term of the college academic year, according to standards defined in an evaluation program that was set up anew for each year. Plans for the 1950 evaluation program required preparation of training standards in each field of specialization, and publication of an evaluation regulation. This regulation provided for:

1. Administration of the American Council on Education Psychological Examination (1947 College Edition) to all Air Science I, II, III and IV students to determine their scholastic aptitude;

180/ Historical Report, Dir AFROTC for 1 July 1949 - 1 July 1950, pages 6-7.

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2. Administering annual course examinations in each general and each special course, each year;

3. Comparison of cumulative average grades, leadership, ratings, and academic majors with the results obtained in the American Council on Education examination and in the annual course examinations;

4. An evaluation of the student's program at camp.[181]

The test obtained from the American Council on Education, which was also in standard use among colleges and universities throughout the United States for many other purposes, had a special Air Force Reserve Officers' Training Corps answer sheet for its administration by the Air Force.[182]

The annual formal inspections of the Air Force Reserve Officers' Training Corps conducted by the Continental Air Command Air Forces showed satisfactory results in all the 126 colleges and universities with Air Force Reserve Officers'Training Corps units with the possible

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181/ These plans are outlined in ConAC Reg 45-3, supported by the publication of standards to be reached within each course of instruction. They are detailed in:

ConAC Reg 46-3 Evaluation of AFROTC Training
ConAC Reg 46-4 Individual Training Standard for Comptrollership
ConAC Reg 46-5 Individual Training Standard for Aircraft Maintenance Engineering
ConAC Reg 46-6 Individual Training Standard for Air Installations
ConAC Reg 46-7 Individual Training Standard for Armament
ConAC Reg 46-8 Individual Training Standard for Administration and Logistics

(Ibid. pages 7-8)

182/ Ibid. page 8

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exception of two institutions which were being phased out.[183] Only at these two institutions and at two others, inspectors reported poor support from college authorities. From one of the latter, evidence reached Headquarters, United Stated Air Force which indicated that cooperation was poor because the university's Physical Education staff resented a ruling of the president of the university and his staff which permitted students of the Reserve Officers' Training Corps to be exempted from the regular exercise of the Department of Physical Education.[184] In general, support by institutions was characterized as "Excellent", or "Very Cooperative".[185]

Facilities for the Air Force Reserve Officers' Training Corps training program were not a major problem in the period under consideration, although overcrowding at some few universities caused poor conditions. Most of the authorities at these universities were determined to remedy these conditions as soon as various temporary frustrations could be overcome.[186]

183/ Par.24, AI 333.1, Summary of Results of the Annual Formal Inspection, AFROTC, Hq ConAC to Office of Dep IG, USAF, 1950. When an institution is phased out, no First Year Air Course is offered there in the following academic year but only Second Year Courses during that final year. After that, all air instruction is stopped there.

184/ Ltr, Dept of Phys Ed, Univ of Penn. to General Edwards, 2 May 1950 with reply from Col. Disosway, Hq USAF, 23 May 1950.

185/ Par 6, AI 333.1, Summary of Results of the Annual Formal Inspection, AFROTC, Hq ConAC to Office of Dep IG, USAF, 1950.

186/ The 1950 inspection reports rated facilities at nine institutions as "Poor" and at seven as "Barely Adequate", from among 126 institutions. They indicated improvement over conditions in 1949, when inspection reports rated facilities at twenty-three institutions (out of 110) as "Unsatisfactory". (Ibid. Par. 5)

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Inspectors of the Continental Air Command Air Forces reported that, with few exceptions, the instruction was excellent,[187] in spite of the worry of college authorities because a number of Air Force instructors lacked college degrees.

IV

The Continental Air Command's inspection report to the Inspector General, United States Air Force, recommended that the practice of limiting Air Force Reserve Officers' Training Corps instructors to volunteers be discontinued, and that college graduate officers only be detailed to this duty as a normal assignment.[188] The command recommended that the Professor of Air Science and Tactics should teach a portion of the Air Force Reserve Officers' Training Corps courses, but keep his instruction schedule light enough to allow himself adequate time to present the Air Force Reserve Officers' Training Corps program properly to the college officials, to the students, and to townspeople.[189] The command also advocated consideration of a plan for inviting faculty members to maneuvers during the summer months, as the Navy does.[190]

Inspections indicated no major problems of administration,[191]

187/ Ibid. Par. 11

188/ Ibid. Par. 9

189/ Ibid. Par. 7

190/ Ibid. Par. 23

191/ Ibid. Par. 8

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although the selection of distinguished military students to be offered Regular Air Force commissions in 1950 left room for considerable improvement in method of choice at many institutions. These were in general either large universities or engineering schools.[192] A problem which was suggested for basic solution at Defense Department level was that of attaining the fairest division of engineering school graduates among the Air Force, the Army, and the Navy. This would involve a reapportionment of engineering school Reserve Officers' Training Corps units among the three services.[193]

V

Air Force Reserve Officers' Training Corps enrollment totalled 42,217 students in the Spring of 1950. It compared with 1949 registration as follows:

	1949	1950
1st Year Basic	18,336	17,655
2nd Year Basic	9,772	13,232
1st Year Advanced	5,405	6,447
2nd Year Advanced	3,276	4,883
	36,789	42,217

The drop in first year basic enrollment was believed to be due to cessation of induction during the year and to the general drop in the enrollments of many colleges.[194]

The budget allotment for the Air Force Reserve Officers' Training

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192/ Ibid. Par. 22a

193/ Ibid. Par. 14b

194/ Ibid. Par. 3

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Corps was about $5,400,000, for each month, from January through May 1950. This covered operating expenses at Air Force Reserve Officers' Training Corps institutions and summer camps, commercial transportation within the Zone of the Interior, and pay allowances of Air Force Reserve Officers' Training Corps students. (It did not include instructors' pay).[195] This was an appropriation of about $127.90, each month, for each student registered in Fiscal Year 1950.

VI

A minimum production standard for Air Force Reserve Officers' Training Corps units was set for the future by Headquarters, United States Air Force in May 1950. In order to avoid wasting the services of Air Force personnel, colleges which produce less than twenty-five commissioned graduates in the academic year 1950-51 were to be phased out. In the following academic year, the minimum was to be fifty.[196]

195/ ConAC Comptroller Charts I, showing "Status of ConAC Appropriated Funds Fiscal Year 1950", as of: 31 January, 28 February, 31 March, 30 April, and 31 May 1950

196/ Ltr, Hq USAF to CG ConAC, Sub: Minimum Production Standards for Air Force ROTC Units, 17 May 1950
"3 a. Effective with the school year 1950-51, a minimum production standard of twenty-five (25) commissioned graduates per year will apply to each Air Force ROTC unit at which the only specialized option established is Communications, or Aircraft Maintenance Engineering, or Air Installations, or Armament; and a minimum production standard of fifty (50) commissioned graduates per year will apply to all other Air Force ROTC units except as otherwise prescribed in the next sub-paragraph.
b. Effective with the school year 1951-52, an additional minimum production standard of twenty-five (25) commissioned graduates per year will apply to each of two (2) or more specialized options established at any Air Force ROTC unit, and the minimum production standard for that unit as a whole will be determined accordingly.

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Headquarters, United States Air Force directed that the number of annual graduates be reduced from approximately 12,500 annually to 6,450, distributed as follows by SSN and college background:[197]

a.	Administration and Logistics	950
b.	Communications	1,650
c.	Aircraft Maintenance Engineering	1,650
d.	Air Installations	400
e.	Armament	1,200
f.	AF Comptrollership	600
	Total	6,450

Innovations in the Spring of 1950 included:

Unification of the previous triple specialization of theoriginal course for Air Comptrollership into a common course for all Comptrollership students during Sophomore, Junior, and Senior years; and

Combining the courses in Administration, Supply, and Transportation into a single specialized option: Administration and Logistics.[198]

Many Professors of Air Science and Tactics recommended that specialization in courses such as Communications should be dropped, or reduced within a four-year generalized course. One Air Force headquarters suggested that each student's major subject in college be used as the basis for his military specialty. Numerous reports indicated that Professors of Air Science and Tactics considered the course content of the Air Force Reserve Officers' Training Corps program too detailed.[199] A trend toward streamlining the new Air Force Reserve

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197/ Historical Report, Dir, AFROTC for 1 July 1949 - 1 July 1950, page 12

198/ Historical Report, Dir, AFROTC for 1 July 1949 - 1 July 1950, pages 4-5

199/ Summary of Results of the Annual Formal Inspections, AFROTC, to Office of Dep IG, USAF, AI 333.1, Par. 10b

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Officers' Training Corps curriculum for the entire four years of college training that became effective on 1 July 1949 [200] had thus set in strongly.

Recommendations submitted by Continental Air Command Air Forces contained a suggestion that the new regulation to be published on the Air Force Reserve Officers' Training Corps should include a provision granting students who complete only part of the four-year course a rating as an airman in the Air Force Reserve as:

E2, at the end of freshman year;

E3, at the end of sophomore year; and

E4, at the end of senior year.

Headquarters, Continental Air Command was informed that Headquarters, United States Air Force was taking action to implement this recommendation. [201]

Headquarters Continental Air Command protested against percentage limitations imposed upon the Medical Reserve Officers' Training Corps students in their selection of Army or Air Force commissions under the joint Army-Air Force agreement relative to Reserve Officers' Training Corps units of the Medical Department, since it found no sound basis for the percentage limitations of 20 to 30 per cent for the United States Air Force, as

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200/ Historical Report, Dir AFROTC, Hq ConAC, for 1 July 1949 - 1 July 1950, page 4

201/ Summary of Results of the Annual Formal Inspections, AFROTC, to the Office of Dep IG, USAF, 1950, Par. 14a

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the relative strengths of the two departments do not differ to that extent.[202]

The Surgeon General, Continental Air Command arranged to call to active duty, for a period of ninety days, at least seventy-five United States Air Force Reserve Officers currently attending medical schools who would have completed their third year by 1 June 1950. These officers could be members of either the Organized or Volunteer Air Reserve.

It was planned to use these junior and senior medical students to reinforce permanent medical personnel who would have to perform examinations on the Air Force Reserve Officers' Training Corps cadets attending summer camps.[203]

202/ Ltr fr Air Surg, ConAC, to Special Assistant for Reserve Forces, Hq, USAF, subject: Medical ROTC Program, dated 5 May 1950.

203/ Rpt of Air Surgeon, ConAC, dated 17 April 1950 with the following inclosures:

1 - 1st Ind, AFCSG 20.1, 7 Mar 50.
2 - Ltr Hq, ConAC (Form ltr, undated) w/ConAC Info Sheet to Air Surgeon.
3 - Brief, subject: AFROTC Summer Encampments within ATC, 6 Apr 50 w/3 Incls.
4 - Draft of Plan for the Utilization of USAF Res Med Officers in the AFROTC.

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24[1]	Ltr, Hq 9091st Volunteer Air Reserve Training Group, Medford Ore., to CG, Fourth AF, Sub: Volunteer Air Reserve Training Program, 22 Feb 50
24[2]	Ltr, Hq ConAC to CG, Twelfth AF, Sub: Reorganization of the VART Program, 21 Jun 50
31	TWX AFCRF 39150, Hq USAF to CG, ConAC, 26 May 50
39	Ltr, Major General Crawford to Major General Myers, 17 Jan 50
45	ConAC Reg 45-4, 7 Mar 50
50	Ltr, Hq ConAC to Special Assistant for Reserve Forces, Hq USAF, Sub: Responsibilities of Air Force Reserve Training Center, 2 May 50
56	Ltr, Hq USAF to CG, ConAC, Sub: Manning of Air Force Reserve Training Centers, 1 May 50
60	Ltr, Hq Twelfth AF to CG, ConAC, Sub: Manning of AFRTCs, 11 Jan 50
62	Ltr, Department of the Air Force to CG, ConAC, Sub: Composition of AFRTC Units, 13 Jan 50
64	Historical Report of the Active Duty Section, Officers' Branch, Directorate of Military Personnel for March 1950

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74	Ltr, Lt. General Whitehead to Maj. General Hoag, 1 Jun 50 (S)
75	Ltr, Hq ConAC to C/S, USAF, Sub: Air Force Reserve Training Center Facilities at Reading, Pa., 11 Dec 49 (R)
77[2]	TWX DRXG 191, CO, 2472nd AFRTC to C/S, USAF, 31 May 50
85	1st Ind., Hq USAF to CG, ConAC, 21 Dec 49 to Ltr, Hq ConAC to Deputy C/S, Hq USAF, Sub: Readjustment of USAFR Corollary Program, 2 Nov 49 (S)
88	Ltr, General Fairchild to Lt. General Whitehead, 16 Jan 50 (S)
91	Ltr, Maj. General Upston to Brig. General Thatcher, 25 May 50 (S)
92	Ltr, Hq Fourth AF to CG, ConAC, Sub: Status of Organizational Training of the 302d Troop Carrier Wing, Reserve, 16 Mar 50 (S)
94	Extract fm ltr, Maj. General Upston to Lt. General Whitehead, 18 May 50 (S)
107	Ltr, Lt. General Whitehead to Maj. General Barcus, 22 Mar 50
108	Volunteer Air Reserve Study contained as inclosure to ltr, Brig. General Johnson to Maj. General Myers, 3 Mar 50
119	Ltr, Hq Tenth AF to CG, ConAC, Sub: Volunteer Air Reserve Training Program, 3 May 50
120	Ltr, Department of the Air Force, Hq USAF to CG, ConAC, Sub: Interim Authorization - T/A 1-87, 29 Jun 50
123	Ltr, Hq ConAC to Director of Military Personnel, Hq USAF, Sub: Establishment of Quotas for Appointment of JAGD Reserve Officers, 14 Mar 50
124	Ltr, Hq ConAC to CGs, ConAC AFs, Sub: Training for Volunteer Air Reserve Training Units, 15 Feb 50

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127[2]	Volunteer Air Reserve Training Program, Curriculum, 1950-51
131	TWX 4AFPPO 7615, CG, Fourth AF to CG, ConAC, 29 Jun 50
138	Ltr, Hq ConAC to Director of Military Personnel, Hq USAF, Sub: Reappointment of Officers in the United States Air Force Reserve, 31 Jan 50
139	Ltr, Hq USAF to CG, ConAC, Sub: Reappointment of Officers in the United States Air Force Reserve, 27 Apr 50
140	TWX AFCRF 39153, Hq USAF to CG, ConAC, 26 May 50
141	Ltr, Hq ConAC to CGs, ConAC AFs, Sub: Reappointment of Officers in the United States Air Force Reserve, 27 Apr 50
142[2]	TWX AFCRF-1C 39151, Hq USAF to CG, ConAC, 26 May 50
142[3]	TWX AFCRF-1C 39152, Hq USAF to CG, ConAC, 26 May 50
151	Ltr, Hq First AF to CG, ConAC, Sub: Critical Supply Situation in ORC Units, 20 Feb 50
152	Ltr, Hq ConAC to CG, AMC, Sub: Installation of VHF Communications Equipment in Reserve T-7 and T-11 Aircraft, 8 Mar 50
174	Ltr, General McKee to General Whitehead, 11 Apr 50

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26 May 1950

MEMORANDUM FOR RECORD:

SUBJECT: Computation of the USAFR Troop Basis and Grade Structure

1. D/12 Requirements:

The reserve troop basis is derived from AFM 51-5 (FIMLR). The personnel requirements as of D/12 months for the Air Force world-wide (except MATS) were calculated in Hq USAF. MATS requirements world-wide as of D/12 months were calculated in MATS Hq. These figures were never combined into a grand total so they are combined hereinunder. When the personnel requirements that were calculated by Hq USAF were broken down by grade and four categories of personnel were omitted from the breakdown and were carried as totals only. These were pipeline personnel, intransit personnel and students. Therefore, no grade structure exists for these categories. FIMLR officer requirements as of D/12 are 200,565:

AF computed requirements giving a grade structure:	131,732	
MATS computed requirements having a grade structure:	29,350	
Total requirements that were graded:		161,282*
AF computed requirements for which no grade was established:		
Pipeline personnel	8,119	
Intransit personnel	2,492	
Students	28,466	
Total requirements which were ungraded:		39,283
Grand total FIMLR requirements:		200,565

*The grade break is contained in Appendix #1.

2. D-1 Requirements:

Of the 200,565 officers required at D/12 months there were four categories which were eliminated from the reserve troop basis calculation, viz., [illegible] officers because they are "considered [illegible]"; [illegible] officers because they are not legally authorized in the reserve forces; students because they will be commissioned after D-day; and the category designated "Training not required." This category is composed of officers who, [illegible], could procure [illegible] after D-day and so for they are required. The grade requirements for each category were computed by the [illegible] for requirements. A [illegible] these four categories which are deducted from [illegible] first step in arriving at the [illegible]

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Memorandum for Record

SUBJECT: Computation of the [illegible] Troop Basis and Grade Structure

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FIRER requirements:		200,565
Eliminations:		
General officers	614	
Current officers	2,690	
Students	28,666	
Training not required	38,964	-70,934
		129,631
Error in FIRER figures (source unknown)		70
		129,701

This figure 129,701 represents the total officer troop basis of the active [illegible], the Army National Guard and the USAFR (Inactive Duty status) which are necessary as of D-day to implement FIRER.

3. Grade structure:

There is no computed grade structure of this total because it is composed in part of pipeline and intransit personnel for which no grade break was computed as because no grade break was available for the category "Training not Required" which was a deduction in arriving at this total. A grade structure exists for 161,282 officers required at D+12 under FIRER as indicated in par. 1 above. Although this figure of 161,282 is composed of different elements from the 129,701 for which a grade structure is now required, it was agreed that the percentage distribution by grade would be approximately the same. The distribution of the grade structure of 161,282 officers was as follows. The grades:

Colonel	.021
Lieutenant Colonel	.042
Major	.125
Captain	.308
Lieutenant	.498

These ratios were applied to the total troop basis of 129,701 and the total officers authorized in each grade was established. See Appendix #1 for detailed breakdown.

4. Reserve Troop Basis:

[illegible] is composed of the authorized structure [illegible] and USAFR (Inactive Duty status). [illegible] for FY [illegible] under the [illegible] (Inactive Duty status). [illegible] personnel [illegible] on account of physical [illegible] requirements. This [illegible] Reserve component requirements [illegible]

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Memorandum for Record
SUBJECT: Computation of [illegible] Troop Basis and Grade Structure

D-1 requirements:	129,7[illegible]	
Less Active Establishment	55,267	
	74,434	
Add 30% attrition factor	22,330	
	96,764	
Less the National Guard	7,018	
USAF Reserve Troop Basis	89,746	

*General officers excluded. Str[illegible] this based on 1953 budget submission.

5. Reserve Training:

The Reserve Troop Basis [illegible] of the [illegible] units, 8 Military Units, [illegible] T/E & T/D units having [illegible] VolTU's. The [illegible] Military Units. It was agreed that the spaces and positions [illegible] of the [illegible] deducted from the Reserve Troop Basis leaving [illegible] for the [illegible] authorizations for the mobilization position and VolTU programs. [illegible] tions are:

Reserve Troop Basis		89,746
AFATC Programs*	12,[illegible]	
Military Programs	24,247	36,247
Available for mobilization [illegible] VolTU's		53,499

*General officers excluded.

6. Mobilization Positions:

There is a [illegible] of 10,523 mobilization positions. This number is less than the [illegible] capable of providing training for but the maximum for those inactive [illegible] can be provided. Conversely, any reason [illegible] mobilization [illegible] discontinued until [illegible] mobilization assignments [illegible] capabilities [illegible] be provided. [illegible] Thus, [illegible] was established for the [illegible] in the [illegible] available [illegible] grade structure [illegible]

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SUBJECT: [illegible] Structure

structure [illegible] that HQ USAF would be allotted 121 fewer colonel spaces than had been authorized under the previously approved headquarters stabilization plan. This plan had been based on the assignment of officers to the position vacancies. In order to alleviate the necessity for carrying large numbers of overstrength officers, the space allocation for this Headquarters was increased by withdrawing 41 colonel spaces, 176 lieutenant colonel spaces proportionately from the Air Staff and 98 colonel spaces and 65 lieutenant colonel spaces from the WADC proper.

7. WADC proper:

The space authorization structure was ascertained by deducting the spaces [illegible] stabilization ceiling (25,979) from the projected [illegible] Air Staff Basis of the AMTC and Corollary proper structure.

Military proper basis [illegible] AMTC and Corollary positions: 73,779

Stabilization positions:

[illegible]	12,523	
[illegible]	4,336	16,859

WADC proper space allocation: 56,920

[illegible] WADC proper [illegible] Air Staff [illegible] but [illegible] Air Staff [illegible] WADC proper [illegible].

Space [illegible] structure [illegible] AFM 45-1, 45-3, and 45-5 [illegible] 1 July 1954.

Prepared by Director, Manpower and Organization, DCS/O

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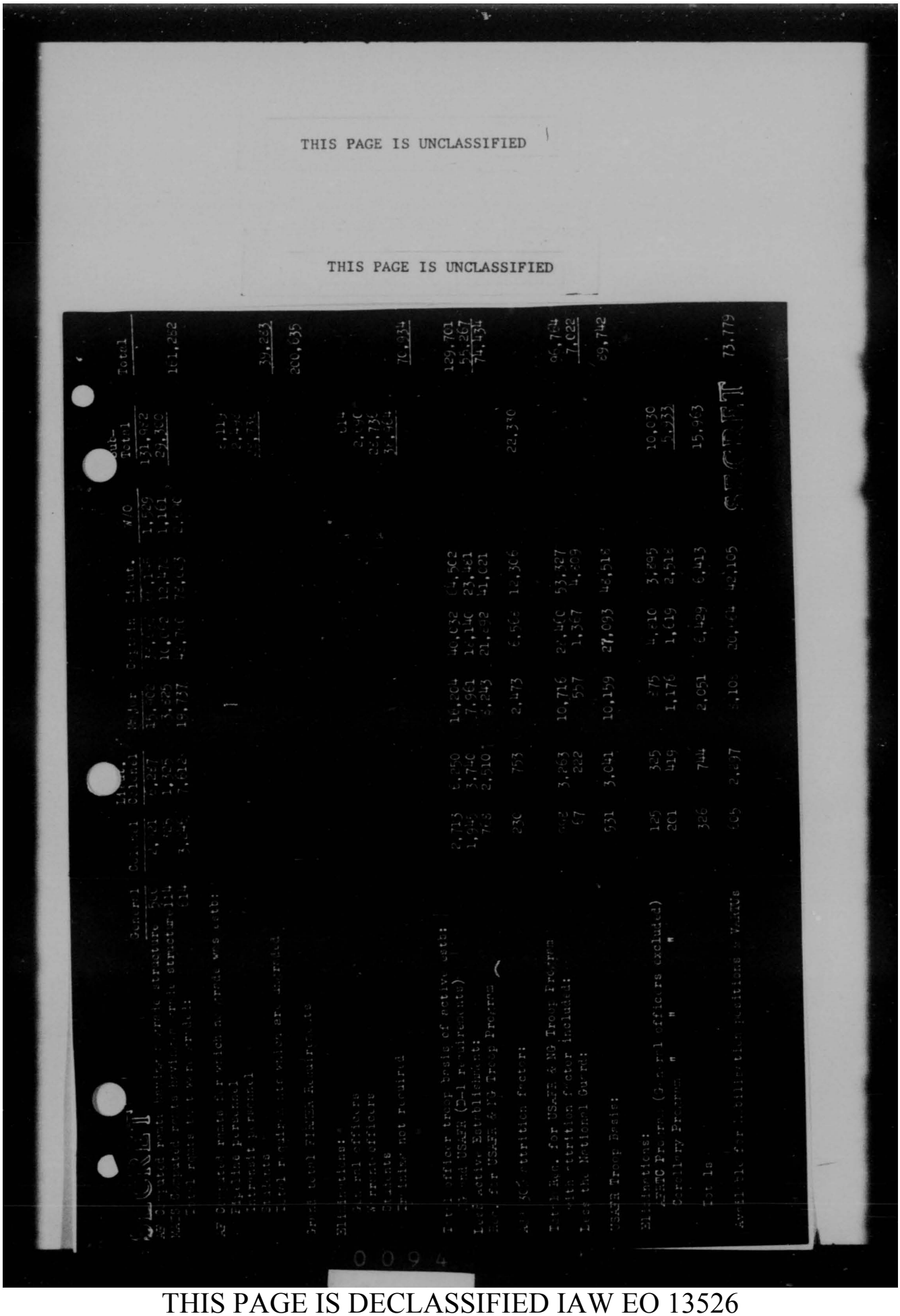

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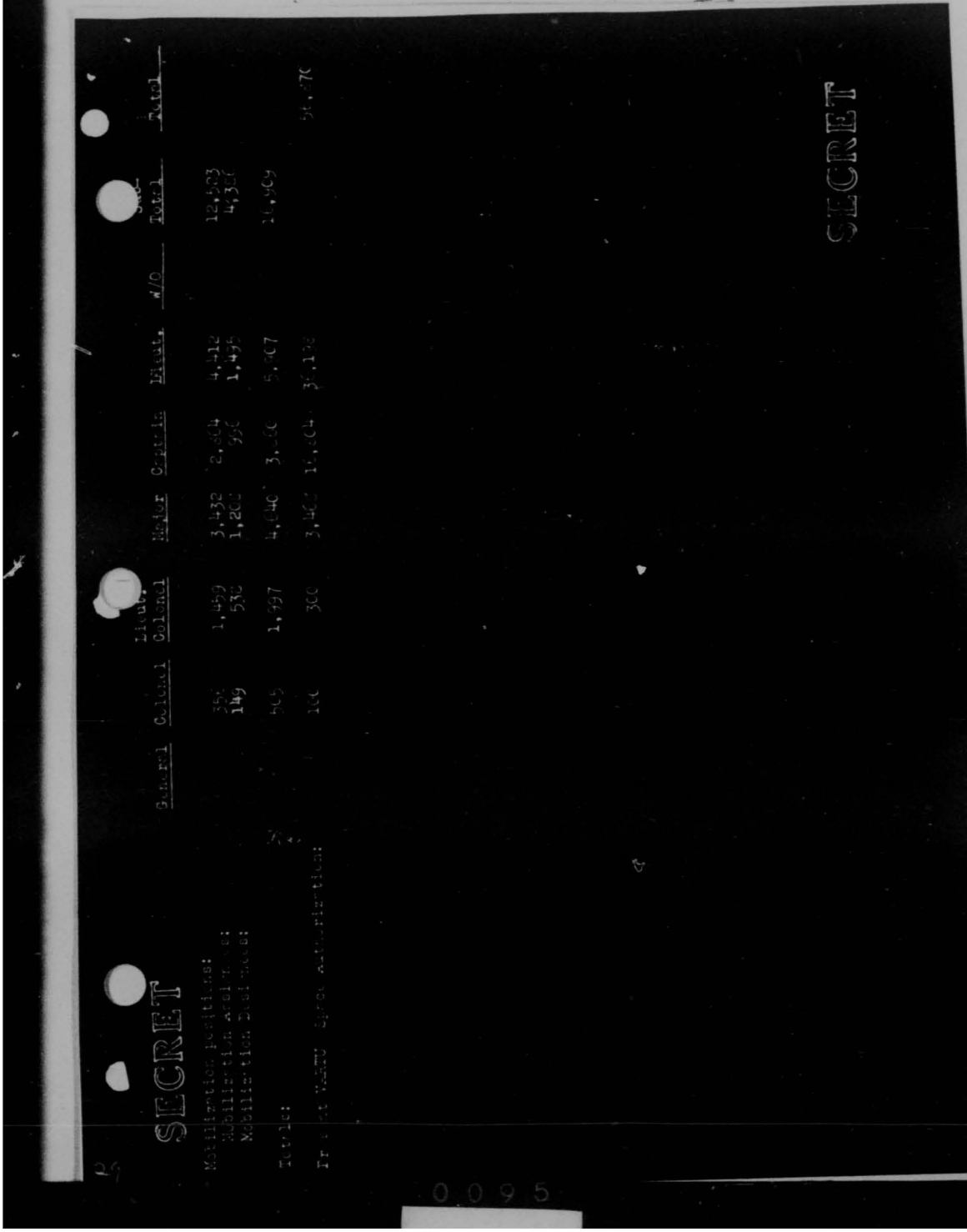

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	General	Colonel	Lt.Col.	Major	Capt.	Lt.	W/O	Sgt. Total	Total
Mobilization positions:									
Mobilization additional:		55	1,459	3,432	2,604	4,412		12,403	
Mobilization Reinforcement:		149	532	1,208	952	1,496		4,337	
Totals:		205	1,991	4,640	3,556	5,907		16,740	
		1	300	3,462	14,604	35,198			54,570
From the WARD Corps Authorization:		144							

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24[1]

HEADQUARTERS
9091ST VOLUNTEER AIR RESERVE TRAINING GROUP
Office of the Liaison Officer
Medford Armory, Medford, Oregon

22 February 1950

SUBJECT: Volunteer Air Reserve Training Program

THRU: Liaison Officer
9014th VART Wing
Hq 2343d AFFTC
Portland Airport
Portland, Oregon

TO: Commanding General
Fourth Air Force
Hamilton Air Force Base
Hamilton, California
ATTN: Director of Reserve Forces

1. It has been noted that very few enlisted reservists are assigned to VART units of this group, more than ninety percent of total personnel assigned being commissioned officers. It is felt by the undersigned that, if maximum benefit to the Air Force, and to national defense, is to be derived from the Volunteer Air Reserve Training Program, the percentage ratio of officers to airmen should be the reverse of the above cited figure. Even in the event that proportion of officers to airmen is not considered of relatively great importance to the program, it is manifestly desirable that a greater number of enlisted reservists should participate and receive appropriate beneficial training. It is realized that many airmen are being trained in T/O & E reserve units, administered by AFFTC's near the larger population centers, but to the bulk of eligible personnel residing in outlying areas of each state, the only means of participation is through the Volunteer Air Reserve.

2. Inquiry and interview of personnel by the undersigned has revealed that the chief reason for nonparticipation by enlisted personnel is the fact that no promotion opportunities are offered. Since promotion is possible in commissioned ranks through participation in subject program, it is reasonable that promotion in enlisted grades should similarly be offered.

3. In view of the foregoing, and considering that subject program is at present being administered with relatively low cost to reserve funds,

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SUBJ: Volunteer air reserve training program 22 Feb 50

it is recommended that promotion procedure for airmen assigned VART units be made a project for staff study at numbered air force level, and if deemed feasible, for further recommendation to Chief of Staff, United States Air Force.

E. McKENZIE
Captain, USAF
Liaison Officer

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AFR 35c (VAR)/93 1st Ind HCA/wc
Subj: Volunteer Air Reserve Training Program

1343d AF A TNG CENTER Portland Apt Portland Ore

TO: CG 4AF Hamilton AFB Hamilton Calif

Forwarded for reply direct to writer of basic communication.

BY THE COMMANDING OFFICER:

CHARLES D. SCHWALIER
1st Lt, USAF
Adjutant

9091 VART Gp, Volunteer Air Reserve Training Program
CTR-353 Res (22 Feb 50) 2d Ind

Headquarters Fourth Air Force, Hamilton AF Base, Hamilton, California

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

1. Information is requested as to when a policy is to be established pertaining to promotion of enlisted members of VART units as stated in paragraph 7j, AF Regulation 45-23, 8 July 1949.

2. Comments of the Liaison Officer, 9091 VART Group, contained in basic communication, reflect a problem which is prevalent throughout this command. Total strength of the VART organizations of Fourth Air Force is approximately 14,000, only 1300 of whom are enlisted. Failure to interest airmen in the VART program is attributed directly to lack of a promotion policy as an incentive to enlisted personnel to participate. Unit commanders and liaison officers have been vociferous in their complaints on this subject.

FOR THE COMMANDING GENERAL:

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		Hist
		A SURG
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		I Insp
		APM
		PS
		PIO
		COMPR
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		Fin
		DP
		ACH
		AJA
		WAF
		PPM
		Mil Pers
		MPP
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		PS
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Lt G P Floyd/5114/jjm

Hq 909lst Volunteer Air Reserve Trng Gp, No File Number
Subject: Volunteer Air Reserve Training Program

Mil Pers-F-G 383 (22 Feb 50) 3rd Ind 30 MAR 1950

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

TO: Director of Military Personnel, Headquarters, USAF, Washington 25, D. C.

1. Reference is made to message, your headquarters, AFPMP-8D 887, 7 October 1949. This headquarters is being continually queried in reference to a policy for the promotion of enlisted members of VART units.

2. In order to clarify the status of this program to all ConAC Air Forces, request a decision be rendered insofar as pertains to the intentions of Headquarters USAF in this program.

FOR THE COMMANDING GENERAL:

ELLIS V. WIDNEY
Capt., USAF
Asst. Air Adj. Gen.

ConAC Form AAG 5
Revised 22 November 1949

Air Adjutant General's Central File Copy

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		Admin
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		A SURG
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		APM
		PS
		PIO
		COMPR
		Prog
		Stat
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		MPP
		CR
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		GS
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		PO&R
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		EM
		Mat P
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		Instl
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		HQ SQ

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1st Pers-A- 353 (22 Feb 50) 4th Ind

CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York

TO: Commanding General, Fourth Air Force, Hamilton Air Force Base, Hamilton, California

1. The attached correspondence was returned to this headquarters from Headquarters USAF, along with several other pieces of correspondence pertaining to the same subject, with a single cover letter.

2. Headquarters USAF has advised that a promotion policy for VAR airmen has not yet been finalized.

3. As an interim measure, this headquarters has initiated action to provide a policy for the promotion of VAR airmen. It is expected that this ConAC interim policy will be published not later than 30 June 1950.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

Major J. W. Meador/1236/jjm

Air Adjutant General's Central File Copy

ConAC Form AAG 8
Revised 4 April 1950

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

PPM-R 326 21 June 1950

SUBJECT: Reorganization of the VART Program

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

1. Reference is made to letter your headquarters, subject as above, file VARLO 326, 8 May 1950.

2. The comments which you included in this letter have been reviewed and considered in this headquarters and in certain instances have been the subject of discussions with appropriate personnel in Hq USAF. It is not possible at the present time to provide you with final answers to all of the problems discussed. Those which can be answered at present are discussed below.

a. The urgent need for a promotion policy for VART airmen has been presented to Hq USAF. The proposed policy is now in the process of development. However, it is not anticipated that it will be available for publication in the near future.

b. The desirability of permitting certain members of VART Squadrons to participate in active duty tours is recognized. If budgetary limitations permit, this will be considered. However, the primary necessity is for members of the Organized Air Reserve to be placed on short active duty tours. It is doubtful that sufficient funds will be available to permit tours for personnel such as you suggest except in unusual instances and for specific purposes. As a general rule, this action is considered of doubtful practicability.

c. Your proposal to grant VART personnel a priority for filling Organized Air Reserve positions is considered sound except that such priority would necessarily be second to that accorded recent ROTC graduates as discussed in recent communications from this headquarters.. This matter will be reviewed further here, and it is anticipated that a more specific policy directive will be issued at a later date.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

t/s Lt. Col RA Yudkin
1130/ad

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May 25 4:17 AM 1950

FROM: Hq USAF

TO : Hqs ConAC, and 1st, 4th, 10th AF's

FROM: AFCRF 39150. Pursuant to an approved recommendation of the Air Staff Committee on Reserve Policy, the following new or revised policies and procedures are effective at 0001, 26 May, in connection with limiting the USAFR Program to the requirements of current war plans in terms of numbers and grades:

A. USAFR promotions of Reserve Officers will be limited to promotions to fill specific positions by grade under mobilization requirements.

B. Maximum age-in-grade provisions are extended to include mobilization designees and VARTU Officer Personnel.

C. The category "Mobilization Assignee Without Pay" is discontinued and personnel in this category may be given a mobilization assignment or mobilization designation within the quotas hereinafter established as appropriate. Transfers from the classification "Mobilization Assignee Without Pay" to "Mobilization Assignee" or "Mobilization Designee" will be accomplished by the issuance of appropriate reserve orders by the major appropriate Reserve orders by the Major Command concerned. A copy of all such orders will be furnished Hq, ConAC and numbered Air Forces of ConAC holding the individuals' Master 201 File, This procedure is authorized for this specific instance only. All further cases will be handled in accordance with the applicable provisions of AFR 45-3.

D. The VARTU Program will be limited to the numbers by grade required to meet Reserve Mobilization requirements in excess of those met by the

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organized Air Reserve and mobilization designees.

E. Minimum training participation provisions will be effected for mobilization assignees.

F. USAFR promotions of Reserve Officers on Extended Active Duty will be limited to those promotions which will result in their USAFR grades being equal to their AFUS grades.

G. The current provisions for the promotion of Reservice Officers serving in the active duty establishment in other than Officer grades will be discontinued.

H. The mobilization assignment and mobilization designation programs within commands will be limited by the numbers and grades allotted below. However, grade overages resulting from application of this grade structure to individuals presently assigned in these programs within commands may be carried until assimilated by normal or forced attrition. Overages in numbers are not authorized. Numbered Air Forces of ConAC will be furnished quotas and grade structures by that headquarters.

I. Personnel now in the Volunteer Air Reserve who are not assigned to a VARTU in accordance with subparagraph D above, may remain in the Volunteer Air Reserve until attrited through normal or forced attrition. No promotions are authorized within this group nor will maximum age-in-grade provisions be applied to them.

J. Maximum age-in-grade provisions will be rigidly implemented but cognizance will be given to the One Year of Grace provided in AFR 45-5 for those qualified for promotion but for whom no position vacancy exists. Applications for promotion on hand as of 2359, local time, 25 May 1950, in those headquarters authorized to convene Reserve Selection Boards will be processed in accordance with revised regulations and procedures and those

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disqualified under the new regulations will be returned to the headquarters of origin. Revisions to AFR 45-1, 45-3, and 45-5 to implement the above new and revised policies and procedures follow. Command quotas and grade structure for the mobilization assignment and mobilization designation programs within such command are as follows:

Mobilization Assigness

Command	Col	Lt Col	Major	Capt	Lt	Total
Air Materiel Command	53	234	607	511	818	2,223
Air Proving Ground	4	19	47	38	61	169
Air Training Command	63	288	749	630	1010	2,740
Air University	3	15	35	29	45	127
Continental Air Com.	36	162	420	Etr	Tyo	Qntra
Hq's Command	1	5	13	11	16	46
MATS (Z.I.)	60	275	713	601	963	2,612
SAC	31	131	340	286	455	1,243
USAF Security Service	1	3	11	9	16	40
Alaskan Air Command	4	18	46	40	62	170
CAIRC	2	10	24	20	34	90
Far East Air Forces	1	5	12	10	16	44
MATS (O/S)	4	17	44	36	60	161
Air Forces in Europe	2	8	19	16	25	70
Special Weapons Command	6	26	65	54	87	238
Research & Develop. Com.	4	16	43	35	57	155

Mobilization Designees

Air Materiel Command	18	89	231	195	316	849
Air Proving Ground	0	4	10	10	12	36
Air Training Command	15	78	204	170	279	746
Air University	1	6	13	12	17	49
Continental Air Command	9	41	108	90	145	393
Hq's Command	0	2	4	3	5	14
MATS (Z.I.)	20	102	268	226	367	983
SAC	8	36	96	81	133	354
USAF Security Service	1	3	11	9	16	40
Alaskan Air Command	0	4	9	7	14	34
CAIRC	0	2	5	4	7	18
Far East Air Forces	0	0	2	2	3	7
MATS (O/S)	1	6	12	11	28	50
Air Forces in Europe	0	1	3	2	4	10
Research & Develop. Com.	1	5	12	11	14	43
Special Weapons Command	2	8	20	17	23	70

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Following is quota and grade structure for the vartu program world wide. This quota is allotted to Continental Air Command for suballotment as appropriate. SSN Requiremtns within this quota will be furnished at a later date. Grade overages resulting from application of this grade structure to currently assigned vartu personnel are authorized until adjusted by normal and forced attrition. The total number of officers within the vartu program will not exceed the quota established herein.

Colonel	Lt Colonel	Major	Capt	Lt	Total
100	300	3,468	16,804	36,198	56,870

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HEADQUARTERS TWELFTH AIR FORCE
OFFICE OF THE COMMANDING GENERAL
BROOKS AIR FORCE BASE, TEXAS

17 January 1950

Major General Charles T. Myers
Vice Commander
Continental Air Command
Mitchel Air Force Base, New York

Dear Charley:

ConAC letter of 3 December 1949, subject: "Clarification of Relationship between AFRTC and Reserve Wing Commanders", requested comments of the two Wing and two AFRTC Commanders in this area, for use in compiling a clearer definition of the responsibilities of each of these organizations.

Comments of the AFRTC Commanders and Commander of the 323rd Air Reserve Wing were forwarded to ConAC on 6 January. Negative comments from the 443rd have been received this date, the delay having been due to the absence of General Smith.

With reference to the forwarded comments of the Commanding General of the 323rd Wing (General Lewis), I have received several personal letters from him, both before and subsequent to our transmittal of the 6th, which shed some additional light on his views. Due to his very decided non-concurrence with the current setup for administering Reserve matters, I feel this supplementary information may be helpful to you, at least for background information.

General Lewis' reply to your request of 3 December 1949 proposed three alternative organizations which he felt were preferable to the one currently in existence. These proposals are listed below, in the order of his preference, and I believe the implementing comments I show under each one, are in accordance with his views:

1. A separate command should be established within the Air Force, whose sole responsibility would be the administration of Reserve and National Guard matters. I believe, under this proposal, he visualizes AFRTC's remaining in existence, but operating under the direct control of the Reserve Wing Commander.

2. Alternatively, the establishment by law of a functional status for the Air Reserve is recommended. It is my impression that this proposed solution visualizes the establishment, in Headquarters USAF and all subordinate commands having to do with Reserve matters, of a separate office, having sole authority and control over Reserve affairs. I believe he would visualize direct correspondence between these offices, and that such offices should preferably be headed by Air Reserve personnel on extended active duty.

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3. The third proposed organization would provide for an Instructor setup in each AFRTC, composed of 3 and only 3 Regular officers. One of these officers would be a Senior Instructor; one would have responsibility and accountability for all Government property; and the third would be a Comptroller and Inspector. I assume this proposed organization would make either Reserve personnel on a Civil Service status (similar to that existing in the National Guard Units), or personnel from the Regular Establishment, available to, and operating under, the direct control of the Reserve Wing Commander.

As stated previously, these proposed organizations for administering Reserve matters are outlined in General Lewis' letter of 14 December, but without particular elaboration. Other letters to me, bearing on this subject, present some contributing information which may be helpful in more thoroughly weighing his formal comments. Among these additionally expressed views of General Lewis are the following:

1. Should the current AFRTC organization be continued:

   a. An immediate and clear, unequivocal directive, outlining the relative authority and responsibility of the Wing and AFRTC Commanders, should be issued.

   b. If the Commanding Officer of the AFRTC is to be a Regular Air Force officer, the Executive Officer should be a Reservist. Whether this Reserve officer should be Category R or inactive Reserve, is not clear.

   c. Part of the civilian personnel allocated to the AFRTC should be under the full-time control of the Wing Commander.

   d. T/D's for AFRTC Units should be governed by the Category R positions, listed in Tab A of AFL 45-11. T/D's for the AFRTC's should be coordinated with the Wing Commander and he should have a veto, or at least a strong, control over the T/D's established for the AFRTC.

2. There are numerous objections to current Category R rules, all of which grow out of a strong conviction that Category R personnel should be assigned to the Wing, rather than the AFRTC. Specifically, he feels:

   a. The principle of Category R personnel having primary responsibility with the AFRTC, with Wing responsibility coming second, is improper. He feels the Wing responsibility should be primary, and that the Wing Commander should accomplish efficiency reports on all Category R personnel.

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b. If current Category R rules are to be continued, no Category R officer should be assigned to an AFRTC without the approval of the Wing Commander.

c. If Category R personnel are subject to separation, through reduction in strength quotas, the Wing Commander's recommendations, as to officers so selected, should bear overriding weight.

d. The Wing Commander should have authority to relieve officers from Category R assignment if, in the opinion of the Wing Commander, they are not adequately discharging their Wing responsibilities.

e. The requirement, that all Wing positions listed in Tab A of AFL 45-11, are to be considered vacant unless occupied by Category R officers, is improper in cases where an inactive Reservist is satisfactorily occupying one of the Wing positions shown in Tab A.

f. The assignment of a Category R officer to an AFRTC Unit should not mandatorily require the relief of an officer occupying a Wing position, to provide a place for the Category R officer.

3. Regardless of whether AFRTC's continue in their current concept, administrative transport should be allocated to the AFRTC (or the Wing), where a need for aerial transportation, such as to gunnery and bombing ranges, exists.

4. A decided disagreement with the philosophy behind the current method of administering Reserve matters is had. He feels that any command which has Regular Air Force responsibilities, in addition to their responsibilities for administering civilian components matters, will unfailingly give preference, in their thinking, to problems of the Regular Establishment. As an example of this alleged, natural subordination of Reserve matters, he submits the current inadequacy of aerial gunnery and bombing ranges, and the delay which has been experienced in the past, in designating Class A Reserve Units for prompt mobilization, as prima facie evidence.

It may be that General Lewis has already discussed the substance of the above with you or General Whitehead. Regardless of whether he has or not, and regardless of whether such a concept as he outlines has been unfavorably considered in the past, he is still convinced of the fallibility

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of the existing organization. Due to his strong convictions on this subject, I thought it well to advise you of them, as he may contact you in the future. Should your Reserve Section have any constructive comments on this subject, I would appreciate receiving them.

Sincerely,

ALDEN R. CRAWFORD
Major General, USAF
Commanding

P. S. Since writing the above, it has been brought to my attention, through a telephone conversation between Colonel McCurnin, your Director of Military Personnel, and Colonel Howard of this headquarters, that General Lewis has written a personal letter to General Whitehead on this same subject. Attached to this letter was a copy of one of General Lewis' letters to me, which had to do with Category R officer assignments generally, and specifically referred to the problems attendant upon a Major Williams' assignment to the 2592nd AFRTC in a Category R status. I have replied to this 4 January letter of General Lewis under date of 10 January. My reply includes comments on several other Reserve Wing problems which General Lewis had brought to my attention in other letters of 4 January and 6 January. A copy of this reply has been forwarded direct to Colonel McCurnin, in accordance with his request to Colonel Howard. An additional copy is attached hereto for your immediate information.

Subsequent to dispatch of my 10 January letter, four additional letters have been received from General Lewis, to which I have not yet replied. A conference with him had been arranged at this headquarters for today, at which time I had intended to coordinate the substance of this letter with him; however, inclement weather will require a postponement of this meeting until later on in the week. I am therefore forwarding this without affirmation from him that my presentation of his views is correct in all details. Should the conference materialize prior to my departure this week-end, I will advise you, personally, of the outcome, during our meeting at ConAC Headquarters next Monday and Tuesday.

1 Incl.
Cy ltr, 10 Jan 50, Gen. Crawford to Gen. Lewis

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ConAC REGULATION)
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HEADQUARTERS CONTINENTAL AIR COMMAND
Mitchel Air Force Base, N.Y., 7 March 1950

RESERVE FORCES

Responsibilities of AFRTC and Reserve Wing Commanders

	Paragraph
Purpose	1
Definitions	2
References	3
Mission	4
Chain of Command	5
Personnel and Administration	6
Supply and Maintenance	7
Training	8
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1. Purpose. The purpose of this Regulation is to delineate the responsibilities of the Air Force Reserve Training Center commanders and the Air Force Reserve Training Center unit commanders (Reserve T/O&E wings) in the conduct of the AFRTC Program, USAF Reserve.

2. Definitions. An Air Force Reserve Training Center (AFRTC) is a Table of Distribution unit of the Air Force of the United States, comprising the personnel, equipment, and facilities necessary to administer and train the Air Force Reserve T/O&E units and individuals located thereat. An Air Force Reserve Training Center unit is the tactical Reserve wing located at the AFRTC, composed of personnel of the organized USAF Reserve, and organized under appropriate Tables of Organization and Equipment.

3. References.

a. Air Force Regulation 45-33.

b. Air Force Letter 45-11.

c. Letter, Headquarters USAF, subject: "The AFRTC Program, USAF Reserve, Fiscal Year 1950," 6 May 1949, and 1st Indorsement, Headquarters Continental Air Command, DR 326, 12 May 1949.

4. Mission. a. The primary mission of the AFRTC commander is to support and advise the Reserve wing commander.

b. The mission of the Reserve wing commander is to organize, man, and train his unit for combat operations.

5. Chain of Command. a. The AFRTC commander is the direct representative of the Air Force commander and is authorized to act in his name on all administrative matters pertaining to the operation of the AFRTC.

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b. The Reserve wing commander is the tactical commander directly responsible to the Air Force commander. Matters of an operational or policy nature may be forwarded direct from the Reserve wing commander to the Air Force commander, but normally should be routed through the AFRTC commander for his information. The AFRTC commander will not take final action on matters of this nature.

6. Personnel and Administration. a. Category "R." Reservists on extended active duty under the provisions of AFL 45-11, as amended, occupy troop spaces allotted to the regular establishment and are subject to the laws and regulations applicable to the members of the regular establishment. They are under the command and administration of the commanding officer of the AFRTC.

b. Active Duty Administrative Assistants. Personnel in this category are members of the Reserve unit on short tours of active duty (up to 90 days) for the purpose of carrying on the daily administrative functions of the Reserve wing. Personnel of this type are under the military control of the AFRTC commander and the operational control of the Reserve wing commander. They will not be assigned to duties that will interfere with their mission of carrying out the instructions of the Reserve wing commander.

c. Manning of Units of the Reserve Wing.

(1) Recruiting Reservists to fill T/O&E vacancies in the AFRTC Reserve Program is the responsibility of the Reserve wing commander; however, the AFRTC commander (and all AFRTC personnel) will furnish maximum assistance to the Reserve wing commander in all phases of this program. The AFRTC commander will inform commanders of the local VARTU's of existing vacancies in the T/O&E units.

(2) The recruiting, processing and enlisting of personnel who are not members of the USAF Reserve into the USAF Reserve is the responsibility of the AFRTC commander. He will expedite the entry into the USAF Reserve of those non-Reservists, who have been selected by the Reserve wing commander for assignment to a T/O&E position.

(3) Providing posters, information pamphlets, publications, etc., is the responsibility of the AFRTC commander. Dissemination of publicity is a joint responsibility of the AFRTC and Reserve wing commanders.

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d. Assignment and Relief from Assignment of Reservists.

(1) Reserve personnel will be assigned to and/or relieved from assignment to units of the Reserve wing, only after concurrence by the Reserve wing commander. Orders assigning or reassigning an individual between units within the wing will carry within the appropriate paragraph the following statement: "By direction of the Reserve Wing Commander."

(2) The Reserve wing commander is responsible for requesting that personnel who fail to attend drills and/or maintain standards of proficiency, flying or otherwise, are relieved from assignment to the Reserve units. The AFRTC commander will issue orders whenever such action is requested.

(3) Personnel for short tours of active duty as administrative assistants will be selected by the Reserve wing commander. Necessary administration required to order such personnel to active duty will be performed by the AFRTC commander.

e. Discipline.

(1) The observance of customs of the service and maintenance of military discipline, including corrective action where required, of AFRTC personnel is the responsibility of the AFRTC commander.

(2) The observance of customs of the service and maintenance of military discipline, including corrective action where required, of the Reserve T/O&E personnel undergoing inactive duty training and unit active duty training is the responsibility of the Reserve wing commander.

f. Internal Administration and Organization of the Reserve Wing. The Reserve wing commander is responsible for the internal administration and organization of his unit. Personnel on short tours of active duty as administrative assistants are provided for the sole purpose of accomplishing this mission. Until such administrative personnel are available in sufficient numbers, the AFRTC commander will assist the Reserve wing commander in performing this function.

g. Records Keeping.

(1) Reserve records, except AF Form 283, 201 files (including ConAC Form OT-3), AF Form 5 and pay roll records, will be maintained by Reserve personnel and Reserve personnel

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ordered to short tours of active duty as administrative assistants under the supervision of the Reserve wing commander. The AFRTC commander will be responsible for the records excepted above. Until such time as administrative personnel are available to the Reserve wing commander, the AFRTC commander will assist the Reserve wing commander in performing this function.

(2) Inspection to insure that records are being maintained properly is a responsibility of the AFRTC commander.

7. Supply and Maintenance.

a. Maintenance of Aircraft and Equipment.

(1) The AFRTC commander is responsible for maintenance of aircraft and equipment.

(2) The AFRTC commander is responsible for maintenance of organizational equipment (motor vehicles, special purpose vehicles, etc.).

b. Individual Clothing and Equipment (T/A 21-3).

(1) Individual clothing and equipment for members of the Reserve units will be requisitioned by the Reserve wing commander through the AFRTC supply officer, in accordance with procedures prescribed in AFM 67-1. Issues of such items will be made by the members of the Reserve wing, whenever possible, under the supervision of the AFRTC supply officer. Records will be maintained in the same manner as prescribed for members of the regular establishment.

(2) The Reserve wing commander is responsible for conducting periodic inspections of clothing and equipment issued to members of his wing. Shortages will be reported to the AFRTC commander for necessary administrative action.

c. Organizational Equipment (T/A 1-85).

(1) Organizational equipment for the Reserve wing will be requisitioned by the Reserve wing commander through the AFRTC commander and accounted for by the base accountable officer.

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(2) Expendable items of supply authorized the Reserve wing will be requisitioned by the Reserve unit supply officer through the AFRTC supply officer.

(3) Training aids and training materials will be obtained by the AFRTC commander and nonexpendable and/or accountable property (T/A 1-86) will be accounted for by the base accountable officer.

d. Supply of Flying Aids, Maps, and Charts. The AFRTC commander is responsible for obtaining and controlling the issue of an adequate supply of these materials.

e. Supply of Flying Clothing and Equipment. Flying clothing and equipment for flying personnel of the Reserve wing will be procured and controlled by the AFRTC commander.

8. Training. All phases of training of the Reserve wing are the responsibility of the Reserve wing commander.

a. Training Schedules. The preparation of training schedules is the responsibility of the Reserve wing commander. He will furnish the AFRTC commander copies of training schedules far enough in advance to enable the AFRTC commander to furnish adequate support.

b. Training Accomplishment.

(1) The Reserve wing commander is responsible for complying with regulations on attendance, time limitations, etc., in conducting unit training assemblies. Personnel will not be credited with points earned or training accomplished as a result of attending such assemblies whenever such regulations or directives have not been complied with.

(2) The AFRTC commander will provide adequate classroom facilities and training aids for use in training Reserve personnel.

(3) Instructor personnel for ground training will be furnished by the AFRTC commander, within the limits of his capabilities, whenever such personnel are requested by the Reserve wing commander.

(4) The AFRTC commander will provide adequate qualified personnel for supervision of OJT of members of the Reserve unit, whenever such personnel are requested by the Reserve wing commander.

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(5) The AFRTC commander will inspect the quality, standards of safety, and uniformity of instruction given to members of the Reserve units and advise the Reserve wing commander of the results of his inspection.

c. Flying Training.

(1) Instructor personnel will be furnished by the AFRTC commander, within the limits of his capabilities, as long as a requirement exists; however, Reserve personnel should be used in this capacity as soon as they are qualified and available.

(2) Qualifications of Reserve instructor pilots will be checked periodically by the AFRTC commander to insure standardization of instruction.

(3) The Reserve wing commander is responsible for assuring that members of his unit maintain flying proficiency and meet flying requirements.

d. Utilization of Aircraft.

(1) During unit training assemblies the control of aircraft allotted to the Reserve wing will be vested in the Reserve wing commander. At all other times, other than unit training assemblies, control of aircraft will be vested in the AFRTC commander.

(2) In utilizing Reserve aircraft on missions (air-lift, cargo movements, etc.) prescribed by higher headquarters, when it is not feasible for the Reserve wing commander to control the mission, the AFRTC commander will have operational control. Prescribed missions will be used to further the training of the members of the Reserve wing in so far as practicable.

e. Training Records. The Reserve wing commander will maintain a current record of the status of training of members of his wing.

9. Flying Safety. a. The conducting of an adequate Flying Safety program and compliance with Flying Safety regulations are a joint responsibility of the AFRTC and Reserve wing commanders. At no time will either AFRTC or Reserve personnel consider themselves relieved of Flying Safety responsibilities.

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b. The AFRTC commander is responsible for obtaining material to conduct the Flying Safety program.

c. Administrative action for violations of flying regulations is the responsibility of the AFRTC commander; however, such action will be reported to the Reserve wing commander when it involves members of the T/O&E unit.
(ARF)

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

DISTRIBUTION:
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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, N. Y.

Maj. E. H. MacNeill/jp-6136

2 May 1950

O&T 353

SUBJECT: Responsibilities of Air Force Reserve Training Center Commanders

TO : Special Assistant for Reserve Forces, Headquarters, USAF Washington 25, D. C.

1. A conference of a number of AFRTC and USAF Reserve TO&E Wing Commanders was recently held at this headquarters. The purpose of this converence was to clarify the relationship and responsibilities of AFRTC and USAF Reserve TO&E Wing commanders in regard to the USAF Reserve Program.

2. As a result of this conference, ConAC Regulation 45-5, 7 March 1950, was published (Inclosure #1). This regulation delineates specifically the responsibilities of AFRTC and Reserve Wing Commanders in the support and implementation of the AFRTC Program, USAF Reserve.

3. In this connection, following recommendations for the revision of or amendment to AF Regulation 45-33, 3 October 1949, are furnished for consideration and action deemed appropriate.

a. Reference paragraph 3a, AF Regulation 45-33:

(1) It is recommended this paragraph be changed to read: "Providing personnel and faciliities for the support of the organization, administration and training of the Air Force Reserve TO&E units located at this training center".

(2) The above is substantiated by the fact that responsibility should be placed on the Reserve wing commander to organize, man, and train his unit for maximum combat effectiveness commensurate with the assigned mission.

b. Reference paragraph 6, AF Regulations 45-33:

(1) It is recommended that a sub-paragraph d be added to referenced paragraph to read as follows:

"d. Other Major Command Bases Where an AFRTC is a Tenant. The Base Commander will provide personnel and equipment to operate the following facilities on week-ends (Saturday and Sunday) for use, as required, by AFRTC and Reserve Wing personnel:

(1) Messing facilities

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O&T 353
Subj:Responsibilities for Air Force Reserve Training Center Command.
cont.

(2) Supply, maintenance and communications shops

(3) Post Exchange"

(2) This recommendation is made due to occurence of several instances in the past where the lack of these facilities has impaired or hindered the reserve training program at such tenant Air Force Reserve Training Centers.

4. The above recommendations are furnished for consideration in order to claifiry certain AFRTC responsiblities and a id in the implementation of the USAF Reserve AFRTC Program.

FOR THE COMMANDING GENERAL:

/t/ CHARLES T. MYERS
Major General US Air Forces
Vice Commander

2 Incls:
1 - ConAcR 45-4, 7 Mar 50
2 - AFR 45-33, 3 Oct 49

(Incls are in AAG Files)

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HEADQUARTERS
UNITED STATES AIR FORCE
WASHINGTON

1 May 1950

SUBJECT: Manning of Air Force Reserve Training Centers

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

1. Attention is invited to the provisions of paragraph 6, Air Force Letter 45-11 dated 9 May 1949, which specifically limits the recall to extended active duty to those Reserve personnel who are permanent residents of the local communities.

2. This limitation was imposed for the purpose of providing both continuity in administration and increased effectiveness in training trhough local interest and support.

3. It has come to the attention of this headquarters that Reserve officers, not members of the appropriate community, have been recalled for duty with AFRTCs. Immediate action will be implemented by your headquarters to insure strict compliance with paragraph 6, AirForce Letter 45-11.

4. It is further requested that applicants for extended active duty under this program, who were separated from active duty under the provisions of AirForce Letter 36-3 or Air Force Letter 36-26, be favorably considered only after every effort has been exhausted to secure applicants who have not recently completed active duty tours. By pursuing this policy, maximum opportunity for current training will be afforded Reserve personnel who have been on inactive status for considerable periods. It will be realized that recent separatees will generally not be sufficiently reestablished in their home communities to afford the Air Force the benefits to be derived from firmly established civic and social community relationships.

BY COMMAND OF THE CHIEF OF STAFF:

t/s CHARLES D. SONNKALB
Colone, USAF
Office, Dir. Milit. Pers.

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HQ USAF,AFPMP-1
Subject: Manning of Air Force Reserve Training Centers

Mil Pers-2-E 210.455 (1 May 50) 1st Ind

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

TO: Director of Military Personnel, Headquarters, USAF, Washington, 25, D. C.

1. Information at this headquarters indicates that of 241 Category "R" officers assigned to the AFRTC program as of 10 April 1950, 2 officers did not claim their permanent address as being in the community in which the AFRTC is located. These two cases occured in the Tenth Air Force area. Strict preclusion of non-community residents can conceivably impair this program is sufficient applicants are not available in the immediate community. For example, the AFRTC at Scott AFB, Illinois, is not located in any one city but has adjacent thereto the towns or cities of Belleville, O'Fallon, Mascoutah, Illinois, and even St. Louis, Missouri.

a. It becomes apparent that the residence requirement cannot be adhered to or be practical in all cases.

2. 14 of the aforementioned 241 officers are former separatees under the provisions of AFL 36-26 and AFL 36-3. These officers were recalled as result of being mutually accep table to the AFRTC and Reserve TO&E wing commanders and are fully capable of producing good results. Recalls of this type were separated without prejudice or reflection on efficiency and as such should not be denied an equal opportunity, if qualfied, to participate in the AFRTC program.

3. In view of the foregoing recommend that:

a. The residence factor be relaxed when there are no applicants within the immediate locale.

b. Officers, other than Category "R", separated under provisions of AFL 36-26 and AFL 36-3 be accorded an equal opportunity to participate in the AFRTC program, provided they are otherwise qualified.

4. Attention is invited to recommendations contained in letter, this headquarters, to Special Assistant, Reserve Forces, file ARF 461, subject: Revision of AF Letter 45-11, 28 February 1950, to which no reply has been received.

FOR THE COMMANDING GENERAL:

t/s JAMES C. BARLOW
Lt. Col. USAF
Asst. Air Adj. Gen.

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HEADQUARTERS TWELFTH AIR FORCE
BROOKS AIR FORCE BASE, TEXAS

11 Jan 1950

SUBJECT: Manning of AFRTC's

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

1. In accordance with paragraph 2, letter your headquarters, subject as above, dated 5 December 1949, the following information is submitted:

a. Letters announcing the program for recall and assignment under the provisions of AFR 45-22, were dispatched by the 2592nd AFRTC and 2596th AFRTC to all enlisted Reservists upon receipt of quotas indicated in your message AFCONACMILPERS-G 25434, dated 22 September 1949. These letters stressed the advantages of being recalled for a three (3) year period in the AFRTC Program and giving them all information necessary for recall and subsequent assignment as Category "R" personnel. Number of applications received from the aforementioned letters were not sufficient to meet the October 1949 quota. Another letter was prepared and distribution was again made. However, response to this letter has also been inadequate.

b. This headquarters has prepared and forwarded public information articles to cooperating news agencies in the vicinity of the AFRTCs. Envelopes addressed to the enlisted reservists were prepared by this headquarters for the purpose of again sending letters to personnel eligible for recall, explaining the Category "R" Program and a list of MOS's authorized for recall. As a result of this action approximately three hundred (300) airmen have requested T/O&E assignments. It is believed that from this group of Reservists, a sufficient number will request active duty as Category "R" personnel to fill present recall quotas.

The major problem being encountered as indicated by the AFRTCs to this headquarters is the fact that the persons eligible for recall have families and can not afford to spend three years on active duty away from their regular civilian occupation. There are a limited number of reservists who would accept recall if any assurance could be given that they would be afforded an opportunity to enlist in the Regular Air Force upon completion of their tour in the grade in which they served in Category "R" status. However, since paragraph 5d, AF Letter 45-11, dated 1 June 1949 states that they may enlist in the Regular Air Force in

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HEADQUARTERS TWELFTH AIR FORCE
BROOKS AIR FORCE BASE, TEXAS

Subject: Manning of AFRTC's (cont)

a grade to be determined by the Chief of Staff, USAF Headquarters, the reservists are reluctant to take a chance on being offered a grade lower than that held at the time of relief from active duty.

3. Another problem being encountered is the fact that airmen to be recalled in the grade of Sergeant are ineligible if they have dependents. Qualified reservists are in an age bracket where only a small percentage are unmarried. The only known solution to this problem is to waive the restriction on dependents where it can be determined that financial hardship will not result from the recall.

4. This headquarters will continue bringing the advantages of the Category "R" Program to the attention of all reservists through letters to the individuals and by radio and newspaper articles in an effort to meet quotas previously allocated by your headquarters.

FOR THE COMMANDING GENERAL:

s /s B. Fidlow
s/t B. FIDLOW
Major USAF
Asst Adj Gen

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C O P Y
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DEPARTMENT OF THE AIR FORCE
WASHINGTON

13 Jan 1950

SUBJECT: Composition of AFRTC Units

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

1. It is requested that Tables of Distribution for AFRTC units be reviewed to determine what military positions, both officers and airmen, can be converted to civilian positions without impairing the mission of the unit. Only those conversions considered with current AF Regulations or directives, should be contemplated. For each position, show the job title, civilian pay scale and whether the employee is graded or ungraded.

2. The above report (Reports Control Symbol AF-XBB-SP5) will be submitted to Headquarters USAF not later than 1 March 1950. This information will be used for planning and cost analysis purposes.

BY COMMAND OF THE CHIEF OF STAFF:

s/t/ EDMOUND G. LYNCH
Brg Gen, USAF
Dir of Manpower & Orgn
DCS/O

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

8 March 1950

Subject: Composition of AFRTC Units

PO&R 230 (13 Jan 50) 1st Ind.

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

TO: Director of Manpower and Organization, Headquarters United States Air Force, Washington 25, D.C.

1. The attached represents a compilation of reports from AFRTC's in response to the basic communication.

2. It is requested any studies made using the attached information carefully consider the following facts:

a. Conversion of military positions to civilians in AFRTC's will decrease the capabilities of the unit to train reservist due to the necessity for night and weekend operations. The number of well qualified civilians who are willing to work night and/or schedules including weekend days is limited. With the present number civilian and military personnel missions are accomplished because it is feasible to employ the military complement on such schedules as are required and to extend work beyond the normal 40 hours; thus an appreciable number of conversions from military to civilian will necessitate either additional spaces or payment of overtime allowances.

b. The feasibility of training individual reservists by civilians is as yet untried in this command. It is possible that the reservists might object to such a procedure.

3. Based on the foregoing, conversion of existing military spaces in the AFRTC program is not recommended. If ti is determined that such action is necessary recommend conversions be limited to personnel occupying non-supervisory type positions employed in functions inherent to air base operations only.

FOR THE COMMANDING GENERAL:

1 Incl:
Auth Trp Spaces
fr Mil to Civ
(3 cys)

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

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Monthly Staff Historical Report
DP - Active Duty Section
March 1950
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2. The AFRTC program, as governed by the provisions of AF Letter 45-11, has been accelerated during the past month by removal of certain restrictive provisions, as follows:

a. The attachment to AF Letter 45-11 will be used as a guide and authorizations contained in AFRTC TD's will be the governing assignment factor.

b. ConAC Air Forces were granted authority to approve or disapprove applications of this type of reservists within their area.

c. Lack of authority to waive over-age-in-grade requirements for this program.

* * * * * *

8. Headquarters USAF has authorized this command to order Commanding Officers of Volunteer Air Reserve Training Groups and Squadrons only to active duty training, subject to limitations of funds available to this command.

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

1 June 1950

Dear Earl,

Inclosed is copy of Upston's letter of 25 May to Thatcher and extract of Upston's 18 May letter to me both reference Air Reserve situation in the Puget Sound area are self-explanatory and factual.

I do not concur in any plan which envisages Corollary flying units using our all-weather fighters. Our permanent pilots will do well to operate F-94s, F-89s, and F-95s. Those are certainly not "one week end per month" aircraft.

I want, next September, to move the 4th Troop Carrier Squadron from McChord to Kelly. The 62nd Troop Carrier Group, less the 4th Troop Carrier Squadron, is now at Kelly. When that occurs, we can no longer have a Troop Carrier Corollary Squadron at McChord.

Also, when the 4th TC Squadron moves, we shall have maintenance space for a Reserve Wing and its accompanying AFRTC at McChord. I am not at all certain that the Air Reserve in the Puget Sound area can recruit up to 80% strength in airmen. The status of the Corollary Wing (302nd TC Wing (H) less 2 TC Squadrons) on 25 April was:

	Officer	Airmen
Authorized	132	682
Assigned	114	381
Short	18	301

In percentage, the Corollary Wing is only 56% manned as of 25 April 1950. To recruit a Reserve Wing up to 865-870 airmen (80% of T/O of 1082) would be a task which I doubt could be done.

On the other hand, of our 25 Wings at AFRTCs on 25 April 1950, 6 had less than 600 airmen each. These are:

Location	Officers Auth	Officers Asgd	Airmen Auth	Airmen Asgd
New Castle	429	368	1082	479
Wold Chamberlain	429	390	1082	558
O'Hare, 437th TC Wing	429	359	1082	450
O'Hare, 441st TC Wing	429	397	1082	454
Offutt	429	370	1082	594
Miami	429	327	1082	505

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We need have no illusions that all the above will reach 70% of airmen strength. New Castle may do it in six months since they are out of Reading. Miami is discouraging. We have a good AFRTC and a good Wing Commander yet it does not "go".

Strahm is being replaced by Ivan Palmer at O'Hare as soon as summer camp ends. I doubt, however, that Chicago can recruit airmen for two wings.

Wold-Chamberlain is not making much progress.

Earl, I believe that following the T/O&E Wing (both Corollary and AFRTC) summer camps we should eliminate all which do not have over 60% manning in airmen. I further believe that USAF must now decide on a policy along these lines and make a press release on that policy.

If such a policy is announced, ConAC can then document each doubtful Reserve Wing showing among other things the following:

a. Number of aircraft available each week-end and utilization.

b. Extent to which other facilities were available.

c. Monthly and annual cost of operating the AFRTC.

d. Unit cost per Reserve officer and airman who came out for training.

e. Visits made to the AFRTC concerned by the numbered Air Force Commander, by myself, and by General Officers of my staff.

In addition, Earl, I will have a special IG inspection made of each below 60% airmen Reserve Wing (Corollary or AFRTC) by the numbered Air Force with an IG representative of ConAC present if USAF announces a policy. In that inspection we will try to find out what we can do to help the unit.

I believe that all of the above is a minimum before units can be eliminated.

Let me know what action you are taking on the above subjects.

Sincerely,

cc: Gen Myers (VC)
Col Kyle (DP)
1 cy routed to:DO, DM, IG
AG(CG) file.

ENNIS C. WHITEHEAD
Lieutenant General, United States Air For
Commanding.

Maj General Earl S. Hoag
Spec Asst for Reserve Forces, USAF
Washington 25, D. C.

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, N.Y.

DO 322 11 December 1949

SUBJECT: Air Force Reserve Training Center Facilities at Reading, Pa.

TO : Chief of Staff, United States Air Force, Washington 25, D.C.

1. The declining rate of aircraft in commission, the small amount of Air Reserve flying training, and the small number of airmen in the Reserve Troop Carrier Wing at Reading, Pennsylvania, have been an increasing source of concern to me. On 28 November 1949, with certain staff personnel of Headquarters, Continental Air Command, and the Commander of the Ninth Air Force, I inspected the Air Reserve Training Center at Reading to determine remedial action:

2. My findings are:

a. The AFRTC is fully manned, in fact slightly overmanned when considering the current workload and available facilities.

b. The permanent party personnel are average in competence and experience.

c. The personnel are well fed. They are as well housed as is possible with the barracks space availabe.

d. Morale was excellent as was the discipline and dress of personnel.

e. The Commanding Officer is capable. He knew what he had; what he needed; and the status of maintenance and training.

f. Maintenance space for aircraft is very limited; one C-46 and two each T-7 or T-11 aircraft are all that can be under cover at any one time.

g. Shop space is virtually non-existant. There is about 1200 square feet plus one machine shop trailer available.

h. Supply space is about 15,000 square feet in thirteen different barracks type buildings.

i. Training aids space is virtually non-existent.

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Air Force Reserve Training Center Facilities at Reading, Pa. (Contd)

j. Administrative space is entirely inadequate for the orderly transaction of business.

k. Operations, locker room space, etcetera, isinadequate.

l. Barracks space is inadequate for the permanent party personnel. Twenty-two (22) single non-commissioned officers are on commutation of quarters due to this lack of space. There is no space available to accomodate any Reserve airmen or officers overnight. The Commanding Officer has arranged with local hotels for special reduced rates for airmen and officers engaged in week-end training but this is expensive for those individuals.

m. Mess hall space is inadequate at the noon meal for permanent party personnel with an average of 350 being fed in a small (260 wartime capacity) mess hall. For week-end peak loads messing facilities are extremely crowded.

n. If all the space on the Reading Airport, including the Navy barracks and administrative area and all facilities now used commercially were made available, there would be enough space for the AFRTC and the Air National Guard squadron. In my judgment, this solution is not feasible. The Navy has spent several hundred thousand dollars putting in central heat, latrine facilities, etcetera, in the barracks area used by their Reserve. Several different commercial concerns have the industrial area of this former air force base leased. Income from these leases represent a considerable income to the City of Reading, and thus assist in paying the Airport operating expenses.

o. Parking space is entirely inadequate.

3. I inspected New Castle and found adequate facilities (Including parking space as 25 hardstands are available) to operate an AFRTC after the Veterans Administration moves to the new VA hospital on or about 1 April 19 50. New Castle County Airport is about 30 miles from Philadelphia as compared to 50 miles from downtown Philadelphia to Reading. Commercial transport availability between Philadelphia and New Castle is much better than between Philadelphia and Reading. After the VA moves, there will be adequate barracks, BOQ, and mess hall space at New Castle to accomodate both the AFRTC and the weekend reserve personnel. For further information reference this Airport, refer to 1st indorsement, this headquarters, 25 September 1949, file Instl 686, to letter, Headquarters, Ninth Air Force, subject: "Facilities Survey and R&U Cost Analysis for New Castle County Airport, Wilmington, Delaware," file 326, 22 August 1949.

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Air Force Reserve Training Center Facilities at Reading, Pa. (Contd)

4. Recommendations:

a. Close the Air Force Reserve Training Center at Reading, Pa., because it cannot be satisfactorily operated due to the lack of facilities enumerated in paragraph 2 above.

b. Relocate this AFRTC at either New Castle County Airport at Wilmington, Delaware, Andrews Air Force Base or Wright-Patterson Air Force Base.

5. Request an early decision on the above recommendations.

ENNIS C. WHITEHEAD
Lieutenant General, United States Air Force
Commanding

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FROM: C.O. 2472nd AF Res. Training Center NAS Ogathe

TO: Chief of Staff USAF

Info. Comm. Genl. ConAC Mitchel AFB, N. Y.
Commanding Officer Tenth AF Selfridge AFB, Mich.

31 May 1950

DRXG191. In accordance with AFR 75-20, this is notification of the arrival as of 0800 hours cst, 22 May 1950 at Olathe Naval Air Station, Olathe, of the Headquarters 2472d AF Reserve Training Center formerly located at Fairfax Field, Kansas City, Kansas.

CFN DRXG191 75-20 0800 22 1950 2472d
24/2013Z May UECKB

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AFOOP Readjustment of USAFR Corollary Program 1st Ind

Dept of the Air Force, Hq USAF, Washington 25, D. C., 21 December 1949

TO: Commanding General Hq Continental Air Command, Mitchel AFB, New York

1. This headquarters has reviewed your proposal to adjust the CONAC portion of the Corollary Unit Program.

2. With reference to paragraph 1 of basic communication, this headquarters agrees that the activation of Aircraft Control and Warning Units in the Corollary Unit Program of ConAC is very desirable. If, in the opinion of your command, no serious problems exist; specifically, with regard to trained personnel and equipment in the parent units of the regular establishment, approval is hereby granted to activate the units indicated in paragraph 3 as an addition to the present CONAC Corollary Program.

3. With reference to paragraph 7, this headquarters does not approve recom endation contained therein that the tactical squadrons of the Corollary Program of your command be inactivated at this time. While it is recognized by this headquarters that the tactical Corollary Units are presenting a difficult problem in view of a limited allocation of flying hours, nevertheless, it is considered necessary that every possible effort be made to maintain a combat reserve potential. In view of your concern regarding the feasibility of continuing the present tactical Corollary Unit training under current and projected flying hour limitations, it is desired that a new proposal be submitted to this headquarters indicating:

a. What modifications should be made in the present Tactical Corollary Unit Program.

b. Types of units or activities which can be administered in the areas where tactical Corollary Units must be inactivated.

BY COMMAND OF THE CHIEF OF STAFF:

J. P. McCONNELL
Brigadier General, USAF
Deputy Spec. Asst. for Reserve Forces

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POR/Maj GS Weart/kfs
Ext. 6125

Hq. ConAC (No file)
Subject: Readjustment of USAFR Corollary Program

POR 322 (2 Nov 49) 2d Ind. (8 Feb 50)

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

TO: Deputy Chief of Staff, Operations, Headquarters, United States Air Force, Washington 25, D.C.

1. Reference is letter this headquarters, POR 326, subject: "Activation of USAF Reserve Corollary Aircraft Control and Warning Units", 23 January 1950, to Director of Manpower and Organization, Headquarters, USAF, Washington 25, D.C., which requested activation authority for certain AC&W units.

2. Recommendations of this command as required in paragraph 3, 1st Indorsement are as follows:

a. The Corollary Unit Program, as the entire reserve program, must be predicated on National Defense requirements in consonance with reserve capabilities. The latter of these two factors largely eliminates the tactical units from the corollary program. The combat crews at present manning these tactical units are composed of World War II personnel, who as a group are rapidly becoming too old for jet fighter operation. These personnel can logically be utilized for cargo or troop carrier type operation as in the AFRTC program. It is not, however, logical or practical to continue the Corollary Troop Carrier Squadrons now organized at McChord Air Force Base and Smyrna Air Force Base because of the current and projected commitments of the parent units and because of the relatively high cost of operation of C-54 type aircraft at McChord.

b. It is proposed that the following type units be substituted for the tactical corollary units:

(1) Langley Air Force Base: a Fighter Wing HHS or Fighter Group Hq for the 10th Fighter Squadron (Jet).

(2) McChord Air Force Base; The AC&W units proposed in the basic correspondence for the 355th Troop Carrier Squadron (H).

(3) McGuire Air Force Base: The AC&W unit proposed for activation at Mavesink Mil. Res., N.J., for the 496th Fighter Squadron (AW).

(4) Otis Air Force Base: A Fighter Wing Communications Squadron and a Motor Vehicle Squadron for the 81st Fighter Squadron (Jet).

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POR 322 (2 Nov 40) 2d Ind. (Cont)

(5) Hamilton Air Force Base: A Fighter Group Hq, an M&S Group Hq, a Supply Squadron, and a Maintenance Squadron for the 52d Fighter Squadron (Jet).

(6) Smyrna Air Force Base: A Troop Carrier Wing (M), H&MS, an Air Base Group H&MS, a Medical Group and a Communications Squadron, for the 376th Troop Carrier Squadron (M).

FOR THE COMMANDING GENERAL:

CHARLES T. MYERS
Major General, USAF
Vice Commander

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DEPARTMENT OF THE AIR FORCE
OFFICE OF THE VICE CHIEF OF STAFF
UNITED STATES AIR FORCE
WASHINGTON, D. C.

D/O forwarded

18 JAN 1950

Lt. General Ennis C. Whitehead
The Commanding General
Continental Air Command
Mitchel Air Force Base, New York

Dear Ennis:

You have, no doubt, received our reply of 21 December 1949 (copy attached) to your official letter, subject: Readjustment of USAFR Corollary Program.

I am inclined to agree with your suggestion that it would be more sound from the military and fiscal points of view to place emphasis in the Corollary Program on non-flying units composed of specialists holding critical MOS's. Accordingly, we have authorized you to proceed with the activation of Corollary Aircraft Control and Warning Units, subject, of course, to a determination that the problems of training personnel and equipment can be solved.

Regarding deactivation of tactical Corollary Units, I am still uncertain as to what action should be taken. There is, as you know, a mobilization requirement for trained combat crew replacements of specific types. I know of no other source except the USAFR from which the requirement can be met. It may be that at a later date a portion of the requirement can be provided from the ANG. This possibility is now under study, as you know.

In addition, there are the political and morale problems with which we would be faced if tactical Corollary Units were deactivated. There would undoubtedly be protestations by Reservists concerned through their Congressional representatives if the tactical units were disbanded. We would probably be accused of failing to comply fully with the Presidential directive to utilize the resources of the Regular Establishment in the training of Reserves.

It is my sincere hope that the study which we have requested in our reply of 21 December will assist in solving this problem.

Sincerely,

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OFFICE OF THE COMMANDING GENERAL
Headquarters Fourth Air Force
Hamilton Air Force Base
Hamilton, California

25 May 1950

Brig. General Herbert B. Thatcher, USAF
Acting Vice Commander, Continental Air Command
Mitchel Air Force Base, New York

Dear Herb:

This is in reply to your similarly classified letter of 8 May, with inclosures. I am grateful to you for sending me copies of your exchange of correspondence with USAF on this subject. The information contained therein is of great value to me as well as to my staff.

While I subscribe wholeheartedly to the logic of General Whitehead's personal letter to General Fairchild dated 2 November 1949, and his officila letter of the same date, I know from experience that there will be severe political repercussions from reserve pilots if the units to which they are now assigned are converted to non-flying units. Consequently, I feel that, before announcing any such change, Hq. USAF must develop a defense of its action so strong that it will not find it necessary to retreat in the face of vigorous political opposition. In this connection, I am happy to note from the 3rd Indorsement, dated April 21, 1950 and signed by General Lynch, that a study of the entire corollary program is being made. I have recommended to General Whitehead that we not make any drastic changes in the Puget Sound area until a nation-wide revision of the corollary program is approved. As you know, the Air Force was placed in an unfavorable light prior to announcement of the Reserve Program for FY 1950 because of the absence of a clear cut Reserve Program. I feel that until the first year's trial of that program has been fully evaluated, we are asking for trouble by taking piece-meal action. The Puget Sound Reservists feel that they have logical reasons for complaint because -

(1st) we transferred their AFRTC to Portland and substituted a Reserve Wing Corollary to the 62d Troop Carrier Wing;

(2nd) while the new wing was getting organized, we changed the equipment of the 62d from C-82's to C-54's, thereby delaying the qualification of their combat crews; and

(3rd) we moved the 62d Wing leaving them without a parent unit after they had initiated an intensified recruiting program.

I realize that it is my job to make them understand that what we do is in the interests of the service at large and shall continue to do so to the extent of my ability. I can't however keep the ARA Chapter from going to their congressmen with their complaints which I am unable to satisfy, and that is why I counsel having a defense which will withstand political attack on the Washington level. Just in case you haven't seen my letter to General Whitehead, dated 18 May, I am inclosing an extract of that portion pertaining to the McChord Corollary units.

Sincerely,
JOHN E. UPSTON, Major General USAF

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HEADQUARTERS FOURTH AIR FORCE
HAMILTON AIR FORCE BASE
HAMILTON, CALIFORNIA

SECRET
By Auth CG 4AF
Initials Date
CDOV 15 Mar 50

File

IN REPLY REFER TO:

OTR-353

SUBJECT: Status of Organizational Training of the 302d Troop Carrier Wing, Reserve

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

1. References:

a. Paragraph 5, ConAC Daily Diary, subject: "Recommended Organizational Structures and Proposed Troop Space Authorizations," dated 14 February 1950.

b. Letter, Headquarters, ConAC, File PIO 326x322, subject: "Controversies Concerning Civilian Components," dated 8 February 1950.

2. The 302d Troop Carrier Wing, corollary, as presently organized at McChord Air Force Base with the 62d Troop Carrier Wing as parent unit, is scheduled for active duty training during the period 13 to 27 August 1950. The proposed move of the 62d Troop Carrier Wing prior to this date will eliminate the possibility of conducting the scheduled training with the original parent unit and require reorganization or inactivation.

3. Attention is invited to letter, Headquarters, ConAC, file PIO 326x322, subject: "Controversies Concerning Civilian Components," dated 8 February 1950 and to the ramifications of the Reserve Public Relation matters contained therein. The 302d Troop Carrier Wing at present is participating in an "all out" effort to achieve a fully organized status and prepare for the summer encampment. The personnel of this organization in general need the summer encampment period to attain sufficient training credits for a year of satisfactory service for promotion and retirement purposes. The contemplated change within the organization of the Reserve unit and possible loss of the active duty period to all or a portion of the Reserve Wing is certain to bring controversial points to light and cause adverse criticism of the USAF Reserve policy within the

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Status of Organizational Tng of the 302d Trp Carr Wg, Res
OTR-353

Seattle area. The classified nature of the regular Air Force transfers prohibits the full dissemination of the information deemed necessary for a satisfactory explanation of the problem to the Reservist.

4. The 325th Fighter-All Weather Wing, which is scheduled to replace the 62d Troop Carrier Wing at McChord Air Force Base, can possibly assume the training load of the non-tactical support units of the corollary unit in time for the summer encampment. It is not considered feasible, however, to have the 325th Wing assume training of the one tactical squadron authorized within the organizational structure of the Reserve Wing due to the change in basic type of aircraft and the current maintenance effectiveness of the F-82. Further, the contemplated conversion of the 325th Wing to F-86 type aircraft would make the training in F-82's an unnecessary burden and a misspent effort.

5. The problems posed by the transfer of the 62d Troop Carrier Wing evolve into the following possible recommended courses of action for the active duty period, reorganization, or inactivation. The recommendations are listed in order of precedence considered most favorable by this headquarters:

a. Unit active duty period.

(1) Re-schedule the active duty period to an earlier date which will permit the unit to attend camp prior to the transfer of the 62d Troop Carrier Wing.

(2) Reorganize and train the corollary Wing, less tactical squadron, as an all-weather wing during the summer encampment.

(3) Cancel completely the summer encampment of the 302d Troop Carrier Wing.

b. Reorganization as Fighter-All Weather Wing, less tactical squadron.

(1) Reorganize as Fighter-All Weather Wing after completion of active duty training period as Troop Carrier unit.

(2) Reorganize as Fighter-All Weather Wing during fifteen (15) day active duty period.

c. Inactivation.

(1) Inactivate 302d Troop Carrier Wing prior to active duty period

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Status of Organizational Tng of the 302d Trp Carr Wg, Rms
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(2) Inactivate 302d Troop Carrier Wing after active duty period recommended in 5a(1) preceding page.

6. It is requested that this headquarters be advised at the earliest practicable date of the decision of Headquarters, Continental Air Command, on this matter.

J. P. BAILEY
Col USAF
Vice Commander

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Extract from personal letter
General Upston to General Whitehead
dated 18 May 1950

"8. We have discussed your proposal regarding corollary units at McChord with the Base Commander and key officers of the corollary units in the Pacific Northwest. Their reaction is that we should not redesignate the corollary troop carrier wing as fighter-all weather, but that we should maintain the 302d Troop Carrier Wing Headquarters, an air base group, an M&S group with its squadrons, and a troop carrier group, with all of them attached to the 325th Fighter-All Weather Wing for training. The 355th Troop Carrier Squadron (Cor) to remain in status quo and corollary to the Fourth Troop Carrier Squadron. I have just received a letter from General Thatcher, dated 8 May 1950, concerning the corollary program and inclosing copies of correspondence between your Headquarters and Hq. USAF. In the light of that correspondence, especially the factors for consideration expressed in 3rd Indorsement from Hq. USAF to your basic letter, Subject: "Readjustment of USAFR Corollary Program", dated 2 November 1949, it is recommended that:

a. All units except the tactical squadron of the 302nd Troop Carrier Wing (Cor) be redesignated and reorganized as a fighter-all weather wing.

b. The 355th Troop Carrier Sq (Cor) be retained as a troop carrier unit until such time as Hq USAF has completed its evaluation of the Corollary Program and a firm decision is reached on the future of corollary tactical squadrons. If, at that time, a corollary tactical squadron is to be located at McChord AFB, and if a runway thereat is extneded as now contemplated, it is recommended that the 355th Troop Carrier Sq. be inactivated and replaced by a fighter-all weather squadron.

c. The 722nd AC&W Sq (Cor) recently activated at Silver Lake, Washington, be redesignated a corollary squadron of the 636th AC&W at McChord AFB. This recommendation is made because of the planned future move of the regular 634th AC&W Sq. from Silver Lake to McChord AFB. This subjedt is being covered in a separate letter to your headquarters."

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Identical ltr sent to 4th, 9th, 10th, 12th and 14th AFs.

W/S MESARIS (Ltr)
22 March 1950

Dear Glenn,

I have talked to Earl Hoag at some length about the new plans for the Volunteer Reserve. Although these plans are pretty firm they have not been coordinated through the Air Staff and are therefore subject to change before they are finally announced. Hoag does not expect any major changes. I recommend that your staff and especially the Volunteer Liaison Officers in the field become thoroughly familiar with what is being proposed as a guide for interim action.

A new regulation (AFR 45-1) in which the USAF Reserve is defined has been approved and has gone to the printer. This definition provides that, the active portion of the Reserve will be based on the requirements of the intermediate range war plans. It is called the troop basis reserve and consists of the remainder of the mobilization troop basis after deducting (1) the troop basis of the active establishment, (2) the troop basis of the Air National Guard, and (3) those troop spaces for whom personnel may be procured and trained after M-Day and before they are required. The Reserve Troop Basis is divided into the Organized and Volunteer Reserve. The Organized Reserve consists of those units and individual troop spaces considered most necessary for prompt mobilization. It is now composed of personnel in the AFRTC, Corollary Units and Mobilization Assignees. The Volunteer Reserve consists of all the remaining troop spaces in the Reserve Troop Basis after the Organized Reserve has been deducted. So you see, the Volunteer Reserve will be tied directly to the requirements of the war plan, heretofore, it has been thought of as World War II troop inventories which were in excess of those who could be assigned to the Organized Reserve. It is important that all personnel who are dealing with the Reserve understand these definitions and their implications. It means that we have as a goal exactly what we want and need in the Reserve. The period of transition during which we try to adjust what we have to what we need in the Reserve may be slow but all of our action should be directed toward this end.

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		Mil Pers
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Major General Glenn O. Barcus. 22 March 1950

A staff study of the Volunteer Reserve Program was made in Gen's office. A copy of this is attached for your information (Incl. 1). He approved the conclusions and recommendations and his office is taking the necessary action to get Air Force staff approval of these recommendations. Some of these recommendations will be approved and implemented before the whole project is completed. I feel that your people should know the details of the whole plan proposed, so they can handle correctly the piece-meal actions that may take place first. Based on this staff study, a revised AFR 45-2 has been prepared, it is not finally approved. A copy of this proposed regulation, which may contain some changes before it is published, is attached (Incl. 2). The supply procedure for supporting these Volunteer Units is contained in a proposed AF Letter, a copy of which is attached (Incl. 3). This letter has not been approved and is to be used for information only. In order to get funds transferred from the leasing of facilities, it was necessary to establish the proposed locations of the 100 Volunteer Groups and 500 Volunteer Squadrons, which are proposed in the plan. Some of these locations, especially new ones that are proposed, were arbitrarily fixed. These locations may be changed on the basis of field commanders recommendations, so long as any proposed changes meet the requirements of the organizational structure as set out in the regulation. These changes are to be approved at this office. I am attaching (Incl. 4) a copy of this AAF location list which I would like your people to study and make any recommendation which will improve it. In the meantime and until it is officially changed, this list should be used as a guide for the organization of new units and for the leasing of office and training facilities. I am also including (Incl 5) a copy of the estimated cost of this new program which shows the factors used in estimating the cost. In any case in which these factors do not appear to be realistic, we would welcome recommended changes.

This revised AFR 45-2 program will require regular personnel for [illegible] liaison in the field and supervisory personnel at your headquarters, attached (Incl. 6) is a proposed distribution of [illegible] spaces allotted it is to hand to implement the new program.

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ConAC Form AAG 5
Revised 23 November 1949

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ROUTING	COORDINATION	STAFF ACTIVITY
		CG
		VC
		ARF
		AVC
		MRR
		AN LIAISON
		AAG
		Pub
		Admin
		Hist
		A SURG
		IG
		A Insp
		APM
		PS
		PIO
		COMPR
		Prog
		Stat
		Rpd
		Amd
		Fin
		DP
		ACH
		AJA
		WAP
		PPM
		Mil Pers
		MPF
		CE
		PS
		AFROTC
		Grd Sfty
		DO
		O&T
		POR
		Comm
		Int
		DM
		Mat P
		M&S
		Instl
		DTAO
		HQ SQ

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Major General Leon O. Marcus. 22 March 1950

A committee was appointed at Headquarters to compile a list of training materials that are currently available in the Air Force which might be used for [illegible] training. The report of this committee has not been submitted, however, the indications are that they will recommend stressing general professional type training rather than specialist training for the next year or two. It also appears that the Air University can make available within a few months a professional type training course based on their officers orientation school, which can be issued to [illegible] units in packaged lectures.

We will have a big job in adjusting the present inventories of the Volunteer Reserve to the requirements of the troop basis. This will require a more accurate knowledge of what skills exist in the Volunteer Reserve than we have now. Your office is proposing a plan to provide each of the sponsored Air Forces with sufficient paid mobilization assignee spaces to provide a classification and assignment officer position in each Volunteer Squadron locations. These officers will be given indoctrination in the new Air Force Classification System which is expected to be published about 1 July. They will be given a two weeks active duty course in the Air Force classification school. Upon the completion of their training they will be utilized to reclassify the personnel in squadrons located in the city of their residence. This plan has not been approved by the Air Staff and is passed on to you for information only.

The development of a new Intermediate range war plan by the Air Force may encounter some considerable delay. Although the present war plan is not considered satisfactory it is not entirely useless as a reserve planning document. The requirements of this plan have been broken out by grade and MOS through M plus 12 months by machine computation. The requirements imposed upon the Volunteer Air Reserve under this plan are available and will be furnished for your planning guidance pending the development of a new war plan.

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ROUTING	COORDINATION	STAFF ACTIVITY
		CG
		VC
		ARF
		AVC
		MSB
		AN LIAISON
		AAG
		Pub
		Admin
		Hist
		A SURG
		IG
		A Insp
		APM
		PS
		PIO
		COMPR
		Prog
		Stat
		Bud
		Aud
		Fin
		DP
		ACH
		AJA
		WAP
		PPM
		Mil Pers
		MPP
		CP
		PS
		AFROTC
		Grd Sfty
		DO
		O&T
		PO&R
		Comm
		Int
		DM
		Mat P
		MS&S
		Instl
		DTAO
		HQ SQ

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Major General Clenn O. Marcus.

12 March 1950

After the proposed Volunteer Pro ram has been com letely coordinated by the Air Staff, I understand that Earl [illegible] will call a meeting of the Air Force Commanders and their Reserve Advisors to explain it in detail. I am anxious that the information contained in this letter be brought to the attention of your staff and personnel engaged in the Volunteer Liaison pro ram. You must emphasize that these documents supportin the plan are not approved papers and therefore must e used as a guide only.

Sincerely,

[illegible]
Lieutenant General, United States Air Force
Commanding.

6 Incls.
1. Staff Study
2. Proposed [illegible]
3. Proposed [illegible]
4. Location of [illegible]s
5. Cost factors
6. Personnel Allocation.

Major General Glenn O. Marcus
Commanding General
First Air Force
Mitchel Air Force Base, N. Y.

4

ConAC Form AAG 5
Revised 28 November 1949

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HEADQUARTERS TENTH AIR FORCE
Selfridge Air Force Base, Michigan

Office of the Commanding General 3 March 1950

Major General Charles T. Myers
Vice Commander
Continental Air Command
Mitchel Air Force Base, New York

Dear Charley:

On my last trip to your headquarters I mentioned the fact of how this VARTU Program was mushrooming and snow balling and that someone sometime would have to tell us how far we are going and what we are going to do or we are going to be engulfed by a tidal wave. If we don't take care of these boys, they are going to get sore and, instead of the Air Force making friends and having people plug for us, they may get disgruntled and work against us.

I have had a staff study made on this, which is attached. I wish you would go over this and then have your Special Assistant for Reserve Forces go over it. I believe it should be presented to Air Force Headquarters to determine how far we are to go on this program, what support we are going to get, and what funds will be specifically set aside. Working on this hand-to-mouth existence, as we are at present, we will soon spin in, and I am afraid the repercussions will be long, loud and lusty.

I was waiting for you to come through, as there are many items whic I wanted to discuss. I can assure you there is never a dull moment around here.

We have another mess on our hands in that Lt. Colonel Meadows, PAS&T at Bradley University, has now thrown out some more bad checks. He has been relieved from the school and ordered to this headquarters on TDY. He is due for separation on the last reduction, but, in view of his conduct and bad check writing, he is going to have the opportunity of re-signing for the good of the service or be tried. With his record he is not entitled to the same consideration as a man separated under honorable conditions.

Went out this past weekend and inspected four training

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HEADQUARTERS TENTH AIR FORCE
Selfridge Air Force Base, Michigan

centers plus St. Louis University and our instrument school at Marshall. It was really the first opportunity I have had for some time, but from now on expect to get out more.

Would appreciate very much getting your reaction on this staff study and getting a firm commitment on where we shall head on this thing inasmuch as we still have approximately thirty additional flights in process of forming, and we are receiving queries every day from other locations.

Sincerely yours,

s/s Harry
s/t HARRY A JOHNSON
Brigadier General, USAF
Commanding

1 Incl
Staff Study

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VOLUNTEER AIR RESERVE STUDY

I. Purpose: The purpose of this study is to outline the current status of the Volunteer Air Reserve Organization within the Tenth Air Force and to present extenuating factors which are of prime interest to the welfare of the present Volunteer Air Reserve Program.

II. Status of Organization:

1. The designation and organization of the Tenth Air Force Volunteer Air Reserve Liaison Offices and Volunteer Air Reserve Training Units has been formally accomplished by the publishing of the General Order No. 9, this headquarters, dated 27 January 1950. (See Tab "A")

2. The Tenth Air Force Volunteer Air Reserve Organization is currently composed as follows:

a. Two (2) DIVISION Liaison Offices.

b. Nineteen (19) DISTRICT Liaison Offices.

c. Sixty-four (64) VART SQUADRONS.

d. Three hundred and twenty (320) FLIGHTS.

e. 16,958 assigned Volunteer Air Reservists (as of 31 Jan 50) (14,249 Officers and 2,709 Airmen)

f. Twenty-two (22) Liaison Officers assigned.

g. Sixty-five (65) Liaison Airmen assigned.

3. The areas of liaison responsibility are outlined in attached map. (See Tab "B")

III. Factors:

4. In the consideration of plans and requirements for a stabilized long-range Volunteer Air Reserve Program, the attending problems sum up to portray a rather undesirable picture. The over-all Volunteer Air Reserve Program appears to be too intangible and ambiguous under the present funding arrangement. Specifically, the items involved are as follows:

a. Membership Goal.

b. Supply.

c. Vehicles for transportation of Liaison Personnel.

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d. Acquisition of Real Estate.

e. Authorization for rated Liaison Personnel to perform necessary administrative flights and obtain administrative aircraft from the unit they are attached to for flying.

f. Training.

IV. Discussion:

5. Membership Goal. a. The Volunteer Air Reserve membership ceiling (101,500 members) established for the Tenth Air Force imposes no particular problem because the maximum membership potential within the Tenth Air Force area is lower than the allowable ceiling. Therefore, on the surface, it appears that there are no limitations present which would preclude an "all-out" effort to attain the desired goal of maximum membership. However, a definite readily apparent limitation does exist today in that no "yardstick" has been established which will automatically provide a clear cut program designed to attain the ultimate in membership yet being entirely devoid of the intangible "gamble" involved in the present procedure of being limited to funds "left over" from the Organized Reserve.

b. There are approximately sixty-eight thousand (68,000) unassigned air reservists within the Tenth Air Force area. This total plus the 16,958 presently assigned members gives us an aggregate potential membership of approximately 85,000 Volunteer Air Reservists.

c. The confusing question now arises as to how far can we go with respect to this huge potential? It is like having the proverbial lion by the tail and not knowing whether it would be best to hang on or let go! In any event, we must have a program so positive and firm that the good faith of our air reservists will never be jeopardized.

6. Supply. a. At the present time, there is no formal authorized Table of Allowance established for the VARTU liaison personnel.

b. Pending the issuance of an approved Table of Allowance, this headquarters published a stop-gap directive (TWX AF 10MS, 20 Dec 49) authorizing VARTU Liaison Officers to request needed equipment from the nearest Tenth Air Force installation, using T/A 1-85 as a guide, and AF Manual 67-1 for substantiation.

c. The Liaison Officers have had to rely on their own initiative in "borrowing" equipment on memorandum receipt from accountable officers of another command when such local arrangements could be made.

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NOTE: Reference the ceiling of 101,500 members mentioned in Section IV, Paragraph 5, this figure was arrived at by multiplying the number of squadrons allocated to the Tenth Air Force (ConAC Letter 45-13) by the total allowable strength of 500 for each squadron. (203 x 500 = 101,500)

The statement contained in Paragraph 8b of Section IV, may appear to be rather harsh but according to information received from our Air Installations Office this can be backed up.

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d. As a specific example of the supply problem, this headquarters received a routine requisition from our District VAR Liaison Office in Minneapolis. This requisition was subsequently forwarded to Continental Air Command requesting continuance of present interim supply action and deploring the fact that units are organized, manned and given a mission to perform, but are not legally authorized equipment and supplies to accomplish the mission.

7. Vehicles for Transportation of Liaison Personnel. a. Adequate transportation facilities for all Liaison Personnel in the field is of vital importance at the present time. For example, S/Sgt Stout, one of our NCO Squadron Unit Instructors, using his personal automobile to accomplish the necessary liaison duties pertinent to the various flights in his assigned area, traveled a total of 2,300 miles during the month of January. For this travle, he was reimbursed at the rate of three cents per mile. It is obvious that one cannot afford to operate his personal automobile at this rate of reimbursement and also be required to pay other personal expenses (hotel, meals, toll charges, etc.) when away from his regular resident quarters.

b. A recent letter from Continental Air Command, dated 7 December 1949, was received this headquarters to the effect that Headquarters ConAC was conducting a staff study on the supply of vehicles for the VARTU Program. The letter further stated that upon completion of the study and decision reached, this headquarters would be notified of proper supply action to be taken relative to the vehicle situation. To date, no further information has been received from ConAC on this subject.

8. Acquisition of Real Estate. a. The present system of processing requests for acquisition of real estate is drastically retarding the development of the Volunteer Air Reserve Program. This Headquarters has made numerous requests for special consideration reference revision of the established procedure in order to expedite real estate acquisition.

b. It has required an average of five (5) months time to process a rather simple formal request for the acquisition of real property. It appears that most of this time is taken up within Air Force channels as in most cases, the units are able to occupy the facilities within approximately two (2) weeks after the Chief of Engineers receives his instructions from USAF. At present, whether funds are involved or not, installations are required to formally make a request for acquisition of real estate strictly in accordance with AF Regulation 85-3 and forward it through channels to USAF.

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c. A review of past action on this subject follows:

(1) The Fiscal Year 1950 program authorized the Tenth Air Force to obtain 26 locations involving funds at $2.00 per square foot for 2000 square feet or a total of $104,000.00.

(2) This Headquarters initiated a message to Continental Air Command on 19 September 1949 wherein clarification was requested as to which of the above items should be considered as the limiting factor. A recommendation was included to consider the monetary figure as the limiting factor due to the fact that it would permit the acquisition of more locations than the 26 so stipulated. A further fact was dwelt upon in that no provision was made for acquisition of facilities for those flights not located with the Squadron Headquarters.

(3) A reply was received from Continental Air Command (AF ComAC Bud 25430 on 22 Sep 49) stating that: "all three factors are to be considered as limitations in connection with acquiring facilities; where rental is involved, the total of 26 units is not to be exceeded; the specified square footage is not to be exceeded and the funds sub-allotted will not be over-obligated; facilities acquired at no cost will require formal acquisition, in accordance with AF Regulation 85-3; flights not located with the Squadron Headquarters would not be authorized rented facilities over and above the number of authorized locations (26).

(4) Results of a survey of requirements for our VARTU program indicate that of 100 units reported, 56 can be acquired and the total estimated cost for these 56 locations is only $34,790.00 per year. Par 9, AF Regulation 85-3 does not allow real estate to be occupied until formal notification has been received from the Division Engineer to the effect that the property has been made available. So many restrictions have been imposed on implementing this program that it is extremely difficult to maintain interest and enthusiasm.

9. Authorization for rated Liaison Personnel to obtain aircraft for Administrative Flights. a. The territory of each Division Liaison Office embraces an extensive area covering several states. To facilitate

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the accomplishment of important liaison duties in the field, including trips to Headquarters Tenth Air Force, it is imperative that some arrangement be made whereby official blanket authorization be granted for the use of administrative aircraft by the Division Liaison Officers either by separate assignment or in conjunction with the unit to which they are attached to for flying. If the Liaison Officer is not rated, there should be some official provision whereby he can make arrangements for necessary administrative flights with the local Air Force unit.

b. The territories of the District Liaison Officers consist of smaller areas, therefore only occasional administrative flights would be required as necessary.

10. Training. a. The present training program for the Volunteer Air Reserve is progressing smoothly. Pending completion of the numerous publications required for the specialized subjects as listed in paragraph 3b of AF Regulation 45-23, an interim non-specialized or generalized training program has been implemented by this Headquarters. In this respect, the acquisition of an off-set printing press is highly desirable at this time to facilitate the extensive reproduction of training material, etc., and thus eliminate the tremendous work load now being imposed on mimeographs which are sorely needed for the publishing of other material pertinent to the command.

V. Recommendations:

11. In summation, the following recommendations are offered:

a. Establish a priority for the Volunteer Air Reserve Program together with a separate fund which would not be subject to the "left over" resources of the Organized Air Reserves.

b. Place the cost of the Volunteer Air Reserve Program on a basis of so many dollars per assigned member and provide necessary funds accordingly on a monthly or quarterly basis.

c. Establish a "Table of Allowance" authorization for the Liaison Offices and Liaison Personnel.

d. Provide government vehicles and per diem for liaison personnel or in lieu thereof provide adequate reimbursement of six (6) cents per mile while operating their personal automobile in the conduct of official liaison duties.

e. Reference submission of formal requests for acquisition of real estate where funds are involved, it is recommended that consideration be given towards decentralizing the authority so as to permit the

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numbered air forces to submit such formal requests direct to the appropriate District Engineer for action of routing same through channels to USAF. INSTEAD

f. Where no costs are involved, it is recommended that authority be delegated to the numbered air forces which will permit direct negotiation of agreement with other governmental agencies and/or private property owners.

g. Establish the limitation of VARTU locations on a monetary basis which will permit the Commanding Generals of the numbered air forces to utilize the allowable funds for acquiring locations according to their own discretion.

h. If authority could be delegated to the District Engineers which in effect would permit them in turn to grant a "right of entry" pending final approval of a request for acquisition of real estate, it would provide an alternate solution to allow immediate occupancy and eliminate most of the time lag involved in the overall processing of such formal requests.

i. Grant blanket authorization for rated Liaison Officers to perform administrative flights in aircraft assigned to the unit to which they are attached for flying.

j. Authorize this headquarters to obtain an "off-set" printing press for the purpose of facilitating the extensive training publication requirements of this command and eliminating the tremendous work load now being imposed on mimeograph machines.

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HEADQUARTERS
TENTH AIR FORCE
SEFLRIDGE, MICH.

3 May 1950

AFXDRV 322

SUBJECT: Volunteer Air Reserve Training Program

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

1. In compliance with TWX PO&R 9633, your headquarters, dated 25 April 1950, the recommendations relative to VARTU locations for the Tenth Air Force area are submitted herewith as inclosure 1.

2. Further recommendations in connection with the new proposed Volunteer Air Reserve Program are as follows:

a. That the requirement as set forth in paragraph 5c(1), AF Regulation 45-23 (as proposed), be changed to authorize groups to consist of not less than three nor more than seven squadrons instead of four and six as specified. The Tenth Air Force area contains a few remote regions where it would be feasible and desirable to activate groups which could support three squadrons. Distances involved preclude the possibility of merging such groups.

b. That the limitation of VARTU office and/or classroom space (sq. ft.) be promulgated on a monetary basis which would permit the commanding generals of the numbered air forces to utilize the allowable funds for acquiring such space according to their own discretion.

c. That authorization be granted the numbered air forces to acquire classroom facilities (when warranted) for flights when no cost to the Government is involved.

FOR THE COMMANDING GENERAL:

/t/ H. O. ALLISON
Colonel, USAF
Air Adjutant General

1 Incl
Recm Locations for VART
Units - 10AF area (trip)

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

AFOOA-400.34 (1) 27 June 1950

SUBJECT: Interim Authorization - T/A 1-87

TO: Commanding Generals,
Continental Air Command
Air Materiel Command

Pending inclusion in T/A 1-87, Volunteer Air Reserve, when published the following items of equipment are authorized for issue on the basis indicated:

SECTION I
AIR FORCE EQUIPMENT

1	2	3	4
ITEM	ALLOWANCES	FOR COMPUTATION	BASIS OF ISSUE AND REMARKS
Base, bookcase section, steel, [illegible] in wide, 14 in deep, 10 in high	1		Per 3 secs, bookcase, steel
Blackboard, portable, reversible, permanently mounted on steel, with chalk trough, 2 supporting base, 48 x 72 in	1		Per sq in [illegible]
Filing, address graph machine plates with 20 drawers	1		Per 5000 card index plates
Filing, steel:			
Card size:			
3 x 5 in, 2 drawer	1		Per sq in [illegible]
	2		Per sq in [illegible]
5 x 8 in, 2 drawer	1		Per sq in [illegible]
	2		Per sq in [illegible]
Letter size, 15 x 10 in, 4 drawer	1		Per sq in [illegible]
	2		Per sq in [illegible]
[illegible], steel, stationary, 48 x 48 x 30 in			
Filing, record unit, adjustable, 48 x 48 x 30 in	1		Per sq in [illegible]
Flatbed, file, steel, 5 x 5 in, 2 guides	1		Per sq in
[illegible], bridge, 1 arm, [illegible], 24 x 24 in, type [illegible]	1		Per sq in [illegible]

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Subject: Interim Authorization - T/A 1-87

1	2	3	4
ITEM	ALLOWANCES	FOR CONFIGURATION	BASIS OF ISSUE AND REMARKS
Chair:			
Metal:			
Side, armless	200		Per sq in O
Swivel:	6		Per sp; sq in O
Arm, office type	1		Per flat top desk
Typist and clerical, arm, sq, adjustable back	1		Per typewriter desk
Desk:	1		Per sp; sq in O
Flat top, steel, 60 in long, 34 in wide, 30 in high	2		Per sp in O
Typewriter, steel, 45 in long, 20 in wide, 30 in high, left drop, pedestal, flat top	1		Per sq in O
Dictionary, desk type	1		Per sp; sq in [illegible]
Machine:	1		D
[illegible]	1		Per sq in O
Duplicating, direct, carbon ribbon, multilith	1		Do
Paper fastening:			
Heavy duty, reverse lever type	1		Per sp; sq in O
Metal wire staple, pre-[illegible] proof	1		Do
Perforator, paper, desk-[illegible] non-adjustable:			
[illegible] punch, 1/4 in dia	1		Per sp; sq in [illegible]
[illegible] punch, 1/4 in dia	1		Do

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Subject: Interim Authorization - T/A 1-87

1 ITEM	2 ALLOWANCES	3 FOR COMPUTATION	4 BASIS OF ISSUE AND REMARKS
Pointer assembly, optical projection	2		Per gp in
Projector:			
Motion picture, type S, class A, 15 mm, silent and sound	2		Per gp in
Still film, slide, type S-2, 35 mm film strip projection	2		Do
Receptacle, waste paper, metal, square, plain sides	2		Per gp; sq in
Screen, projection, 63 x 84-in, complete with case	4		Per gp in
Section, bookcase, steel, 33 in wide, 13 in deep, 16 3/4 in high	6		Per gp in Per sq in
Sharpener, pencil, general writing, single or variable aperture	1		Per gp; sq in
Shears, trimmer, straight handle, 10 in overall	1		
Table, office, steel, 54 in long x 34 in wide x 30⅛ in high	1		
Top, bookcase, section, steel, 33 in wide x 13 in deep x 2⅛ in high	1		Per 3 sect bookcase steel
Tray, desk, cup size, steel, 10 x 10-5/8 x 3 in	1		Per desk
Typewriter, standard elite type:			
14 in overall width carriage	1		Per gp
20 in overall width carriage	1		Per gp

SECTION II
ENGINEER EQUIPMENT

Extinguisher, fire, size and type appropriate for the hazard to be protected	1		Per gp; for each fire hazard

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Subject: Interim Authorization - T/A 1-87

1	2	3	4
ITEM	ALLOW-ANCES	FOR COMPU-TATION	BASIS OF ISSUE AND REMARKS
		SECTION III QUARTERMASTER EQUIPMENT	
Flag, National-standard, silk	1		Per sq in
Stand, calendar, folding type, ordinary	1		Per desk
Table, camp, folding	2		For sq in
	4		Per sq in

BY COMMAND OF THE CHIEF OF STAFF:

E. H. Nelson

E. H. NELSON
Colonel, USAF
Deputy Air Adjutant General

DISTRIBUTION:
Headquarters USAF (420)
Continental Air Command (1,000)
Air Materiel Command (30)

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

Lt. Col L. D. Bell/der-1155

14 March 1950

SUBJECT: Establishment of Quotas for Appointment of JAGD Reserve Officers.

TO: Director of Military Personnel, Headquarters USAF, Washington 25, D.C.

1. On 20 September 1949, AFR 45-24 was published, providing for the appointment of officers in the Judge Advocate General's Department Reserve, United States Air Force Reserve. Paragraph 19 of this regulation required the dissemination of the information in it through the press, radio, and other media.

2. This headquarters and the commanders of the numbered Air Forces in this command, accordingly, have publicized the establishment of the JAGDR and the criteria for appointment therein through the various available agencies, including the daily press, radio, and legal publications. Information has also been disseminated to officers in the Air Force Reserve whose records indicate legal training, through direct correspondence with them. They have been advised to submit for consideration a statement of professional qualifications and experience, if they desire assignment in the JAGDR.

In the more populous areas of the country in the East there is a greater concentration of lawyers. In these localities thre are also better media for the dissemination of news. There are more radio stations and daily newspapers, and in some localities for example in New York City, the Law Journals are published daily.

4. The results, therefore, of publicising AFR 45-24 has been that the greatest percentage of applications for appointment and assignment in the JAGDR has come from the large cities of the East, such as New York and Philadelphia.

5. It is believed that the best interests of the Air Force will not be served if the membership of its Judge Advocate General's Department Reserve is made up of persons predominantly from one section of the country, from one group of attorneys, or from the membership of one or two of the state bars. Therefore, it is recommended that appropriate quotas for appoint ments in the Judge Advocate General's Department Reserve be

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

Lt. Col. L.D. Bell
14 March 1950

SUBJECT: Establishment of Quotas for Appointment of JAGD Reserve Officers (cont)

established by Air Forces for the several geographical areas of the United States under the jurisdiction of the numbered Air Forces of this command.

6. It is recommended that appointments in and assignments to the JAGDR, other than those provided for in the next paragraph, be limited to 750 distributed by quotas as follows:

First Air Force	140
Fourth Air Force	120
Ninth Air Force	135
Tenth Air Force	175
Twelfth Air Force	100
Fourteenth Air Force	80

Reserve officers of the JAGDR on extended active duty will not be applied against these quotas. These quotas will not be applied to prevent the appointment of applicants possessing highly specialized experience in fields such as patents, contracts, procurement, etc. that might be required, in the event of mobilization, by organizations performing functions like Air Material Command or Military Air Transport Service.

7. It is recommended that the procurement of all reserve officers required for the JAGDR in excels of this initial 750 men and to meet annual attrition be by annual appointment from the graduating classes of accredited law schools. It is further recommended that AFR 45-24 be amended to establish standards of eligibility for law school graduates that will limit appointments to the most meritorious and most promising students.

8. It has been noted that the "come one, come all" policy established by paragraph 19, AFR 45-24, has not been conducive to obtaining the best qualified personnel. It has consequently resulted in many rejections. It is believed that better results will be obtained by cutting off or limiting by quotas appointments under AFR 45-24, and exercising in the future a higher degree of selectivity through the law schools based on higher requirements for eligibility.

FOR THE COMMANDING GENERAL:

t/s V. E. MURPHY
Lt. Col., USAF

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

O&T 353 15 Feb 1950

SUBJECT: Training for Volunteer Air Reserve Training Units

TO : Commanding General, Tenth Air Force, Selfridge Air Force Base, Michigan

1. Reference is made to ConAC Letter 45-13, 15 August 1949, and the following correspondence from this headquarters:

a. Letter, O&T 353, 30 August 1949, subject "Training Programs for Armament and Photographic Volunteer Reserve Training Flights".

b. Letter, O&T 353, 21 December 1949, subject "Volunteer Air Reserve Training Outline for Armament Flights."

c. Letter, O&T 062, 22 December 1949, subject "Volunteer Air Reserve Training Outline, Photographic Flights."

2. Information has been received in this headquarters to the effect that certain volunteer air reserve units are experiencing diffuculty in conducting training for specialized flights due to the lack of standardized training programs and supporting reference material.

3. To alleviate the latter condition, the Commanding Officer of the 2220th Extension Group, Benjamin Harrison AF Base, Fort Benjamin Harrison, Indiana, is taking action to prepare a suitable library for distribution to each of these units. At the present time, it is envisioned that these units will be supplied the following reference material:

a. A complete set of extension courses

b. A complete set of ROTC textbooks

c. Supporting reference material required for the specialized training programs established by Continental Air command air forces.

4. In order to assist the 2220th Extension Group with the preparation of a list of supporting material for each VART unit library, it is requested that you forward directly to that organization, not

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O&T 353, subj "Tng for Volunteer Air Res Tng Units" (contd)

later than 1 March 1950, a complete list of all references required for the training of each specialized flight, prepared by your headquarters in accordance with paragraph 10b, ConAC Letter 45-13, as amended by letter referred to in paragraph 1a, above.

5. In addition to the above, it is requested that this headquarters be advised no later than 1 March 1950 of the status of preparation and dissemination of training outlines for each specialized flight prepared by your headquarters. Information pertaining to armament and photographic training programs is not required, inasmuch as it is assumed that these programs have been disseminated to VART units under your jurisdiction, as directed in the correspondence referred to in paragraph 1b and c, above. It is further requested that a copy of each specialist training outline, upon completion, be forwarded to htis headquarters, Attention; Director of Operations and Training.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

/s/ James M. Stribling
/t/ JAMES M. STRIBLING
1st Lt., USAF
Asst Air Adj Gen

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C O P Y
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OVL 353 (Hq ConAC, 15 Feb 50) 1st Ind. 1 Mar 1950
Subj: Tng for VAR Tng Units

HEADQUARTERS, FIRST AIR FORCE, Mitchel Air Force Base, NewYork

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

1. As the mission of this Air Force does not include the funtions of Weather, Air Transport, Research and Development and Industrial Planning, lists of reference material for these VART Specialiazed Flights were not forwarded to the Commanding Officer, 2220th Extension Group. Lists of reference material for other specialized VARTU Flights were forwarded as directed in par.4, basic communication.

2. Reference par. 5, basic communication, attention is invited to the following:

a. Question V and answer thereto contained in inclosure to letter, Headquarters, Continental Air Command, file DP 337, subject: Long Beach Conference Notes 12-15 October 1949, dated 15 December 1949.

b. 1st Indosrement, Headquarters, Continental Air Command, 9 January 1950, to letter this headquarters, file OT 353 subject: Training of Volunteer Air Reserve Training Units, dated 5 January 1950.

3. Althoughh par. 10d, ConAC Letter 45-13 charges Continental Air Command Air Force Commanders with the preparation of Training Programs for VAR units, correspondence referred to above, and the publication of training outlines for Photographic and Armament Flights, led this headquarters to assume that Headquarters, Continental Air Command was continuing to prepare training outlines for specialized Flights of the Volunteer Air Reserve.

FOR THE COMMANDING GENERAL:

/s/ W. E. Atwater
/t/ W. E. ATWATER
Major USAF
Asst Adj Gen

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C O P Y
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9AF 353 (15 Feb 50) 1st Ind OV

HEADQUARTERS NINTH AIR FORCE, Langley Air Force Base, VA. 23 Feb 50

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

1. A list of supporting and reference material for intelligence and radiological defense VART Units will be submitted to the 2220th Extension Group as requested in paragraph 4 of basic letter.

2. At present there are two (2) types of specialized VART Units; intelligence and radiological defense, organized under this headquarters.

3. Incosed are the training outlines prepared by this headquarters for the specialized units.

FOR THE COMMANDING GENERAL:

/s/ John M. Hannan, Jr.
/t/ JOHN M. HANNAN JR
CWO USAF
ASST AIR ADJ GENERAL

2 Incls:
1-- Int Trng
2-- Radiological Def Training Schedule

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C O P Y
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BASIC: Ltr Hq ConAc, Mithel AFB, N.Y., O&T 353, 15 Feb 50.
Subj: Tng for VARTUs

AF10OT 353 1st Ind Feb 24, 1950 CGS/aa

HEADQUARTERS TENTH AIR FORCE, Selfridge Air Force Base, Michigan

TO: Commanding General, Continental Air Command, Mitchel AFB, New York

1. The publication and distribution of standardized specialized training programs for each type of Voluntary Air Reserve flight has to this date been held in abeyance in Tenth Air Force pending the availability of adequate quantities of the reference and text material necessary to support each type of specialized program. This lack of required reference and text material necessitated the preparation and publication of an interim non-specialized VARTU training program which:

a. would serve for the inactive duty training of all VART units without regard to designated specialization,

b. would be nearly complete within itself and,

c. would be capable of being supported by training reference and text material available in adequate quantities within Tenth Air Force.

2. This Tenth Air Force interim non-specialized training program has but recently been published in Tenth Air Force Letter 50-1, 21 February 1950. The program of inactive duty training outlinedtherein is based upon existing and available text and reference material, all of which will be distributed from this headquarters to Tanth Air Force VART units. This program, plus the text and reference material furnished therewith, will be sufficiently complete in itself to permit presentation by instructors who do not have access to reference libraries for extensive research. A copy of 10AF Letter 50-1 is inclosed herewith together with a copy of one of the major references to be used in this program (10AFM 50-4). Copies of other required references as well as all prepared lectures will be forwarded to Headquarters Continental Air Command as published. It is expected that publication and distribution of the entire list of required reference and prepared lecture material will be completed by 15 April 1950. Thus, upon receipt of 10AFL 50-1 and supporting reference and lecture material, each Tenth Air Force VART unit will have a continuous and standardized program of inactive duty training which will carry them trhough forty-four (44) inactive duty training periods.

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AF100T 1st Ind. (cont) Feb 24, 1950 CGS/aa
Subjject: Tng for VARTUs

3. It is not intended that the program outlined in 10AFL 50-1 will supplant specialized training programs for each type of specialized VART flight. Rather it is planned that htis non-specialized program will later be broadened and made an integral part of each overall specialized training program with the objective of affording personnel in each type of specialized unit the generalized military training which will keep them abreast of new developmnents, concepts, techniques, etc., of the Air Force, while they are at the same time retaining their proficiencies in their specilties.

4. It is believed that the authority contained in letter Continentla Air Command, ROTC 300.7, Disposition of Air Force ROTC Manuals, 26 January 1950, permitting redistribution of the old ADC ROTC manuals to elements of the Air Force Reserve will accelerate inaugeration of specialized flight training in the VART, as then VART units may be afforded at least the beginning of a small reference livrary for specialized training. In recognition of the definite and known requirement for such manuals in the VARTU progrm this headquarters has determined that first priority for the distribution of these manuals should be given to the VART units. Accordingly, those manuasl excess to the needs of the AROTC, to the extent of eighty percent (80%) of the total inventory of this Air Force, are to be distributed to VART units starting 15 March 1950.

5. The impending availability of ADC ROTC manuals as well as the additional reference materials referred to in paragraph 3a, b and c of the basic letter, makes it possible for this headquarters to immediately commence publication and distribution of specialized training programs for each type ofVART specialized flight. Therefore, this headquarters will, prior to 1 March 1950, forward to the Commanding Officer, 2220th Extension Group a complete list of all reference material required for specialized VART flight training program and will forward copies of each training outline to Headquarters Continental Air Command as completed.

FOR THE COMMANDING GENERAL:

/s/ H. O. Allison
/t/ H. O. ALLISON
Colonel
Air Adj Gen

2 Incls:
1. 10AFL 50-1 (in dup)
2. 10AFM 50-4 (in dup)

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C O P Y
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O&T 353 1st Ind
SUBJECT: Training for Volunteer Air Reserve Training Units

Hq Fourteenth Air Force, Robins Air Force Base, Georgia

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

1. Reference paragraph 5, basic communication. Specialized training of Volunteer Air Reserve Training Units in the Fourteenth Air Force, in accordance with paragraph 3b, AF Regulation 45-23, 8 July 1949, presents an unusual problem. This is due to the fact that Volunteer Air Reserve Training Squadrons and flights in the area of responsibility of the Fourteenth Air Force average thirty officers and airmen per unit. Military occupational specialists of these officers and airemen vary widely. Liaison officers and sergeants assigned to the various units are making every effort to encourage the units to specialize in definite fields with little or no success.

2. After polling all units as to their desires in specialized training, the great majority desire generalized training at this time. This headquarters concurs in this decision as from tactical experience, acquired in many field visits to the units, it is believed that a generalized program founded on the program maintained by Air Tactical School will be of most benefit to the Reservists. For example, rated officers compose a large part of each unit. These officers, during their war service, had little or no opportunity to acquire administrative experience. Their almost unanimous desire is for broad training and not specialized trainint in Administration, Supply, Operations, Military Law, Intelligence, etc.

3. This headquarters requests approval for a general plan of training of Volunteer Air Reserve Training Units to be based on the course of instruction at Air Tactical School. Operations and Training, Deputy for Operations, will prepare lecture outlines for the use of Volunteer Air Reserve Training Reserve lecturers based on Air Tactical School lecture outlines. Reference material to be obtained, by application of the unit, from the USAF Extension School, will be cited for each lecture. A training index will be prepared requiring seventy hours of training per year.

4. If the above plan of training is approved by your Headquarters, the plan can be put into effect prior to Fiscal Year 1951.

FOR THE COMMANIDING GENERAL:

/s/ Thomas J. Barnhart
/t/ THOMAS J. BARNHART
Lt. Colone, USAF
Asst Air Adj Gen

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VOLUNTEER AIR RESERVE

TRAINING PROGRAM

CURRICULUM

1960 - 1961

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This curriculum has been selected with the object of providing the Volunteer Air Reserve with an over-all orientation program on the problems, practices, and future plans of the United States Air Force.

COURSE NO.	SUBJECT	OBJECTIVE
1	National Defense Organization of the U. S.	Organization of military and civilian components of the National Defense structure established by the National Security Act of 1947 and amendments of 1949.
2	Organization of Hq USAF and Major Commands	The mission, organization, composition, and functions of Hq. USAF and the major Air Force Commands with the explanation of their relationship to each other.
3	Organization of Wings	A description of the present combat Wing Organization to include a review of the considerations relating to its establishment.
4	The Soviet Union Part 1	Historical background of the Soviet Union. Brief summary of their physical and climatic geography.
5	The Soviet Union Part 2	Economic background and population composition.
6	Introduction to the Arctic	To acquaint the student with the major problems which must be solved in order to live and conduct military operations in the Arctic regions, including survival in the event of an emergency.
7	An Instrument of National Policy	Discussion of war as to its nature, course, fundamental aim, and relationship with other instruments of policy.
8	Principles of War	A doctrinal history of principles of war; an explanation of principles of war and their application in employment of air power.

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COURSE NO.	SUBJECT	OBJECTIVE
9	Concepts of Air Defense	An explanation of the air defense problem and the requirements which must be met to adequately perform the air defense mission.
10	Civil Defense	To explain the problems of a Civil Defense system and to show how the performance of civil defense measures affects the success of the air defense mission.
11	Definition, Mission and Employment of Air Power	To understand the component parts of air power and its employment.
12	Personnel Situation - USAF	Provide orientation on current USAF personnel activities.
13	Manpower Resources and Procurement	To acquaint the student with the manpower potential of U.S. mobilization; i.e., manpower of the armed forces and problems relating thereto.
14	Principles of New Developments (Part 1)	The relationship of organized science and scientific thinking to future aerial warfare, and the development of military characteristics.
15	Principles of New Developments (Part 2)	The relationship of organized science and scientific thinking to future aerial warfare, and the development of military characteristics.
16	Guided Missile Control Systems	The principles of operation and the employment of guided missile guidance and control systems.
17	Application of Atomic Energy	The military, medical, and industrial applications of atomic energy, including film on atomic energy.

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COURSE NO.	SUBJECT	OBJECTIVE
18	The National Intelligence Structure	Basic concepts and role of air intelligence and its position in the national intelligence structure.
19	The Intelligence Cycle	Collecting and processing of information, use of intelligence, and directing the collection effort.
20	Counter-Intelligence	Denial of information of the enemy by passive and active measures and misleading the enemy by positive measures.
21	Role of the Army in Future Operations	An exposition of the best thought available on the subject matter implied in the title.
22	Concepts of Tactical Air Operations	The past and present concept of tactical air operations. Principles of employment in an active theatre of operation.
23	Mission and Organization of a TAC	The three phases of tactical air operations and their relation to each other. Organization required for the tactical air arm to accomplish its mission. Requirements of the Tactical Air Arm and the capabilities and limitations of tactical air power.
24	TAC in War	To introduce the air-ground cooperation and the tactical air block of instruction by stimulating student interest through a brief discussion of the requirement for USAF participation in joint operations; and to indoctrinate the students in the basic operational principles, tasks, characteristics, and organizations of USAF units employed in a tactical situation in a theatre of war.

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COURSE NO.	SUBJECT	OBJECTIVE
25	The Operations and Commander's Estimate	To develop the ability of the student to solve military problems through the medium of the Commander's Estimate.
26	Strategic Air Operations	To acquaint students with the concept of strategic air operations and some tactical implications of the atomic bomb.
27	Improvement of Bombing Accuracy (Group Level)	To acquaint students with steps that a group commander can take to improve bombing accuracy.
28	Antisubmarine Warfare	Orientation - the characteristics of the modern submarine - its present and future strategical capabilities.
29	Reconnaissance Aviation	To acquaint the student with the organization, requirements, and employment of reconnaissance units.
30	Introduction to Troop Carrier Aviation	Origin and development, mission, development, and assignment factors.
31	Mission and Function of Military Transport Service	The mission of the Military Air Transport Service; its organization and employment. The concept of strategic air supply.
32	Global Geography	Relationship between certain transportation developments and certain historical sequences in world geography.
33	Weather in the Arctic	To establish a perspective for considering operational problems arising from weather conditions in the polar area. Through lecture and discussion of climatology, flying conditions, work feasibility and available weather service.
34	Weather and Air Planning	To increase ability in employing climatological information in various phases of military planning through lecture and discussion of methods and results.

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COURSE NO.	SUBJECT	OBJECTIVE
35	Elements of Logistics	A general explanation of the factors involved in military logistics. An exposition of logistics theory.
36	Air Supply to Airborne Forces	To give students an appreciation of the detailed procedures and coordination necessary to logistically support an airborne operation.
37	Methods of Common Supply	The supply functions of the Army Technical Services and the procedures followed by the Technical Services and the Air Force in placing common supplies in the Air Force channels.
38	USAF Communications	A consideration of the over-all mission of communications in the Air Force and a discussion of communications as related USAF operations to include present and future systems and facilities on a world-wide basi
39	Electronic Aids to Communications and Fundamentals of Radar	To provide the students with knowledge of different types of electronic aids and the use of same in the future, and to cov briefly the history of radar, the fundamental principles of i operation.
40	Public Information Activities	To present to prim commanders requirement for good public relations and the public information officer.

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OFFICERS OUTSIDE HEADQUARTERS WHO PARTICIPATED IN THE DEVELOPMENT OF THE REVISED VARTU PROGRAM

CONAC

Colonel John C. McCormick	Hq CONAC	DCS/P
Major J. Gray	Hq CONAC	DCS/P
Lt Colonel Fred D. W. Hartabrodt	Hq CONAC	DCS/O-Organization
Major J. R. Best	Hq CONAC	DCS/O-Operations & Training
Major W. D. Henderson	Hq CONAC	DCS/O
Captain J. J. O'Connor	Hq CONAC	DCS/O-Organization
Major Pastor	Hq CONAC	DCS/M-Installations
Major T. D. Vestal	Hq 9th AF	VARTU Liaison Officer
Major J. J. Powers	Hq 9th AF	VARTU Liaison Officer
Captain C. A. Schori	Hq 9th AF	VARTU Liaison Officer
Major Howard L. Byerley	Hq 10th AF	VARTU Liaison Officer
Captain Louis Korotkin	Hq CONAC	Transportation

AIR UNIVERSITY

Lt Colonel Fred Stacey

RESERVE OFFICERS

Colonel D. Arthur Walker	Arkansas City, Kansas
Colonel Charles A. Fuller	VARTU Group CO, Minneapolis, Minn.
Colonel Merrell K. Brewster	Syracuse, New York
Lt Colonel A. H. Saito	VARTU Wing CO, Boston, Mass.
Lt Colonel Franklin K. Izzard	VARTU Group CO, Elmira, N. Y.
Captain Donald U. Sessions	Daytona Beach, Florida

COMMITTEE ON TRAINING

Colonel Charles A. Fuller	VARTU Group CO
Major W. D. Henderson	Hq CONAC
Major H. L. Byerley	Hq 10th AF
Lt Colonel Fred Stacey	Hq Air University

COMMITTEE WHICH CONDUCTED AIR UNIVERSITY ON TRAINING COURSES

Colonel David A. Burt, Jr.
Lt Colonel Roger L. Deller
Lt Colonel Franklin K. Izzard
Captain Maj C. Strain
1st Lieutenant Otis Meredith

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DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION
OUTGOING CLEAR MESSAGE

Effective July 5

HQ USAF AFCRF-1

(Drafters Name)
Major H.C. Ehlberger
Ext 75621

TO : COLGENMAIC WRIGHT PATTERSON AFB DAYTON, OHIO
COLGENAPG EGLIN AFB, FLORIDA
COLGENATRC SCOTT AFB, ILLINOIS
COLGENSAC OFFUTT AFB, OMAHA, NEBRASKA
COLGENCOMAC MITCHEL AFB, NEW YORK
HQ COMMAND, USAF BOLLING AFB, WASHINGTON, D.C.
COLGENATS ANDREWS AFB CAMP SPRINGS, MARYLAND
COLGENRDC WASHINGTON, D.C.
COLGENSWC KIRTLAND AFB ALBUQUERQUE, NEW MEXICO
COLGENAFONE MITCHEL AFB, NEW YORK
COLGENAFFOUR HAMILTON AFB, CALIFORNIA
COLGENAFTEN SELFRIDGE AFB, MICHIGAN
COLGENAFFOURTEEN ROBINS AFB, GEORGIA

RE : AFCRF-1-43324 20 June 1950

AFR45-50, Standards for Activation, Expansion, and Retention of Status of USAFR now in process of publication, is effective 1 July 1950 and will read as follows:

1. General. Units of the Organized Air Force Reserve will be those contained in either the Air Force Reserve Training Center Program or in the Corollary Unit Program. All such units are the fully organized type and are considered necessary for prompt mobilization. Full T/O&E or T/D strengths in both officers and airmen are authorized unless strength authorization is limited by specific directive. Assignment of personnel in excess of the authorized strength is not authorized.

2. Standards for Activation or Organization.

a. Requirements for initial activation or organization:

1. A qualified commander must be available. A qualified commander is an individual whose professional qualifications and past experience is such to warrant his command the type of unit being activated or organized. Such individuals will hold a USAFR rank not less than one grade below that specified in the appropriate T/O&E or T/D. Major commands concerned will appoint a Board of officer to determine the qualifications of officers to command wings or com-

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DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION
OUTGOING CLEAR MESSAGE

parable reserve units.

2. Sufficient personnel strength must be on hand to organize the unit at 25% of its authorized officer strength and 10% of its authorized airmen strength.

3. A capability must exist to provide the proposed unit with adequate facilities and equipment and to afford it sufficient active duty supervisory and administrative personnel.

b. Procedure for activation, organization or a change in organization: Requests for the activation or organization of a new unit or a change in an existing organization will be addressed to Hq USAF and transmitted thur appropriate command channels for comment and recommendation. The following information will be submitted:

(1) A description of the desired organization and a statement of its mission.

(2) A T/O, T/O Tentative or T/D of the proposed organization giving strength, grades and MOS data.

(3) A statement of the source of the personnel and grade authorizations necessary.

(4) The availability and interest of reserve officers and airmen in the proposed organization.

(5) The requirement for facilities and equipment with an indication of what is available from existing resources.

(6) The requirement for active duty supervisory and administrative personnel.

(7) A training syllabus under which the proposed unit would conduct training.

3. Standards for Retention of Status.

a. Organizational expansion of the unit to be phased over a two year period in accordance with the following minimum strength table:

	Officer Strength	Airman Strength
3 months after activation or organization	35%	22½%
6 months after activation or organization	50%	35%
9 months after activation or organization	65%	47½%
1 year after activation or organization	80%	60%

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18 months after activation or organization	85%	65%
2 years after activation or organization	90%	70%

b. Nothing in the forgoing shall be interpreted to limit organizational expansion of units up to 100% of authorized strength at a faster rate than the minimum required rate.

4. Procedure.

a. Major commands will at the completion of each phased period specified in paragraph 3a above, make a determination of the relation between actual assigned strengths and the minimum required strengths of units under their jurisdiction. If at any time during the 2 year period following activation or organization of the unit, the unit is below the minimum required phased strength the following action will be initiated by the major command concerned:

(1) The unit will be placed on probation and the Commanding Officer will be so advised.

(2) The major command will render all possible assistance to overcome the personnel dificiencies.

(3) At the completion of the next phased period of a unit that has been placed on probation, its actual assigned strength will again be determined with relation to its minimum required phased strength. If a deficiency still exists, the major command will make appropriate recommendations to Headquarters USAF, for the modification, relocation or inactivation of the unit.

b. Final determination as to action to be taken will be made by Headquarters USAF, due consideration being given to the recommendations of the major command concerned. Headquarters USAF will issue necessary orders pertaining to modification, relocation or inactivation.

c. After the initial 2 year period following activation or organization, major commands will make a quarterly determination of the relation between actual assigned strength and the minimum required strength. If the quarterly determination reveals the unit to be more than 10% deficient in either officer or enlisted personnel below the required minimum strength, action will be initiated in the same manner as outlined in subparagraph (1) and (2) above. Three months after the date on which such unit was placed on probation, its actual assigned strength will again be determined and if a deficiency still exists the major command will make appropriate recommendations to Headquarters USAF, for the modification relocation or inactivation of the unit.

ORIGINATOR : CRF
DISTRIBUTION: RDC, CIG
AFCRF : 43524 (21 June 50) GHB/dk

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4AFPPO 7615 REF LTR HQ USAF CMA FILE AFPMP-1-Y CMA 7 JUN 50 CMA SUBJ CLN / REASGMT OF OFFICER / CMA AND UR 1ST IND TO THISHQ CMA 19 JUN 50 PD MILITARY OBJECTIONS DO EXIST PD CAPT SOUZA WAS REASSIGNED PCS ON 8 JUN 50 FROM THE 78TH AIR BASE GP TO THE VART LIAISON OFFICE CMA 9081ST VAPT GP CMA SAN FRANCISCO CMA CALIF CMA AS VART LIAISON OFFICER PD THIS COMMAND IS SHORT IN RESERVE OFFICERS WHO ARE QUALIFIED FOR THE POSITION OF VART LIAISON OFF AND THERE ARE STILL SEVERAL VACANCIES TO BE FILLED PD CAPT SOUZA IS A RESERVE OFFICER WHO IS FULLY QUALIFIED TO HANDLE THIS ACTIVITY PD SINCE GREAT IMPETUS IS CURRENTLY BEING GIVEN TO THE VART PROGRAM THE SERVICES OF THIS OFFICER ARE URGENTLY NEEDED TO ACCOMPLISH THE MISSION PD PLEASE ADVISE IF CAPT SOUZA IS RELAESED FROM FURTHER CONSIDERATION FOR ASGMT TO HQ SPECIAL WEAPONS COMMAND CMA KIRTLAND AFB CMA NEW MEXICO PD

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C O P Y
210.1

HEADQUARTERS CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

4 February 1950

K.E. Joye/pam-7117
31 Jan 50

Mil Pers-D 210.1

SUBJECT: Reappointment of Officers in the United States Air Force Reserve

TO : Director of Military Personnel, Headquarters USAF, Washington 25, D. C.

1. It is estimated by this headquarters that approximately fifty thousand (50,000) postwar USAFR appointments will terminate during the first six months of Fiscal Year 1951.

2. In this connection, informal information has been received in this headquarters that the problem of reappointment has been under study at your headquarters for some time, with a view toward announcing procedures which will govern the reappointment of commissioned officers in the United Sta tes Air Force Reserve. It is further understood that consideration is being given to a plan which will allow automatic extensions of present USAFR appointments for a specified period of time.

3. In order that a tremendous administrative burden will not be placed on the numbered air forces of this command, the following recommendations are submitted:

a. That all current USAFR appointments be automatically extended for a period of five years. This could be accomplished by the issuance of a Department of the Air Force General Order and each USAFR officer could be advised of this extension; or

b. Provided the above recommendation is not approved, that this headquarters be granted authority to immediately place reappointment procedures into effect in accordance with the attached draft of USAFR Administration Instructions.

4. It is urgently requested that one of the above recommendations be approved at an early date. Provided the recommendation contained in paragraph 3b is approved, a waiver of the requirements of paragraph 6b, AF Regulation 45-47, pertaining to the issuance of new USAFR identification cards upon reappointment

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C O P Y
210.1

4 February 1950

K. E. JOYE/pam-7117
31 Jan 50

Hq ConAC Mil Pers-D 210.1
Subject: Reappointment of Officers in the United States Air Force Reserve (Cont)

is requested. Approval of this waiver will eliminate a large administrative work load connected with the USAFR identification card program.

FOR THE COMMANDING GENERAL:

/t/ NEAL J. O'BRIEN
Colonel, USAF
Air Adjutant General

1 Incl
Draft of proposed
Reappointment Procedures (Adm Instrs #16)

Info cy to
CG, First AF
CG, Fourth AF
CG, Ninth AF
CG, Tenth AF
CG, Twelfth AF
CG, Fourteenth AF

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210.1

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

27 April 1950

SUBJECT: Reappointment of Officers in the United States Air Force Reserve

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

1. The problem of reappointment in the Air Force Reserve has been under study in this Headquarters for some time. In arriving at a solution, due consideration has been given the desirability of effecting a clear and objective administration of the United States Air Force Reserve.

2. It would be most desirable to make the necessary reappointments only in those numbers and categories which would reflect an accurate picture when adjudged in the light of requirements. Notwithstanding the importance of this consideration, other factors have virtually dictated the answer to this problem.

3. Section 304 of Public Law 810 required that certain standards and qualifications for retention be established and that appropriate procedures by which the meeting of these standards and qualifications could be determined be prescribed. Pursuant to these provisions Air Force Regulation 45-5 set forth the necessary policies and procedures. Pertinent among these were:

a. Provisions whereby the individual must be physically and professionally qualified for retention in the Organized and/or Volunteer Air Reserve.

b. Provisions whereby the individual must maintain a certain proficiency during any consecutive three year period in order to qualify for retention in the Organized and/or Voluntary Air Reserve.

c. Provision whereby the individual, upon failure to meet physical, professional and/or proficiency qualifications, may be transferred to the Inactive Air Reserve.

d. Provision whereby there are no minimum requirements for retention in the Inactive Reserve.

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27 April 1950

4. The regulatory provisions for retention in the Air Force Reserve were not dictated by Section 304, Public Law 810; rather they were administratively determined by the Air Force. However, once these provisions had been established, Section 304, Public Law 810 required that such provisions be observed. We have provided the individual Reservist with a three year period during which the individual Reservist must meet the prescribed minimum standards for retention of status. Therefore, the Air Force is thus legally and morally obliged to afford an opportunity for reappointment in the Air Force Reserve to those Reservists whose current appointment will expire prior to their completion of the above mentioned three year period.

5. This action is necessarily of an interim nature. The Reserve program has been in effect for less than one year and definite military requirements are not yet available. Further study and consequent revision of pertinent regulations and procedures are necessary to define standards and qualifications for retention more clearly and objectively. However, this study and revision have no essential influence on the present reappointment problem.

6. From the above factors, it appears that the Air Force has no alternative other than to tender reappointment in the Air Force Reserve to all officers whose original appointments expire in the immediate future. Further, it appears that all legislation and administrative regulations and directives which affect the Air Force Reserve should be reviewed with a view toward effecting clear and objective administration of the United States Air Force Reserve.

7. Attached for your information is a pre-publication copy of an Air Force Letter to be issued in the near future. This procedure will allow sufficient time to allow the prior administrative action necessary for implementation. Full publicity will be given this program prior to its inauguration.

BY COMMAND OF THE CHIEF OF STAFF:

/s/ D. C. Strother
/t/ D. C. STROTHER
Major General, USAF
Acting Assistant Deputy Chief of Staff
Personnel

1 Incl
Draft of AFL

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May 25 9:10 AM 1950

FROM: Hq USAF Washington, D.C.

TO: JECG/CG ConAC and CG's 1st, 10th, and 14th AF's

Section one of two

FROM: AFCRF 39153 pending republication of AF Reg 45-5, Subject: organization, compostion, and assignment, promotion, transfer and retention of officers, dated 16 March 1949, that regulation is amended as follows:

A. In the index to Sec I, delete par 9.

B. In the index to Sec II, renumber paragraphs 10 to 25 inclusive, by reducing each number by one.

C. In the index to Sec II, change the title of par 17 (new par 16) to read, "Age-in-grade requirements for the organized air reserve, mobilization designees and enrolled members of volunteer air reserve training units."

D. In the index to Sec II, change the title of par 19 (Neu par 18) to read "Promotion in the USAFR of reserve officers serving on extended active duty".

E. Par 2 A (1) is revised to read: "Personnel of the organized air reserve may earn points for promotion, and may be promoted when eligible and an appropriate position vacancy exists in the next higher grade.

F. Amend par 2 B to read as follows: "The volunteer air reserve consists of personnel of the air force reserve who fill mobilization positions as mobilization designees or who meet mobilization requirements as enrolled members of a volunteer air reserve training unit, and those

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other personnel of the air force reserve who are physically and professionally qualified for active duty, but for who no assignment exists in the organized air reserve, the vartu program or as a mobilization designee."

G. Par 2 D (i) is amended to read: "personnel of the volunteer air reserve may earn points for promotion and may be promoted when eligible, and when an appropriate position vacancy exists in the next higher grade."

H. Par 2 C (i) is amended to read: "If the commission of an air reserve officer assigned to the inactive air reserve expires during the period of such assignment, the commission will not be renewed."

I. Par 2 D is amended to read: "The honorary air reserve consists of air force reserve personnel whose service has been honorable and who have, prior to reaching the statutory age for retirement, completed 20 years of satisfactory federal service on active and/or inactive status in any component or components of the armed services, or who have reached the minimun statutory age for retirement, or officers who have been found physically disqualified for military service not as a result of misconduct, and who have applied for and received transfer thereto."

J. Amend par 5 D (2) to read: "Officers of the honorary air reserve are subject to reacll to active duty in event of national emergency."

K. Delete Para 2 E.

L. Amend par 5 A (i) to read: "Be physically qualified for active duty or active duty with waiver."

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M. Renumber sub-paragraphs 5 B (3) and (4) to 5 B (4) and (5), respectively, and add the following new sub-paragraph 5 B (3): "Be within the maximum age-in-grade limits (Sec II), if having an assignment as a mobilization designee or as an enrolled member of a volunteer air reserve training unit."

N. Amend par 6 A to read: "Be physically qualified for active duty or active duty with waiver."

O. Amend par 7 E to read: "Transfers from the honorary air reserve to the volunteer air reserve are not authorized, excepting in the case of individuals whose assignment to the honorary air reserve resulted from physical disqualification and then considerations of such disqualification are deemed by competent authority to have been removed."

P. Delete par 9 in its entirety, and re-number paragraphs 10 through 25 accordingly.

Q. Amend par 10 B (New Par 9B) by insertion of the words, "Personnel authorization table", between the words "T/D" and "or" in the second line.

R. Amend par 10 E (New par 9 E) to read as follows: "The primary objective of any military promotion is to vest an individual with a grade carrying a degree of authority commensurate with his responsibilities. The degree of these responsibilities is determined by the individual's assignment. Promotion, therefore, must be base upon the capability for increased responsibilities and assignment to duties involving increased responsibility. The further promotion of an officer

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performing duties to the limit of his current capabilities will be governed by subsequent increased proficiency resulting from additional training and experience and the existence of a vacancy in a higher grade in an assignment for which the officer is qualified. It is contrary to sound principle to authorize promotions solely on the basis of tenure of office. Promotions of officers in the reserve forces will be base, in general, on the same factors as apply to officers of the active duty establishment."

S. Amend par 10 F (i) (New par 9 F (i)) to read: "Air force reserve officers not on extended active duty who are members of the organized air reserve or who have mobilization designation or an assignment to a volunteer air reserve training unit in the volunteer air reserve."

T. Amend par 11 A (New par 10 A) to read as follows: "Grade authorizations within the reserve forces are based on mobilization requirements as announced from time to time by the department of the air force. The grade structure of the ANG, the AFRTC program of the USAFR and the corollary unit program of the USAFR are established by appropriate T/O's, T/D's and Pat's. Grade structures for the mobilization assignment program of the USAFR, including mobilization designees and for the volunteer air reserve training unit program have been established upon the basis of such mobilization requirements. Promotions of reserve forces officers will be made only to fill available position vacancies within the respective grade structure.

U. Amend par 12 A (New Par 11 A) to read as follows: "Promotion of AFR officers not on extended active duty will be by direction of the

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president and will be announced in the name of the chief of staff, USAF, by the commanding General of the appropriate numbered air force."

V. Renumber par 12 B to 12 E (New Par 11 B to 11 C) and insert the following new paragraph 11 B: "Promotions of AFR officers on extended active duty will be by direction of the president and will be announced in the name of the Chief of Staff, USAF, by headquarters, USAF."

W. Par 13 B (New Par 12 B) will be amended by substitution of the words, "Active air reserve" for the words, "Organized Air Reserve" wherever they appear in this paragraph.

X. Amend par 12 C (New par 11 C) to read: "Appointments in the air national guard of the United States will be announced by the chief of staff, USAF."

Y. Par 13 D (New Par 12 D) will be amended to read: "Determination of position vacancies within the various units and for that group of active air reserve officers not assigned to units is the responsibility of major air commands as appropriate for units and personnel for which they are responsible. No officer assigned to the active air reserve will be recommended for promotion unless a position vacancy exists within the command to which the individual is assigned."

Z. Amend par 15 (New Par 14) to read: "For air force reserve officers, promotions will be accomplished by selective procedures to assure the selection of fully qualified individuals from among those officers available to fill these vacancies. These procadures will be as follows:".

AA. Amend par 15 B (New par 14 B) to read as follows:

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"These boards will be composed of an uneven number of officers, not less than three, senior to the individuals to be considered for promotion. Officers of any component on extended active duty and air force reserve officers not on extended active duty are eligible for membership on these boards. At least one member will be a reserve officer and the entire board may be composed of reserve officers. At least one officer will be rated when the board is considering rated officers for promotion. For boards considering chaplains, medical officers or judge advocates general, at leat one member of the board will be a chaplain. Medical officer or Judge Advocat General, as the case may be. Reserve officers will not be ordered to active duty for this purpose."

BB. Amend par 15C (New par 14 C) to read as follows: "Individuals will be recommended for promotion by their immediate commanding officers, through channels, to the major air command concerned. Major air commands will refer all such recommendations to their air force reserve selection boards. These boards will consider officers in order of seniority and will take into full consideration the general and professional qualifications of the officers concerned in selecting the best qualified. Officers being considered must be carefully evaluated with due regard for their availability for serving in their proper capacity."

CC. The tile of par 17 (New par 16) is amended to read: "Age-ingrade requirements for the organized air reserve, mobilization designees and enrolled members of volunteer air reserve training units."

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DD. Par 17A (New par 16 A) is amended to read: "The maximum age-in-grade for officers of the organized air reserve, mobilization designees and officers who are enrolled members of a volunteer air reserve training unit is as follows:".

EE. Amend the last section of par 17 A (new par 16A) to read: "All other officers assinged to the organized air reserve or holding mobilization designations, or enrolled as members of volunteer air reserve training units."

FF. Amend par 17 B (New par 16B) to read: "There are no age-in-grade requirements for personnel of the volunteer air reserve who are neither mobilization designees nor enrolled members of a volunteer air reserve training unit, up to age 60."

GG. Amend the first line of par 17 B (1) (New par 16 D (1)) to read: "Officers of the volunteer Air Reserve who are enrolled members of a volunteer air reserve training unit who have reached ---".

HH. 9"55.. H par 19 (New par 18) in its entirety by substitution of the following: "A officers of the air force reserve on extended active duty in the air force are eligible for temporary promotions in the air force of the united states in the same manner as are officers of the regular air force. Such temporary promotions in the air for E of the united states are governed by the provisions of appropriate current air force regulations. "B. When an officer of the air force reserve on extended duty receives a temporary promotion will be deemed to qualify him for permanent promotion in the U.S. Air Force reserve to the same grade as temporarily promoted in the Air Force of the

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United States. Upon publication of orders accomplishing temporary promotion in the Air Force of the United States, Headquarters, USAF, will issue appropriate orders promoting the reserve officer to the same grade in the U.S. Air Force Reserve. "C. Except as provided in B above, officers of the Air Force Reserve on extended active duty will not be promoted in the USAFR until returned to inactive status. However, nothing herein shall be construed as preventing a reserve officer from qualifying for an USAFR promotion while on extended active duty. II. Add subpar 24 C(5) (New 23 C (5)) to read as follows: "(5) duties performed by medical and dental personnel for the accomplishment of the following: (AL EFFEBE Following: (A) A minimum of two (2) authorized physical examinations for flying of three (3) general physical examinations for USAFR or ANGUS personnel. (B) A minimum of five (5) authroized complete dental examinations for USAFR or ANGUS personnel. (C) A minimum of twelve (12) authorized immoculations for USAFR and ANGUS personnel."

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HEADQUARTERS CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

Mil Pers-D 210.1 27 April 1950

SUBJECT: Reappointment of Officers in the United States Air Force Reserve

TO : Commanding General, Ninth Air Force, Langley Air Force Base, Virginia
(Identical Letters to 1st, 4th, 10th, 12th and 14th AF)

1. Attached hereto is a copy of letter, Headquarters USAF, subject as above, 27 April 1950 (Inclosure #1), and a pre-publication copy of an Air Force Letter to be issued in the near future (Inclosure #2), governing reappointment of United States Air Force Reserve officers. This pre-publication copy of proposed Air Force Letter on reappointment, should be used for planning purposes only. However, the information contained therein should allow sufficient time for prior administrative action necessary for the implementation of the reappointment program, when officially announced.

2. With reference to this proposed Air Force Letter, the following detailed instructions will be adhered to in tendering reappointments to qualified personnel:

a. Reference is made to paragraph 4, Inclosure #2, Prior to withdrawing a tendered reappointment, a registered letter, with return receipt requested, will be forwarded to the appointee, advising him (her) that failure to reply to the correspondence will be cause for withdrawal of reappointment and termination of Reserve status. Failure to reply to correspondence within a thirty (30) day period after a registered return receipt has been received, will be sufficient evidence of disinterest as to cause automatic withdrawal of the tendered reappointment (reference paragraph 2f (3), AF Regulation 45-40.)

b. Reference paragraph 5c, Inclosure #2, authority is delegated to the commanding generals of each of the numbered Continental Air Command A ir Forces to reappoint qualified Air Force Reserve officers within their area of jurisdiction.

c. Reference paragraph 7c (1), Inclosure #2, AFM Standard Form 89 (Report of Medical History), will not be required in connection with Report of Medical Examination, providing there has been no change in appointee's medical history since the last AFM Form 89 was completed. A statement to this effect will be

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Mil Pers-D 210.1 27 April 1950
Subject: Reapmt of Officers in the USAFR (Cont'd)

entered in the Remarks section (Paragraph 42) of AFM Standard Form 88 (Report of Medical Examination), and signed by the appointee.

d. Reference paragraph 7c (2), Inclosure 2, this headquarters has received informal information that a final type physical examination will not be required for those Reserve Officers who are serving as airmen with the United States Air Force. Further information pertaining to this matter will be furnished as soon as verification is received.

e. Aeronautical ratings and/or flight status os United States Air Force Reserve officers are not affected by reappointment, provided there has been no break in service.

f. All Reservists appointed subsequent to 28 June 1945, who qualify for reappointment, will be tendered a reappointment letter. The provisions of AF Regulation 45-40, 26 October 1949, will be utilized in separating those Reserve officers who fall within the criteria established therin as cause for terminating appointments in the United States Air Force Reserve.

g. Verification beyond a reasonable doubt that a United States Air Force Reserve officer is not deceased, should be obtained prior to offering him (her) a reappointment in the United States Air Force Reserve.

h. Reappointments will be tendered effective the date succeeding the expiration date of current appointment. The date of execution of Oath of Office should, whenever possible, correspond to the effective date of appointment specified in the Letter of Reappointment. However, if the Oath of Office is properly executed, the reappointment must be assumed to have been accepted as of the effective date of the reappointment letter and the five (5) year appointment period commences on that date. Oath of Office will not be executed prior to the effective date of reappointment. Reappointments will be withdrawn in the case of appointees who do not return a properly executed Oath of Office within a reasonable time.

i. NME Forms 1AF (Formal Commissions) will be furnished qualified candidates for reappointment who have returned a properly executed oath of office. Whenever available a WD AGO Form 603, Change of Address, card should be furnished the Reservist with his commission.

j. Reserve officers who are permanently physically dis-

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qualified for reappointment in the United States Air Force Reserve will not be reappointed and will be advised that they may apply for transfer to the Honorary Air Force Retired List. Reservists with temporary physical disqualifications may be reappointed in the United States Air Force Reserve; however, concurrent with reappointment they will be transferred to the Inactive Air Reserve. Authority to grant waivers of physical defects is delegated to Air Surgeons of Continental Air Command Air Forces.

BY COMMAND OF MAJOR GENERAL HALE:

2 Incls
1. Cy Ltr, Hq USAF, 27 Apr 50
2. Cy AFL 35-

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1422

Mar 25 6:05 AM 1950

FROM: Hq USAF Washington D.C.

TO : JEGC/CG All Major Commands

FROM AFCRF-1C 39151 par 5 of AFR 45-1 dated 24 Mar 50 is hereby amended to read:

Organization:

A. Entended active duty reserve. Has no organizational structure for reservists on extended active duty.

B. Reserve troop basis is organized into the organized reserve and volunteer reserve. (1) Organized reserve conisists of those units and individual troop spaces considered most necessary for prompt mobilization. It is limited by the training capabilities of the air force. (2) Volunteer reserve consists of all the remaining troop spaces in the reserve troop basis arter the organized air reserve has been deducted. Personnel of the USAFR who are in excess to the reserve troop basis may be retained in the volunteer air reserve until attrited. C. Inactive Reserve. Personnel of the USAFR who fail to meet established standards for retention in the organized or volunteer air reserve and who are transferred to the inactive air reserve pending their disposition. D. Honorary Reserve - Reserve officers within one of the following categories whose service has been honorable and who have applied for and received transfer to the honorary reserve: (1) officers who have, prior to reaching the minimum statutory age for retirement, completed 20 years of federal service on active and/or

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inactive duty status in any component or components of the armed services. (2) Officers who have reached the minimum statutory age for retirement. (3) Officers who have been found physically disqualified for military service, not as a result of misconduct.

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Mar 26 8:34 AM 1950

FROM: Hq USAF Washington, D.C.

TO: JEGC/CG All major Commands

FROM AFCRF-1C 39152 Air Force Regulation 45-3 is hereby amended to read:

1. Purpose. This regulation establishes procedures for the assignment of designation of Air Force Reserve Officer, below the rank of Brigadier General, to specific mobilization positions and insures, through continuuoue reening, cataloging, and indexing, a comprehensive qualification inventory of officers for mobilization positions.

2. Definitions. A. Mobilization position. A military position within a regular AF unit or activity that is contained in the reserve troop basis. A mobilization position is filled by either a mobilization assignee or mobilization designee.

B. Mobilization assignee. and AF reserve officer on inactive duty status who volunteers for and is assigned to a mobilization position. Such individuals are members of the organized air reserve and will be eligible for inactive duty training pay and active duty training.

C. Mobilization designee. and AF reserve officer on inactive duty status who volunteers for and is designated to a mobilization position. Such individuals are members of the volunteer air reserve. Mobilization designees are not eligible for inactive duty training pay.

D. Training attachment. The attachment, for training only, of an air force reserve officer having a mobilization assignment to an appropriate unit or activity of the regular air force; the organized air reserve; or the air national guard (Subject to the approval of the state concerned) other than the unit or activity in which mobilization

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assignment is held.

3. General. The total mobilization positions to be filled by air force reserve officers will be established by headquarters USAF for each major command based on mobilization requirements modified by the consideration of funds available, the training capacity of the commands and the availability of qualified reservists. Mobilization positions will be filled by mobilization assignees and mobilization designees. The number of individuals receiving mobilization assignments to mobilization positions will be limited by the funds available for inactive duty training pay. The remaining mobilization positions will be filled by mobilization designees.

4. Mobilization assignments:

A. To whom given: Mobilization assignments may be given to thos officers of the U. S. Air Force Reserve who are in an inactive duty status and who volunteer and are assinged by competent authority to mobiligation positions in which it is aniticipated they will serve if called to active duty in event of mobilization. These officers must signify, in writing, their willingness to accept and assignment in the organized air reserve, and to comply with those requirements now or hereafter established for retention of status as a member of the organized air reserve.

B. Ineligibility for mobilization assignment. A mobilization assignment will not be given to an individual who, in a civilian capacity, occupies a position which would be occupied by him in the event of mobilization. In these cases, the individual may be given a mobilization

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designation.

(1) U.S. Air Force Reserve Officers ordered to extended active duty who hold mobilization assignments will be relieved of such assignments.

(2) Mobilization assignments will not be given to reserve officers serving in the air force in a grade below officer grade.

5. Mobilization designations:

A. To whom given. Reserve officers who are qualified may be earmarked for mobilization positions by means of mobilization designations. Mobilization designations may be given to qualified officers of the Air Force Reserve who are in an inactive duty status and who volunteer and are assinged by competent authority to mobilization positions in which it is anticipated they will serve if called to active dity in event of mobilization. A mobilization. A mobilization designation may be given when a qualified individual wither is unwilling to accept a mobilization assignment in the organized air reserve, or for whom no vacancy exists as an assignee. These officers must signify, in writing, their willingness to accept an assignment in the volunteer air reserve, and to comply with those requirements now or hereafter established for retention of status as a member of the volunteer air reserve.

B. Promotion and retention of status. Individuals with mobilization designations may accrue points for promotion and retention of status in the manner prescribed in AFR 45-5 and, except as provided below. Must meet the requirements for retention of status in the volunteer air reserve as specified in AFR 45-5.

C. Waiver of minimum requirements for retention of status.

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The minimym requirement for retention of status in the volunteer air reserve may be waived, under the provisions of AFR 45-5, for individuals with mobilization designations whose civilian occupations are so diredtly allied with the mobilization position for which the individual has been designated that proficiency is deemed to be retained by virtue of participation in the civilian occupation.

D. Ineligibility of certain officers. Mobilization designations will not be given to reserve officers serving in the air force in a grade below officer grade. US Air Force reserve officers ordered to extended active duty who hold mobilization designations will be relieved of such designations.

E. Rotating of mobilization assignees and mobilization designees. Individuals filling mobilization positions will not be rotated between mobilization assignee and designee status for the purpose of permitting additional personnel to receive inactive duty training pay.

6. Training attachment responsibilities:

A. Responsibility. It will be the responsibility of the commanding generals of major air commands to insure that training attachments for mobilization assignees are made when distance or other reasons prewents participation in training at the place of mobilization assignment. Direct communication betwwen major air commands is authorized for this purpose.

B. Restrictions. A training attachment will not be given to a mobilization assignee to any unit or activity not capable of providing the individual concerned with adequate and effective training

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in his mobilization assignment capacity. In the event the individual is unable to prticipate in training at the place of mobilization assignment and no suitable training attachment can be provided, a mobilization assignment will not be made.

C. Furnishing information. When arrangements are made for the training attachments of mobilization assignees, the major air command to which the individuals are assigned will be responsible for furnishing the unit or agency to which attachment is made with sufficient information regarding each individual's mobilization duties to enable the unit or agency to provide adequate, effective training of the persons concerned.

7. Administrative responsibility:

A. Administration and training. Commanding Generals of major air commands are responsible for the administration and training of air force reserve officers, not on extended active duty, who are assigned to their commands from the Continental Air Command to fill specific mobilization postions by assignment of designation. Administration will include the maintenance of:

(1) Field 201 files.

(2) WD AGO forms C66 "Warrant officers' and flight officers'

(3) AF Form 5 "Individual flight record (Pilot)."

(4) AF Form 5A Individual flight record (Aircraft Observer)."

(5) Standard Form 88 Z report of medical examination" WD AGO form YE

(6) Standard Form 89 Z resport of medical histroy" (WD AGO form 64).

(7) Locator Card.

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(8) Records of points earned (See AFRS 45-5 and 45-7).

B. Program to insure efficient recall. To insure sufficient recalling of mobilization assignees or designees to active duty, in the event of any future emergency, each major air command will: (QL keep a current card index file system on all officers having mobilization assignments or mobilization designation to their respective commands. Such index system will show at least the individual's name, rank, serieal number, home or business address, and location of mobilization assignment or mobilization designation.

(2) Maintain a phased program for the recall and assimilation of mobilization assignees and designees to their duty stations.

(3) Prespare sample orders on personnel referred to in (1) above, calling them to active duty at their places of assignment. S procedure:

A. Responsibility for filling requirements. Each major air command will be responsible for filling its mobilization positions.

B. Requistioning air force reserve personnel. Air Force Reserve personnel, required to fill mobilization positions for which no applicants are available (C below), will be requisitioned by MOS and RAND by major air commands upon Continental Air Command. Continental Air Command will determine the availability of individuals for the positions and will furnish the major air command concerned with career briefs on the individuals. Major Air Command, based on these career briefs will select the desired officers and request the numbered air force having jurisdiction over the selected individuals to issue appropriate assignment orders to the major air command concerned.

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In the event a major air command determines that an individual is not qualified, his career brief plus a remark to that effect, will be forwarded to Continental Air Command. Continental Air Command will notify these individuals of their no selection. Major Air Commands may request known qualified individuals by name from Continental Air Command for specific positions. In these cases Continental Air Command will determine the availablity of named officers and issue orders assigning the individuals to the major air command concerned. In the event an individual requested by name is not available, continental air command will notify the major Air Command concerned of his nonavailability.

(C) Requesting specific assignment or designation. An individual reservist desiring a mobilization assignment or designation may request the assignment or designation by military letter to the headquarters of the major air command concerned. Lerrers of applicants not selected, together with their career briefs, will be returned to the appropriate numbered air force. Numbered Air Forces will notify these individuals of their non selection.

(D) Requesting unspecified assignment or designation. An individual who desires to make application for a mobilization assignment or mobilization designation, without specifying the major air command of assignment, may submit his applicates to the numbered air force having responsibility for maintaining his master personnel records. These application will be used by the numbered air forces in filling the requistions referred to in B above.

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E. Issuing orders. Major air commands will iesue appropriate orders assigning mobilization assignees or designees to the specific place of assignment or designation within that command.

F. Limiting requests. Individual requests for mobilization assignments or designations will not be submitted to more than one command at a time.

G. Forwarding records: (1) Upon issuance of asignment orders, the Cotinental air command will forward the following records of the individual to the major air command to which assignment or designation is made.

(A) Field 201 files.

(B) WD AGO Forms 66.

(C) AF Forms 5 or 5A (For rated personnel who will maintain flight training with same unit as assigned for mobilization duty).

(D) Standard forms 88 and 89 (WD AGO forms 63 and 64).

(E) Record of points earned (See AFRS 45-5 and 45-7).

(2) Records of individuals given mobilization assignment or designation to headquarters USAF will be forwardded to headquarters Command USAF, Bolling Air Force Base, Washington 20, D. C.

(H) Admiistrative jurisdiction. Mobilization designees will, for administrative control and record-keeping purposes, be handled by major air commands concerned in the same manner as an individual with a mobilization assignment. Mobilization Designees, so long as they continue to be so designated, will be under the administrative jurisdiction of the major air command in which designation is made.

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(I) Relief from assignment or designation, the major air command concerned, other than Continental Air Command, will issue appropriate orders relieving the individual from his mobilization assignment or designation and from assignment ot the command and reassign him for administrative control to the appropriate numbered air force having jurisdiction over the area from which he received his assignment or designation. The records listed in G above, will be returned to the appropriate numbered air force upon issuance of such orders. In addition, a statement giving the reasons why an individual has been relieved will furnished the approprate number.

9. Training:

A. Inactive duty training with activity in which assignment is held. Whenever practicable, officers having mobilization assignments or designations will accomplish inactive duty training with the unit or activity in which such mobilization assignment or designation is held and in accordance with the provisions of AFRS 45-5 and 45-10.

B. Inactive duty training with other activities. Officers having mobilization assignments to units of activities with which it is not practicable for them to participate in inactive duty training may be attached, for training, to other activities and units in accordance with the provisions of paragraph 6.

C. Active duty training with activity in which assignment is held. Active duty training of officers having mobilization assignments normally will be accomplished with unit or activity in which such assignment or designation is held.

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D. Extent of inactive duty training for mobilization assignees. Individuals with a mobilization assignment will be required to participate in a minimum of time training periods per quarter. Mobilization assignees who fail to meet the minimym number of training periods per quarter will be relieved of their assignment. In exceptional cases only, and upon written request of the individual concerned, major commands may waive this requirement once in any fiscal year.

E. Responsibility for training for proficiency. Training of an individual for proficiency in his mobilization assignment or mobilization designation will be the responsibility of the major air commend in which such mobilization assignment or mobilization designation is held.

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HEADQUARTERS FIRST AIR FORCE
Mitchel Air Force Base
New York

MS&S 400 20 February 1950

SUBJECT: Critical Supply Situation in ORC Units

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

1. Reference is made to letter, this headquarters, file and subject as above, 10 May 1949.

2. The supply situation as outlined in above reference letter has not been alleviated.

3. A survey of the three (3) AFRTC's within this command indicated that, sixty-four (64) requisitions have been returned within the period 17 November 1949 and 12 January 1950. The requisitions contained a total of 324 items of which 259 were coded "IND material not available in ORC stock, available first 3 priorities only," an average of approximately 80% which could not be supplied. (see inclosed lists)

4. As a result of this practice, normal stock levels will disappear, AOCP rates will increase. The ORC units are existing on a day by day basis for their spare parts.

5. A unit cannot retain a satisfactory operational efficiency with 80% of the required spare parts being supplied on a "First Three Priority" basis. AOCP rates will continue at a high percentage and the entire Reserve Program will suffer if assistance is not furnished in procurement of adequate stock levels for ORC units.

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C O P Y
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MS&S 400 20 February 1950
SUBJECT: Critical Supply Situation in ORC Units

6. It is requested that action be taken by your headquarters to assist the Air Force Reserve Training Centers in obtaining adequate operating stocks and insuring that an uninterrupted source of supply be made available to maintain such stocks.

FOR THE COMMANDING GENERAL:

/s/ W. T. Coleman
/t/ W. T. COLEMAN
Lt. Col., USAF
Adj Gen

3 Incls:
1 - List of Req Sub by AF 48 SO (ORC)
2 - " " " AF 75 SO (ORC)
3 - " " " AF 1580 SO (ORC)

Info cys to:
CO, 2233rd AFRTC
CO, 2234th AFRTC
CO, 2230th AFRTC

9 March 1950
MS&S 400 (20 Feb 50) 1st Ind Maj J H Jennette/2121/dls

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

TO: Commanding General, First Air Force, Mitchel Air Force Base, New York

1. Attached for your information is a copy of letter, Headquarters, Air Materiel Command, MCMS, 6 February 1950, Subject: "Processing Air Reserve Forces and Air ROTC Requisitions."

2. Paragraph 5 of attached letter outlines the action to be taken by Air Materiel Areas, zonal or master depots when processing requisitions submitted by Air Force Reserve and Air Force ROTC activities. Such action should assist in alleviating the unsatisfactory supply condition reported in basic letter.

Cy of incls not included; not essential for record purposes.

/s/ John H. Jennette
/t/ Maj J H Jennette

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C O P Y
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9 March 1950

Hq First AF, MS&S 400
Subject: Critical Supply Situation in ORC Units

MS&S-S 400 (20 Feb 50) 1st Ind (Contd)

3. Your headquarters will present this problem to the Commanding Generals, Middletown Air Materiel Area and Mobile Air Materiel Area, for the purpose of insuring that all possible action has been taken by those agencies to carry out the instructions contained in attached letter, which was intended to provide adequate supply support for affected Air Force Reserve Training Centers.

4. This correspondence will be returned to this headquarters for further action if the course of action directed in preceding paragraph does not help to alleviate your problem. Your reply will indicate the extent of supply support that can be expected from the supply agencies concerned.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

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

4 Incls
1 - 3 - n/c
Added 1 Incl
4. Cy ltr, MCMS, Hq AMC, 6 Feb 50

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HEADQUARTERS CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

MS&S-M 400

Maj RDSalter/1124/gas
8 March 1950

SUBJECT: Installation of VHF Communications Equipment in Reserve T-7 and T-11 Aircraft

TO : Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio
ATTENTION: MCMSXBB

1. Authority is requested to install SCR-522 VHF radios in 135 T-7 and 78 T-11 Reserve aircraft of this command.

2. In the interest of flying safety, this headquarters has found it necessary to restrict aircraft of this command from IFR or VFR flights under the conditions listed below, unless equipped with an operating VHF transmitter and receiver:

a. IFR weather.

b. When weather is forecast to be IFR within two (2) hours of the estimated time of arrival.

c. VFR flights over 5/10 or more cloud coverage.

3. The lack of any type of VHF communications equipment in subject aircraft is seriously hampering the Reserve training program.

4. An early reply is requested.

FOR THE COMMANDING GENERAL:

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

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DEPARTMENT OF THE AIR FORCE
OFFICE OF THE VICE CHIEF OF STAFF
UNITED STATES AIR FORCE
WASHINGTON, D. C.

11 April 1950

Lt General Ennis C. Whitehead
Commanding General
Continental Air Command
Mitchel Air Force Base
Hempstead, New York

Dear General Whitehead:

Determination of stabilized Air Force ROTC instructor requirements necessary to provide adequate support to units of the program under your jurisdication has been the subject of considerable study by the Air Staff during the past nine months.

After careful examination of the problem, the Staff has concluded that all units of this program for which you are responsible cannot be maintained and operated in the most acceptable manner under your current ROTC personnel authorization of 553 officers and 553 airmen.

Although some relief could be afforded by elimination of certain uneconomical units, such action cannot properly be taken at this time in the absence of appropriate warning to the institutional authorities concerned, and consequently must be postponed until next year, to become effective with commencement of the 1951-52 school term.

It appears that the Air Force ROTC units under your control should be reinforced to the extent of 45 officers and 45 airmen before the beginning of the 1950-51 academic year, increasing your total personnel support of this program to 598 officers and 598 airmen. Unfortunately, current world-wide Air Force personnel shortages are such that your over-all manning authorization for FY 1951 cannot be augmented to provide these additional officers and airmen; therefore, it will be necessary for you to absorb any increases in personnel support you may require for this purpose during FY 1951 within your presently authorized troop ceiling.

In accordance with our conversation on April 10th, would you let us know from what source and when you can provide the additional spaces in order that our program can be adjusted accordingly.

Your cooperative attitude in assisting us to solve this problem is much appreciated.

Sincerely,

s/t/ WILLIAM F. McKEE
Major General, U.S. Air Force
Asst Vice Chief of Staff

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RETURN TO
Historical Research Division
3825/HOA
Maxwell AFB, AL 36112

4190 01
JAN-JUN 1950
VOL. 3

HISTORICAL DATA
CONTINENTAL AIR COMMAND

JANUARY 1950 – JUNE 1950

VOLUME III

4809 - 3

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RETURNED
TO THE ARCHIVES
OF THE AAF
HISTORICAL OFFICE
JAN-JUNE 1950
FILE NO. 419.01 V. III

1. Air Defenses
2. Air Defenses - Aircraft Warning
3. Ground Observer Program
4. Civil Air Raid Warning System

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

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HISTORY

of the

CONTINENTAL AIR COMMAND

for

1 January - 30 June 1950

VOLUME THREE: THE DEVELOPMENT OF AN AIR DEFENSE SYSTEM IN BEING

Prepared by - Denys Volan
Historian

Directorate of Historical Services
Office of the Air Adjutant General
Continental Air Command

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CHAPTER ONE

The Immediate Background

The United States had always possessed air defense capabilities in the post war era. During the World War II and in the post war years there existed fighter aircraft, anti-aircraft artillery and to a certain extent radar equipment. It is true that these resources were insufficient to provide the country with invulnerability against hostile air attack, but to a great extent the resources available in 1946 were not appreciably less than those which existed in 1950. In 1950 the United States, in the eyes of the military establishment, was deemed to possess an air defense in being. What then, was the difference between 1946 and 1950, in this respect?

The period 1946 through 1950 is significant because of the fact that it witnessed a revolutionary change in emphasis in the concept of air defense; saw significant developments in the field of international relations which stimulated new viewpoints in thinking about this subject, and finally witnessed the application of this thinking towards the creation of an air defense system in being, which if it employed little more than the resources available in 1946, made great strides by organizing these resources in a wholly novel fashion.

To appreciate these developments it would be advantageous to delve briefly in the immediate background of air defense doctrine

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and planning.[1]

Air Force thinking on the subject of air defense in the immediate post war era was as uncrystallized as it was on the entire nature of air power in the atomic future. Basic concepts of air defense organization, set forth in the existing military literature, appeared to be completely dated by the tremendous impact of strategic attack developed by the air arm during the war, together with the appearance of atomic weapons.[2] Public expression of the vital role of attack aviation in air national security by air force leaders, seemed to point to a future air defense pattern of air power that was dynamic rather than static, offensive rather than purely defensive, placing a premium on the ability of the United States striking power to carry the attack to the enemy, despite initial hostile onslaughts against American territory. So long as the American monopoly of atomic bombs obtained, the ultimate reliance on strategic aviation as the most effective defensive tactic seemed well-founded. The place of an air defense organization in such war plans was clearly that of a system which could "offer some kind of resistance." The first line of defense was to be the ability of United States strategic air power "to hit back and hit back hard."[3] Such AAF principles, ap-

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1/ For an extensive treatment of developments in the theory and practice of air defense in the period 1946-1947 see History of the Air Defense Command, Volume I, Chapter I, pp. 1-39.

2/ WD FM 1-25, "Air Defense" and WD FM 100-20, "Command and Employment of Air Power", 15 Jun 1943 and 21 Jul 1943 respectively, embodying basic principles of air defense.

3/ See quotations cited in the presentation of Col. Martin before the Air Board 4-6 Jun 1946, contained in "Extract, Second Interim Report of Air Board" 305-306.

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parently well established, or at least given definite vocal expression, could hardly have failed to beset those responsible for air defense with profound doubts of the logic of shaping an air defense, under its aegis, along organizational lines adapted from experience with the conventional modes of warfare in World War II, yet intended for application to hostilities that would be governed by new strategic concepts and new atomic weapons in the future. The early planning for air defense, had, perforce, to be performed under the impact of existing principles of air defense, which an everchanging world of scientific development might soon render wholly obsolete.

In theory, the creation of the Air Defense Command of the Army Air Forces in March 1946, constituted the application to the peacetime structure of the Army Air Forces within the United States of a principle of air organization tested by wartime experience and observed in the organization of the British and German air defense systems and formally incorporated in War Department doctrinal literature.[4/] In fact, however, the addition of broad training responsibilities involving the entire Air Reserve and Air National Guard immediately affixed to the Air Defense Command an administrative, non-tactical aspect unprecedented in the combat mission to which the command owed its doctrinal origin. The duality of initial missions, civilian training and air defense, marked the new Air Defense Command from the outset as

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4/ WD FM 100-20, 21 Jul 1943, established the principle of organization of the theatre air force, composed of four major elements; a strategic air force, a tactical air force, an air defense command, and an air service command.

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more than simply the heir of wartime experience.

From the outset, it appeared clear that the execution of the air defense mission of the Air Defense Command was to be complicated by the intention of Headquarters, Army Air Force to limit the air defense capabilities of the command, and, at the same time, to extend its functions in a different direction -- that of training the Army Air Force's reserve components.

The limitation on Air Defense Command's role in active air defense arose from the early assignment of the bulk of existing forces to the Strategic and Tactical Air Commands, in the allocation of available Regular Army air units in the United States. Thus, if Air Defense Command were to execute the air defense mission it publicly announced, it would have to be by means other than the regular units assigned to it. A natural inference was the view that the Air Defense Command's tactical strength would flow from the Air National Guard and Air Reserve units, for which training responsibility had been vested in that command. This assumption developed from the coupling of tactical defense and reserve training in the mission assigned by Army Air Force to the Air Defense Command. It appeared patent that the command had received a tactical mission -- air defense -- without the "wherewithal" with which to accomplish it.

Accordingly, the air defense task actually undertaken by the Air Defense Command became essentially a planning one -- the preparation of air defense plans contemplating the reception and utilization by the command of forces of <u>other</u> Army Air Force commands, in an emergency, for

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air defense operations. Long range planning, then, of necessity, had to go beyond the confines of existing Army Air Force organization in establishing the overall requirements of the air defense system of the United States in the future.

The tactical mission of the Air Defense Command became further circumscribed as active measures were undertaken to prepare plans for the air defense of the United States. From the outset, Air Defense Command planning was restricted by the vexing problem of limited authority and control over the forces, personnel, and weapons it considered vital to include under the aegis of a single, integrated air defense system. Further, Air Defense Command planning was bound, initially, by an organizational structure of six "air defense areas" imposed by War Department direction, which did not correspond exactly to the requirements of the most effective air defense system.

The concept of air defense developed by General Stratemeyer soon after his assumption of command of the Air Defense Command presaged the difficulties to be encountered in the preparation of defense plans. His concept of the command's air defense mission was broadly expressed thus:[5/]

> "The Air Defense Command, with its subordinate Air Forces, will have primary interest in the repelling of an air attack, and we should therefore have at our command an all air, ground, and sea force which may be necessary to repel such an attack."

5/ Lt Gen Stratemeyer to CG's ADC AF's, 26 Apr 1946

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In spite of the apparent truism of this statement, no official Air Force approval of the supposition on which it was based was forthcoming during the period of Air Defense Command's existence. Manifestly, Air Defense Command had received responsibility, without authority or tools to accomplish its task of air defense.

The situation was not at all unknown to Army Air Force, which apparently was reconciled to a limited regular air defense establishment, in peacetime, with considerable dependence for practically all its air defense tasks in an emergency placed upon the civilian Air Force components. Air Defense Command planning, however, was based on less sanguine expectations of the reserve components. In recognition of the inadequacy of available air units within the United States, Air Defense Command's short range plans contemplated the active defense of but one of the five priority areas selected to be defended from air attack.[6/]

The potentialities of the command with respect to the operation of an adequate Control and Warning System were no better than its tactical effectiveness, with no aircraft control and warning units having been assigned to the command, the few in operation having been given to Tactical Air Command with air defense as the latter's second-

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6/ In March 1947, T/O tactical units actually assigned to ADC were limited to the 14th Ftr Gp at Dow Field, Me., and the 425th Night Ftr Sq at McChord Field, Wash. The assigned strength of the 14th was about 50% authorized; that of the 425th less than 10%. The operational effectiveness of the units was estimated at 20-29% and 0-19% respectively. "Air Defense Command Strength" and "Monthly Unit Operational Effectiveness Report" as of 31 March 1947.

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ary mission.

It was within the limitations imposed by such broad assumptions, and the restrictions arising from failure to delineate tactical responsibilities among the services, that the Air Defense Command undertook the preparation of plans for the air defense of the United States. Three such plans were prepared, the first, essentially a capability study embodying the decision of the command as to its action in case of hostile air attack in the immediate future; the other two, in the nature of requirement studies, projecting, and recommending to Army Air Force, forces, resources, and the organization required for the air defense of the United States in the future.

The long range plans contemplated an air defense scheme to be inaugurated in the future when the basic premise of unified resources under a single commander could be optimistically envisaged.[7/] Obviously forces and weapons in such a plan could allow for developments only barely started in 1947, and had to consider the nation's own and potential enemy capabilities in the light of political and industrial developments far in the future. This did not, however, deter the planners from laying down the broad outlines of the future air defense system of the United States, with the materiel and techniques it would require.

Organizationally, the air defense structure envisaged comprised four air defense air forces, covering respectively, the Northeast and

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7/ SECRET "Air Defense Plan, Long Term" 4 Apr 1947

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industrial Mid-West; the South and Gulf Coast area; the West Coast; and the North Central Plains area; all under an overall headquarters, not necessarily the existing Air Defense Command, located preferably in the Mid-West. Forces allocated for air defense would be further organized under subordinate divisions and wings. Lacking the forces to effectively perform its defense mission independently, it was inevitable that these planners should indulge in the very broad assumption that units of other services, and of the additional Army Air Force tactical commands, should be made available for air defense operations. In its long range planning Air Defense Command felt free to engage in these assumptions, optimistically looking forward to the possibility that the existing snarled up jurisdictions between the major Army Air Force Commands and between the Army, Navy, and the Air Force would be resolved.

The hopes contained in such future plans were in stark contrast with the sober picture existing, of an Army Air Force, impotent, without direct allied support from ground and naval arms, to effectively provide the air defense required.

Although the specific plans developed by the old Air Defense Command never reached realization, the residue of so much mental effort inevitably provided a solid core of digested information and knowledge upon which to build a future air defense system. In the whole process of intellectual trial and error, the one common denominator appeared to be the inescapable truth that the air defense of the future would have to be considered as a perfectly synchronized and harmonious

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whole, functioning with lightning speed. In this requirement it became quite evident that the factor of human error would have to be reduced to the absolute minimum and absolute reliance placed upon the ability of a vast electronics system to respond almost automatically to the dictates of the air defense commanders. The heart of such a system would inevitably have to be a network of ground search radars and ground control intercepts joined together by a vast communications and information system through a series of air defense control centers and commanded by a number of area defense commands. Such an undertaking would take many years of concerted effort, and until such a system was provided all other measures for the air defense of the United States could be no more than futile.

Consequently it was in the direction of building an aircraft control and warning network that the first tangible steps were taken in the realization of an air defense in being. The accelerated tempo of international crisis and the dire threat of the loss of monopoly of the atomic bomb contributed to positive action directed to putting these basic elements of an air defense into being in 1947. The first tangible move in this respect was the approval of the Chief of Staff, United States Air Force in November 1947 of a five-year program, involving the expenditure of $388,000,000 for the establishment of an adequate aircraft control and warning system for the Continental United States and Alaska.[8/]

8/ See below pp. 17

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From the foregoing brief summary of the status of air defense doctrine, planning and capabilities it will appear evident, that Continental Air Command, upon its activation in December 1948, inherited from the old Air Defense Command much more than the tangible possessions of its predecessor.[9/] The legacy of Continental Air Command included a bequest of very hard thinking and painstaking planning about the whole nature of an air defense.

In a sense, the birth of Continental Air Command did not mark as sharp a break in the narrative of air defense as it might appear. For one thing, the personnel who made up the new command were for the most part identical with the old Air Defense Command personnel and the tradition of continuity in thought-activity remained relatively unbroken. Within the new Continental Air Command a new Air Defense Command was established shorn of administrative and logistic control and concerned primarily with planning activities and command of the nascent aircraft control and warning system. The significant factor in the introduction of the Continental Air Command upon the scene was the fact that its coming marked a more positive attitude towards the problem of air defense. The interim between the initial planning for air defense and the activation of the Continental Air Command was a critical one for the nation as a whole from the international point of view and stimulated public and military opinion in the direction of air defense. To

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9/ For a detailed treatment of the organization and mission of the Continental Air Command see the History of the Continental Air Command 1 December 1948 to 31 December 1949, Vol I, "Organization and Mission."

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the end that more positive measures were decided upon, the unification of the armed forces and the attendant creation of an independent Air Force provided a more encouraging vessel upon which to embark in the journey upon uncharted seas. The coming of Continental Air Command reflected the official Air Force recognition of the much reiterated thesis that a pooling of available fighter and other defense capabilities under a single commander was an indispensable prelude to effective accomplishment of the mission of air defense.[10] So far as the Air Force itself was concerned the stage was set for the gigantic venture of providing an air defense in being. The rest depended upon the ability of the National Military Establishment and the Joint Chiefs of Staff to supplement the air force defense capabilities with those in the possession of the Army and the Navy, and to stimulate the National legislature into appropriating the necessary funds.

Regardless of the course of future planning the critical factor in the immediate future was the absence of the indispensable aircraft control and warning network foundation for the eventual air defense superstructure. It is with the development of this radar control and warning network then that we must bring our narrative of the accomplishment of an air defense in being, and having described the development of the aircraft control and warning system, go on to reveal the efforts

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10/ Speech by Lt Col E.F.Carey, Hq ADC, given at Air Command and Staff School, Maxwell AFB, 25 Mar 1949, p. 3.
For a detailed treatment of air defense organizational plans see Chapter III below.

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made to harmonize our fighter resources with it, and finally to describe the evolution of organization and combat doctrine as they developed from the mating of ground radar and fighter aircraft.

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CHAPTER II

The Aircraft Control and Warning System

Responsibilities and Planning:

Before considering the accomplishments of Continental Air Command in implementing the aircraft control and warning system, it would be well to restate its responsibilities in that regard. These responsibilities were so broad, so novel, so unique in the military history of the United States, that a description of them at this point would serve well as an introduction to the peculiar concerns of Continental Air Command in the period we are considering.

Briefly stated, the aircraft control and warning system was conceived as a basic component of the air defense system, of equal importance with the fighter-interceptor system, and its existence essential to the accomplishment of most air defense functions. Its purpose was to discover, locate, and track enemy aircraft and, when technically possible, missiles. In addition it had to locate and track friendly aircraft. The information gathered by the aircraft warning system was to permit the efficient employment of fighters to intercept enemy aircraft; to permit the alerting of other defense forces; to provide information for the issuance of air raid warnings; and to allow for the execution of other defense measures oriented on the enemy attack. 11/

11/ Hq USAF, Office of DC/S Operations, "United States Air Force Policy on Doctrine and Procedures for the Air Defense of the United States" 10 Jun 1949, p. 8.

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The air defense mission entrusted to Continental Air Command did not exclude certain responsibilities to the same and entrusted to the Navy and to the Army.[12] Continental Air Command's responsibilities were substantially those entrusted to the United States Air Force and delegated in turn to the command. These specific responsibilities concerning the aircraft control and warning system were generally as follows:[13]

(1) To prepare plans for the establishment of the aircraft control and warning system for the United States, as an integrated entity.

(2) To establish, maintain and operate the aircraft control and warning system for the United States.

(3) To provide, man and operate radar equipment and stations, other than ship-borne, required for the aircraft warning system for the United States.

(4) To establish, in coordination with civil agencies, a ground observer system where and when required as an integral part of the aircraft control and warning system for the United States, utilizing civilian personnel on a part-time basis to the minimum extent practicable to meet military requirement.

(5) To establish, maintain and operate a system of air defense control centers as focal points in the aircraft control and warning system, geographically so located as to serve areas the total of which would embrace the entire continental United States.

(6) To provide space, terminal land-line communications facilities, and all available intelligence of enemy air movements within or toward the area, at each air defense control center, for the use by a liaison representative each from the Army, Navy, Air Force, Civil Aeronautics Administration, Federal Communications Commission, and civil defense agencies.

12/ For discussion of inter-service responsibilities, see below, Chapter V.

13/ Ibid. pp. 43-45

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(7) To establish standard operating procedures for each air defense control center applicable to the operations of all agencies at that air defense control center.

(8) To provide a system of regional air defense operational commands, including the provision of an area air defense commander for each active air defense control center.

(9) To establish, maintain and operate a system of point-to-point communications between control centers; from each control center to higher air defense headquarters; and from each control center to each major air defense operational installation or unit in its area, including each basic radar station, each local air defense, and each operational airfield at which an available fighter unit is based.

(10) To coordinate the deployment and operations of the aircraft control and warning system of the United States with that of adjacent countries in order to integrate the systems to the maximum extent practicable.

(11) To establish the geographic deployment requirements for, and request the U.S.Navy to provide, radar picket-ships to serve as off-shore ship-borne warning radar stations in the aircraft control and warning radar net for the United States; to provide the communications facilities and personnel therefore at the control center end of the link, and establish standard operating procedures for the reporting of information by the picket ship and the issuance of instructions by the control center.

(12) To establish, maintain and operate a system of air-ground communications for the control of aircraft in interception operations.

(13) To make available to each local anti-aircraft artillery defense all information gained by the aircraft control and warning system useful to the readiness or operation of the anti-aircraft artillery.

These extensive responsibilities may be conveniently restated as follows in terms of the component parts of the aircraft control

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and warning function[14]:

(1) To provide, man and operate the Radar Net, consisting of:

(a) A system of basic long range radar stations capable of continuous surveillance, deployed in geographic relation to the areas to be defended, the probable avenues of enemy approach, and the bases used by the fighter defense forces.

(b) Early warning radar stations capable of continuous surveillance, deployed where the range of basic radar stations is inadequate to meet the local early warning requirements.

(c) Short range gap-filling and stand-by equipment (radar) capable of surveillance for limited periods, to fill gaps in the coverage provided by the longer range radar equipment, and to stand-by in the event the long range equipment is inoperative.

(2) To establish the Ground Observer Corps, consisting of:

(a) A system of observer posts so deployed so as to produce a screen of surveillance in the area covered.

(b) A system of filter centers to receive information from ground observer posts and retransmit that information to a predesignated element of the aircraft control and warning system operated by the Continental Air Command.

(3) To provide, man and operate a system of Control Centers, to which information from radar stations and ground observers is transmitted; where information of friendly air movements is available; where information of enemy movements obtained from external sources is available; and where all available information is collated, evaluated, and displayed as a basis for appropriate action.

(4) To make provisions for the wartime control of noncombatant civil and military air traffic, in and approaching the United States in order to render the process of aircraft identification effective.

14/ Ibid. pp. 8-9

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(5) To utilize through organization, direction and supervision military and civil services capable of monitoring, communications channels used by enemy aircraft.

(6) To organize and supervise the Civil Air Raid Warning System.

(7) To establish, maintain and operate the Military Air Raid Warning System.

(8) To coordinate civil and military electronic emissions and electronic jamming in order to hinder the enemy in his air operations.

(9) To coordinate civil and military electronic deception and visual deception operations.

With the object of providing an adequate aircraft warning and control system for the United States and Alaska, the Chief of Staff, United States Air Force, in November 1947, approved a five-year program, involving the expenditure of $388,000,000 for the establishment of an adequate aircraft warning and control system for the Continental United States and Alaska. This plan was given the code name Plan "Supremacy" and the Air Staff was directed to take the necessary implementing action.[15/]

In December 1947 this plan was presented to, and discussed informally with, the Bureau of the Budget to determine the procedure promising the most expeditious action. It was decided that the Bureau of the Budget would not consider the construction funds in-

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15/ SECRET, Presentation by Major General Gordon P. Saville, to Secretary of Defense, subs "Interim Program for Aircraft Control and Warning Systems in the Continental United States and Alaska" 9 Sep 1948. Most of the material for this section on the planning of AC&W Systems was provided for by the above mentioned document.

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volved until after enabling legislation had been enacted by the Congress. Accordingly, appropriate legislation was prepared in January of 1948, and early in February drafts were sent formally to the Army and the Navy for concurrence. Prompt concurrence was received from the Department of the Army, but Navy concurrence was not received until the end of April. The eventual changes in the proposed legislation were of minor nature, and did not alter the purpose or scope of the original context.

On 30 April 1948 draft legislation was submitted to the Bureau of the Budget. On 27 May the enabling legislation was introduced in Congress. However, before hearings could be arranged, the 80th Congress adjourned, and the legislation was killed.

In the meantime, United States Air Force had reviewed the position with respect to air defense. This review led to the conclusion that Plan "Supremacy" would have to be replaced and rebudgeted in the light of the delays encountered, in the light of limited Fiscal Year 1949 funds, and in the light of Fiscal Year 1950 budgetary limitations. Pending final approval of an overall air defense program it was decided that position action was required at once to establish a limited air defense control and warning network in being.

Based on these conclusions, the Air Force prepared an Interim Program designed to constitute the initial phase of Project "Supremacy" or any other over-all defense plan which might be approved in the future. The Interim Program was to be initiated at once. The Air Force was careful to limit the scope of its Interim Program to

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the installation, deployment, and interconnection of those basic radar equipments then at hand or under current procurement from funds already appropriated. This was done to avoid any possible objection to the Interim Program on the grounds of magnitude, cost, or possible interference with important developments and research to produce better equipment.

Plan "Supremacy" called for the eventual employment of 223 basic radar stations and 14 control centers in the United States.[16] This would provide adequate coverage from available bases, providing the radar equipment itself were up to operational standards. In September 1948 the country possessed only six basic radars deployed in permanent sites, five Air Force and one Naval -- and all obsolete.[17] In addition the country possessed two control centers, and 19 obsolescent but operational radars in storage.[18]

In September 1948 there were under current procurement 12 AN/CPS-6B radars and 25 AN/FPS-3 radars. Added to the radars in operation and in storage these additional radars when procured would total 61 in all. The Interim Plan envisaged the increase in the control centers to 10.[19]

16/ Chart, "Possible Future Deployment"

17/ Chart, "Present Deployment: Position Prior to 31 Oct 1949"

18/ For contemplated deployment of radars on hand 1 Nov 1949 see Chart, "Deployment of Radars on Hand."

19/ Chart, "[Proposed] Completed Interim Program after 30 Sep 1950"

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Using the equipment on hand and under current procurement as a basis for the Interim Program, the Air Force prepared a schedule for the deployment of these equipments. Based on the best current estimates of delivery schedules, and a schedule of time-phasing, it was anticipated that the total 61 radar stations and 10 control centers would be complete in 26 months from September 1948, or in November 1950, if immediate action were taken.

The radar deployment considered, however, was to be high altitude cover in order to assure maximum economy. It was contemplated that a system of ground observers would be used as local adjuncts to each radar to provide a measure of low cover. It was also thought that the National Guard program would be of service by manning gap-filling and air transportable radars, and to augment the regular Air Force complement. The financial requirements for the entire Interim Program were estimated in September 1948 to total $70,900,000 for construction.

The completed Interim radar system was not considered to provide irreducible minimum coverage or operational efficiency. The vital Northwest area would not have adequate coverage. Cities like Salt Lake and Denver would not have effective air defense. Many of the radars would not be capable of finding the height of aircraft because of acute height-finder shortages. In order to correct these deficiencies it was proposed to ask for funds in the Air Force Fiscal Year 1950 estimates for additional radar equipment, i.e., 15 basic radars of the CPS-6C type and a number of height-finders. In ad-

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dition, funds for additional construction necessary for these basic radars were called for. This program, to begin in 1950, was called the "First Augmentation," and was to consist of 74 basic radar stations and 12 control centers including the "Interim System."[20/] This additional program was to include only those types of radar which were susceptible of immediate procurement. Funds additionally required for the "First Augmentation" totalled $15,900,000, making a grand total for the two programs of $86,200,000 for all construction costs. It was emphasized, however, that the program was not a temporary one, but the initial step in establishment of a permanent system, since all radar equipment to be purchased would be used as parts of a permanent system throughout the useful life of that equipment.

The request for immediate implementation of the Interim and "First Augmentation" programs was presented to the Secretary of Defense, Mr. James V. Forrestal, on 9 September 1948 by Major General Gordon P. Saville, at that time Special Projects Officer for the Air Defense Command, and shortly thereafter Commanding General of the Air Defense Command, as reorganized under Continental Air Command. In October, General Saville presented the program to the Joint Chiefs of Staff, and with significantly quick action, the program was authorized.

On 20 October 1948, Headquarters, United States Air Force, authorized the Commanding General of the Air Defense Command, to initiate the

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20/ Chart, "Deployment after First Augmentation; Position by 30 June 1952"

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Interim Program immediately.[21] It was assumed that site surveys could be conducted by personnel of the Air Defense Command at the rate of one site survey a week by each site survey team, with two site survey teams working simultaneously and starting work immediately.

Responsibilities for the implementation of the Interim Plan were as follows: responsibility for the site surveys was given to the Air Defense Command; basic engineering was the responsibility of the Corps of Engineers of the Department of the Army. As a result of more specific determination of responsibilities late in 1949, the following was decided upon: The Air Materiel Command would be responsible for the installation engineering and installation of the radar and adjunct communication and electronic facilities. Alghough funds were made available for the Corps of Engineers for provision of the administrative telephone hookup, Air Materiel Command was to accomplish the engineering and installation with all costs to be borne from Corps of Engineers funds; the Corps of Engineers was to accomplish the site construction including provision for both commercial and standby power. In addition they were to erect the radar towers and antenna superstructure under the direction of the Air Materiel Command. Continental Air Command was to perform the siting and selection, and overall coordination of the installation program. In addition Continental Air Command would be

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21/ SECRET Ltr, Hq USAF to CG, ADC, sub: "Interim Program for Employment of Aircraft Control and Warning Radar" 20 Oct 1948

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responsible for the operation of the system and for its planning requirements.[22/]

Due to the economic and other considerations, it was decided by Headquarters, United States Air Force, in peacetime, to organize and operate the radar stations and air control centers provided by the Interim Program on a reduced strength basis, sufficient to operate the three priority areas of the Northeast, Northwest and New Mexico, continuously, and the remainder on a part-time basis. On M-day, or in time of emergency, all installations were to be operated continuously until reinforced by Air National Guard troops, estimated to be available in Federal Service within three days.

The Air Defense Command was directed to begin immediate work in submitting detailed statements of requirements for plans for typical installations in the Interim Program, to permit the Corps of Engineers to prepare the necessary construction plans, and to prepare projects covering emergency construction required on existing government-owned sites to permit immediate deployment of units and equipment.

On 26 October 1948 the Air Defense Command submitted its recommendations for the final deployment of radars for the Interim Plan and for the "First Augmentation." Essentially this deployment, with the exception of some minor changes, was identical with the deploy-

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22/ Progress Report Permanent AC&W Installation Program, inclosure to SECRET Ltr, Lt Gen Chidlaw, AMC to Lt Gen Whitehead, 5 Apr 1950

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ment contemplated in the plans mentioned above.[23]

On 22 November 1948, Headquarters, United States Air Force notified the Air Defense Command that the Interim Program had been approved by the Joint Chiefs of Staff, and was awaiting the approval of the Secretary of Defense and the Congress. The approval granted a budget of $116,200,000 for the program, of which $86,200,000 was for construction and real estate, and the balance for procurement of radio and radar requirements. It was emphasized by Headquarters, United States Air Force, that now that the Air Defense Command was virtually assured of the means to begin construction of the Interim Aircraft Control and Warning System, it should not be complacent, but should inaugurate a series of operational programs as soon as units of the system became operative in order to provide data as to the usefulness of the system so that additional funds could be justified for the more permanent system contemplated.[24]

As soon as the go-ahead signal was given to Air Defense Command, reconstituted as the Continental Air Command on 1 December 1948, work was begun to get along with the indispensable site survey for the proposed installations. Two site survey parties were organ-

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23/ SECRET Ltr, Hq ADC to Hq USAF, sub: "Recommended Final Deployment of Radars for the Interim Plan Plus First Augmentation" 26 Oct 1948; including location and types of radar deployment.

24/ SECRET Ltr, Hq USAF to Hq ADC, sub: "Interim Program for Aircraft Control and Early Warning Systems" 22 Nov 1948

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ized -- one for the eastern part of the United States and one for the Western. Colonel J. R. McNitt, Commanding Officer of the 506th Tactical Control Group was selected as team captain of the western team[25] and Lieutenant Colonel A. A. Lathan was selected to head the eastern team.[26] Each team consisted of approximately fifteen men, and was to be logistically supported by the numbered air forces in whose areas the teams were operating.

The work of the siting teams was complemented by great activity at Headquarters, Continental Air Command, in drawing up detailed construction standards and requirements for facilities at the aircraft control and warning sites. The stations to be constructed were arranged in priority of construction.[27]

In the meanshile, the extreme vulnerability of certain portions of the United States prompted the Air Force to pool its efforts for the creation of a minimum defense to operate in the vital northeastern part of the United States. To that end, a very high priority was given to those sites located therein, and a deadline of 15 March 1949 was set for the completion of the emergency aircraft and warn-

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25/ SECRET Ltr, Hq ConAC to CG 4AF, sub: "Radar Siting Teams" 3 Dec 1948

26/ SECRET Ltr, Hq ConAC to CG 9AF, sub: "Radar Siting Teams" 8 Dec 1948

27/ SECRET Ltr, Hq USAF to Hq ConAC, sub: "Detailed Cost Data on Programmed Aircraft Control and Warning Systems in Continental United States and Alaska" 23 Dec 1948. Tab E lists the installations in order of priority.

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ing system for that area.[28]

Whereas much progress had been made in the planning of the Interim Program by the Air Force and all was ready for a concerted drive to realize these plans, a bombshell was thrown into this setting by the 81st Congress, which although authorizing some $85,500,000 for the Interim Program for both the Continental United States and Alaska, failed to appropriate any funds whatsoever for this program before adjourning.[29]

With the concurrence of the Joint Chiefs of Staff and the Bureau of the Budget, the Chief of Staff of the United States Air Force reprogrammed $50,000,000 from aircraft procurement funds to the construction of the proposed aircraft control and warning facilities. However, approximately $31,200,000 of this amount was allocated to the Alaska program, leaving about $18,800,000 to be spent in the Zone of the Interior.

A conference in Headquarters, United States Air Force on 7 October 1949 between representatives of that Headquarters, the Office of Chief of Engineers and Continental Air Command pointed out that the Interim Program was beginning to lag badly, due to the lack of funds. Since no funds were forthcoming immediately after this conference, General Whitehead wrote to the Chief of Staff, United States Air Force on 2 November 1949 emphasizing the bottleneck the lack of

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28/ SECRET Ltr, Hq USAF to Hq ConAC, sub: "Implementation of Emergency Aircraft Control and Warning System in the Northeastern U.S." 30 Dec 1948

29/ SECRET Memo, Hq ConAC, Dir of Inst. sub: "Brief Fiscal History of the AC&W Facilities Construction Program" 26 Jun 1950

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funds presented.[30] Of the $35,500,000 necessary to supplement the $50,000,000 already reprogrammed from aircraft procurement, $4,000,000 was turned over to the Air Force from the Department of the Army previously destined for family housing, leaving about $31,500,000 unaccounted for. The balance was called for in the Fiscal Year 1951 Budget.

The original optimism of the Air Force was not justified in the light of these developments in the fiscal history of the Aircraft Control and Warning Program. Whereas, in November 1949, $86,600,000 had been approved for construction by the Joint Chiefs of Staff, Continental Air Command was forced to meet its responsibilities with the sum of $54,000,000. The result was considerable delay and frustration and necessary reshuffling of time schedules and priorities to meet these conditions.

The Interim Program as envisaged in the early planning, consisted of two phases, i.e., the deployment of radars in storage and under procurement, in conjunction with those already operational, into and operational radar network to serve until the more permanent system be put into operation; and the preparations of sites and plans, and the institution of construction for the permanent Aircraft Control and Warning program. In order to implement the temporary system, a series of projects known as Lashup I, II and III were instituted, each having a target date for completion. It was

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30/ SECRET Ltr Gen Whitehead to Gen Vandenberg, sub: "Additional Funds Required for Engineering Construction to Complete the Permanent Air Defense Plan" 2 Nov 1949

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estimated that on completion of the Lashup III program 41 radar stations and seven control centers would be in operation in the temporary system, utilizing five Aircraft Control and Warning Groups and ten Aircraft Control and Warning Squadrons controlled through five Air Divisions.[31]

The primary purpose of the "Lashup Program" or temporary program was the immediate establishment of an air defense in being. The system was designed to provide the best possible defense for the least possible cost and was expected to last until the permanent system got under way. Salient features of the Lashup system were: only existing government-owned installations were to be utilized for the establishment of radar sites and control centers; radar sites were to be chosen on the basis of desirable tactical location except as governed by the availability of government-owned property. Other purposes the Lashup system was expected to achieve were; to provide a proving ground for systems development, whereby lessons could be learned as to what was required in the development of aircraft, communications, control, and other means and equipment which make up an air defense system. It was also to provide a system for the evaluation of air defense doctrine, procedures, tactics and techniques and to enable the development of these matters to keep in step with the directly related progress of technical equipment.[32]

31/ 1. Hq ConAC, Directorate of Communications and Electronics, Historical Report for March 1950

2. "List of Radar Stations, Continental U.S."

32/ SECRET Ltr, Gen Saville to C/S, USAF, sub: "Request for Certificate of Necessity to Establish a Radar Site at Connellsville Municipal Airport, Connellsville, Pa."

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As initial siting and planning progressed, those responsible for determining the sites of the radar and control center locations were guided by principles laid down by Continental Air Command, Headquarters itself. The Western Siting Team, for example, was instructed to site radar and control center stations in the best possible locations within a 25 to 30 mile radius of geographical points already selected by the Air Defense Command (ConAC). Supporting criteria for the selection of high sties for radar stations were established as follows:

a. Selected sites should be capable of maximum low angle coverage, as well as high angle coverage.

b. Moving Target Indicator was assumed to be successful permitting the siting teams to disregard shielding from fixed echos and to select high locations.

c. Present trends in radar pointing to improved "free space" beam performance negated the need for a ground reflecting surface.

d. Since the trend toward more power was apparent, increasing the line of sight range of radar, high siting was preferred. For example, a radar on a flat site at sea level would "see" an aircraft at 400 miles away only if the aircraft was above 100,000 feet. A 2,000 foot site, however, would see an aircraft at 55,000 feet, 400 miles away. The high power vision of the AN/FPS-3 was reported to have a maximum range capability of upwards of 400 miles tracking B-29 type of aircraft, and was instrumental in corroborating the need for high siting.

As siting continued, however, numerous discussions arose relative to the value of high sites. This discussion was based on the value of the Moving Target Indicator and the need for a reflecting surface. Should Moving Target Indicators prove unacceptable, then high sites in certain areas might not be advisable because the area of coverage would

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be blanketed with permanent echos. Costs of installation were also a factor of great importance in the selection of sites for the permanent radar stations. Many possible locations were disregarded because of excessive estimated access road and building construction costs.

The availability of communications was a factor of foremost importance in the selection of control center sites. By contrast, however, because so much of the Western area in particular was sparsely populated and cities far apart, existing communications available to most radar sites were small indeed.

Living accommodations in nearby settlements were not considered in the selection of radar sites, nor were family quarters planned at any of the radar installations. All control centers, however, were recommended to be located on permanent military installations where no great variance with selected locations occurred.[33/]

Ensuing discussion relative to criteria for selection of sites for both radars and control centers was narrowed down by Continental Air Command Headquarters within the premise of efficiency of operation solely.

> "No compromise in the efficiency of the system (permanent) or decrease in performance should be accepted in order to effect even the smallest economy .... High in consideration for selection of permanent sites should be the considerations of future developments and application of the system.

33/ See the excellent discussion of siting criteria in SECRET Ltr Hq ConAC to CG 4AF sub: "Radar and Control Center Sites" 20 Oct 1949 with indorsements

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> A short-sighted and short-range solution is not acceptable and will most certainly prove to be the most expensive course to the country." 34/

Although the completion of the Lashup II target date in March 1949 gave a modicum of reality to the air defense of the United States, it fell pitifully short of effectiveness. The problem of obtaining sufficient height finders to supplement the existing search radars in the system plagued Continental Air Command no end. Not only were there not enough height finders to accompany research radars even on a one for one basis, but also most of the height finders on hand were inadequate. The AN/CPS-4 "S" Band equipment was considered to be reasonably satisfactory, but the AN/TPS-10A "X" Band equipment was virtually useless due to maintenance difficulties, inadequate range and inadequate radar. 35/ Since it was understood that a small number of height finders reposed at various Air Materiel Command depots in the process of rehabilitation, Continental Air Command put pressure to obtain them on a high priority basis. The importance of this deficiency was emphasized in the following language to the Air Materiel Command:

> "The present lack of height finders causes a very serious gap in the Continental Aircraft Control and Warning Net, which jeopardizes the success of the entire program and delays seriously the readiness date of a reasonable air defense capability for the Continental United States." 36/

34/ Ibid.

35/ See below

36/ CONFIDENTIAL Ltr Hq ConAC to DC/S, USAF, sub: "Height Finders for the Continental Aircraft Control and Warning System" 24 May 1949

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Throughout 1949 and 1950 the problem of radar equipment continued to be critical.[37] Procurement programs for radar height finders AN/TPS-10B and AN/FPS-6 lagged far behind the scheduled completion of construction and installation of search equipment at the first 26 permanent radar sites in May 1950. In that month the total number of height finders available for the air defense system numbered 15 AN/CPS-4's and 11 AN/TPS-10's, and the latter type were considered unsuitable for operation due to limited range, lack of spare parts and test equipment, and poor state of repair. A request was submitted for procurement of 26 AN/MPS-4 height finders for use with search radars until the newer height finders were produced, at which time the temporary sets would be turned over to Tactical Air Command (TAC) and Air National Guard (ANG). Continental Air Command's acute concern over this problem led it to insist that the Navy's full production quota of AN/MPS-4's should be to the defense network until at least 26 of these units were operable.[38]

Continental Air Command continued to monitor the engineering and development of new radar sets throughout 1950.[39] The eagerly anticipated AN/TPS-10B was to be the first new type of height finder to be developed since the last war. In March, the procurement program called for the delivery of the first of these sets by 1 January 1952

37/ Ibid

38/ SECRET Ltr, Gen Chidlaw, AMC to Lt Gen Whitehead, 4 Apr 1950 and reports inclosed

39/ SECRET Ltr, Hq ConAC to Hq USAF, sub: "Procurement of AN/MPS-4 Height Finders for Air Defense of the United States" 25 May 1950

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and then twelve sets per month until 49 sets had been delivered to the command.[40/]

In July 1950 the critical status of height finder equipment prompted Headquarters, United States Air Force to obtain authorization to permit the contractors for this equipment to add overtime to their schedules in order to accelerate production, and in many other ways pressure was applied to the same end.[41/]

On 29 June 1950 an extensive air defense test in the area of the Eastern Air Defense Force pointed out the necessity for better radar vision. Not only was better equipment revealed as a necessity, but also better location for this equipment. As a result of this test and previous local tests, new sites were being surveyed at the end of the period under consideration in this history, and some worthwhile progress was made to this end.[42/]

During 1949 and continuing through the first half of 1950, work on the permanent aircraft control and warning network continued without interruption. This chore contained many tasks normally outside the province of an operational command, but Continental

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40/ 1. SECRET Ltr Hq ConAC to USAF with 2nd Ind, sub: "Requirement of Simultaneous GCI with MTI and Long Range SW using AN/CPS-6B and AN/FPS-3 Radars"
2. CONFIDENTIAL Ltr, CG ConAC to CG EADF, sub: "Operational Evaluation of Goodyear Projection Board" 10 Apr 1950
3. Ltr CG ConAC to CG 1AF, sub: "Air Defense Systems Evaluation Committee Radar Maintenance Program" 15 Jun 1950

41/ SECRET Hq ConAC, Directorate of Communications and Electronics Historical Report, March 1950

SECRET Ltr, Hq USAF to Hq ConAC, sub: "Radar Equipment for Air Defense" 20 Jul 1950

42/ 1. Hq ConAC, Directorate of Air Defense Operations Division, Historical Report, June 1950
2. ConAC Reg 88-2 "New Construction: Preliminary Site Plans for New Construction" 28 Apr 1950

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Air Command was presented with an unprecedented mission in constructing a radar fence around the country. During this period siting continued,[43] requests for real estate, were initiated, rights of entry were obtained, leases were secured, site plans were drawn up and approved, construction directives and advertisements for bids were issued. No actual construction work was done on the permanent network during 1949; the first such steps being taken in March 1950. The status of work on this program by the end of June was as follows: bids had been advertised on the first 24 priority stations and 15 contracts had actually been awarded, with construction commenced on most of those awarded.[44] Priorities had been revised to keep pace with new circumstances.[45] Pressure by Headquarters, Continental Air Command continued to be unrelenting on all parties concerned in the construction program.[46]

So far as ConAC was concerned, its relations with the Corps of Engineers in the joint venture of the planning and construction of

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43/ 1. SECRET Ltr, Hq ConAC to USAF, Chief of Engineers, sub: "Authorization, ZI Aircraft Control & Warning System-No. ZI-116-51" 21 Jul 1950
2. For excellent insight into many problems involved see Hq ConAC Directorate of Installations Report of Staff Visit, 2 Jun 1950

44/ 1. ConAC IRS, Instl to DM, sub: "Status of Site Selection and Approval" 9 Jun 1950
2. SECRET , Hq ConAC, Directorate of Installations, Historical Report for June 1950
3. Construction Progress Charts
4. For discussion of remaining problems in the construction program see, Hq ConAC, Directorate of Installations Report of Staff Visit, 2 Jun 1950

45/ SECRET Ltr, Hq ConAC to USAF, sub: "Initial Priority for Engineering Construction, Permanent Air Defense Plan" 2 Nov 1949

46/ RESTRICTED TWX, CG, ConAC to CG's all AF's, 5 Jul 1950

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the Interim Aircraft and Warning Control System was not entirely happy. Although the site selections were responsibilities of ConAC, the Corps of Engineers had the key function of engineering study and planning on the sites, and advertising and receiving of bids and the awarding of construction contracts. Funds for the basic engineering work were supplied by ConAC, but one of the chronic complaints by the latter was that there was considerable delay in alloting funds to the appropriate District Engineers by the Chief of Engineers, so that planning and site studies lagged. It was also complained of that there was delay in the issuing of prompt construction directives to the District Engineers.[47/]

Control Centers:

The heart of the Aircraft Control and Warning System was conceived as a net work of control centers to which information from radar stations and ground observer filter centers would be transmitted and made available for use by the area defense commanders.

It was originally planned in November 1947 that there would be 14 control centers in the Permanent System, but as the Aircraft Control and Warning system developed in planning and construction, the number fluctuated. The Interim Program called for ten such centers, but because of the shortage of funds, construction priorities were denied these centers in favor of the indispensable radars. By the

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47/ 1. SECRET Ltr, Maj Gen J.E.Upston to Lt Gen E.C.Whitehead, 7 Apr 1950

2. "Report on Status of Deliveries" inclosure to SECRET Ltr Lt Gen Chidlaw, AMC to Lt Gen Whitehead, 4 Apr 1950

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end of June 1950 there were five control centers in operation. The planning situation, however, in 1950 envisaged the establishment of nine control centers to be located at:[48]

Roslyn, New York
Hancock Airport, Syracuse, New York
Selfridge Air Force Base, Michigan
Fort Snelling, Minnesota
Oklahoma City, Oklahoma
McChord Air Force Base, Washington
Hamilton Air Force Base, California
Los Angeles, California
Great Falls, Montana

Two additional control centers were contemplated for Albuquerque, New Mexico and Atlanta, Georgia if sufficient funds for their construction were forthcoming.

Each control center was originally planned to correspond in location to the headquarters of an air division charged with the defense of a sector in the air defense organizational system.[49] Conse-

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48/ SECRET Ltr Hq ConAC to EADF, sub: "Air Defense Control Center Areas of Responsibility" 7 Jul 1950

49/ For planning of the air control centers see the following documents included in the Appendix to this Volume:

1. SECRET Ltr, Hq ConAC to CG 14AF, sub: "Air Defense Organization in Continental U.S.", 17 Jun 1949
2. SECRET Ltr, Hq USAF to Chief of Eng, sub: "Authorization-ZI, Aircraft Control and Warning System No. ZI-le-50" 25 Apr 1950
3. 25 ADIV Reg 55-1 "Operations: Alternate Control Center" 27 Apr 1950
4. SECRET Ltr, Hq ConAC to Dir Plans and Opertns, Hq USAF, sub: "Air Defense Control Center Areas of Responsibility" [May] 1950
5. SECRET Ltr Hq ConAC to CG EADF, sub: "Air Defense Control Center Areas of Responsibility" 10 May 1950, with 1st Ind.
6. SECRET Ltr, Hq ConAC to CG EADF, sub: "Air Defense Control Center Areas of Responsibility" 7 Jul 1950

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quently it was considered that the control center requirements would grow with the future changes and additions in the air division areas of responsibility.[50]

Aircraft Control and Warning System Operations and Training:[51]

The Ground Observer Corps:

As early as the initial planning for the air defense system, it was generally agreed that the formation of the Ground Observer Corps-Aircraft Warning Service would be necessary as a means of augmenting the existing and proposed radar surveillance system in the Continental United States.

Concepts, methods and principles of ground observation were originally tested during Exercise "Lookout" in the latter half of 1949,[52] and were later outlined in a memorandum for the Inspector General, United States Air Force in October 1949.[53] On 15 December 1949, Continental Air Command requested Headquarters, United States

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50/ See Chapter IV below ...

51/ For a detailed discussion of Aircraft Control and Warning System Operations and Training during 1949 see SECRET History of the Continental Air Command, 1 December 1948 to 31 December 1949, Vol. III, pp, 62-86. For a similar discussion for the period January-June 1950, see Volume VI of this History.

52/ SECRET History of the Continental Air Command, 1 December 1948 to 31 December 1949, Volume III, 77-82.

53/ 1. SECRET Memo, Hq ConAC to Hq USAF, sub: "Special Survey of Air Defense of Continental United States" 28 Oct 1949
2. SECRET Ltr, Hq ConAC to Hq USAF, sub: "Status of Air Defense" 28 Oct 1949

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Air Force to issue the necessary directives to form the Ground Observer Corps, to initiate necessary action to enact Federal legislation to give the Ground Observer Corps an official status as an auxiliary of the United States Air Force, and to furnish funds in the amount of $746,000 to implement the program.[54] In the opinion of Continental Air Command it was believed that the Ground Observer Corps could be completely organized, installed and tested within five months from the date of the receipt of the funds and directives asked for.[55]

On February 3rd, 1950, the necessary directives were forthcoming from Washington, authorizing ConAC to provide the facilities and supervision necessary.[56] The Ground Observer Corps was to be "composed of civilians who volunteer their services." Recruiting was to be on a mutual cooperation basis between proper civil authorities of each State concerned and the Continental Air Command. The Ground Observer Corps was to be operated on a permanent basis as an adjunct to the Aircraft Warning Service for the Air Defense of the United States. Its purpose was to be to report, plot and furnish tracks of low-flying aircraft.

54/ SECRET Ltr Hq ConAC to Hq USAF, sub: "Implementation of Ground Observer Corps-Aircraft Warning Service" 15 Dec 1949. Detailed plans for the contemplated organization were already underway in ConAC as indicated in the following:

1. Ltr CG EADF to CG ConAC, sub: "Ground Observer Corps Plan" 23 Dec 1949 with indorsement and chart
2. Ltr CG WADF to CG, ConAC, sub: "Ground Observer Corps Plan" 25 Nov 1949 and charts attached.

55/ Ibid.

56/ SECRET Ltr and 1st Ind, Hq ConAC to Hq USAF, sub: "Implementation of Ground Observer Corps-Aircraft Warning Service" 15 Dec 1949

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Continental Air Command undertook to prepare the detailed master plan necessary for the system, and assumed the responsibility for successful completion of the system by 1 July 1950.[57] The Ground Observer Corps essentially as developed in that period was composed of civilians who volunteered their services on a part-time basis, to report on the movement of aircraft. It consisted of ground observers who were to report by telephone to filter centers who were to plot and evaluate this information and telephone it to selected control agencies of the air defense system. Civil authorities were made reponsible for manning the observation posts and filter centers. The United States Air Force, through the Continental Air Command was responsible for the training and operation of the corps. Except for scheduled training exercises and emergencies, however, it was conceived that the ground observer posts and filter centers would be manned on a stand-by basis.[58]

Observation posts were to be spaced approximately eight miles apart throughout those areas in which the Ground Observer Corps was organized. Each observation post was to be near an established telephone whose subscriber would volunteer its use for the reposting of aircraft movement. Although the use of each telephone was to be volunteered, all calls made by ground observers on the movement of

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57/ SECRET Ltr and 2nd Ind, Ltr Hq ConAC to Hq USAF, sub: "Implementation of Ground Observer Corps-Aircraft Warning Service" 27 Feb 1950

58/ For the description of the Ground Observer Corps in this section, the writer is indebted to the Historical Report of the Directorate of Civil Air Defense, Hq ConAC, for January-May 1950

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aircraft were to be at government expense.

All observation posts whose telephones were connected to a common telephone toll center were to be connected to the same filter center. These centers are located in cities with the best locations for receiving telephone calls from the observation posts with the minimum delay, and were to be manned by civilian volunteers and supervised by Reserve Officers from Temporary Duty Reserve Units.[59]

With the exception of the Albuquerque areas, where existing telephone facilities were few and inhabitants scarce, the Ground Observer Corps was to be organized initially in the areas to be actively defended within the zones of responsibility of the Eastern and Western Air Defense Forces.[60]

In the Eastern Air Defense Force area, it was estimated there would be approximately 6,250 Ground Observer Posts and 19 Filter Center Areas, 2,200 Ground Observer Posts and seven Filter Center Areas were planned in the Western Air Defense Force area.

The Ground Observer Posts throughout these areas were to be geographically located within the boundaries of civilian cities and villages, with the exception of a few Coast Guard stations, and were to be spaced approximately eight miles apart. This spacing

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59/ See Proposed Reserve Organization, chart

60/ The U.S. Forest Service installations provided a windfall for the ground Observer System by placing at the systems' disposal some 400 fire lookout towers, and ranger stations in sparsely populated areas of California, Washington, Oregon and Idaho as Observation Posts.

1. Ltr Hq ConAC to Dir P&O, Hq USAF, sub: "Utilization of U.S.Forest Service Installations in Air Defense" 6 Apr 1950
2. Ltr CG ConAC to CGs, EADF, WADFA, sub: "Utilization of U.S.Forest Service Installations in Air Defense" 31 Jul 1950

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was selected as a result of tests and experiments in World War II which indicated that four miles was the limit at which an ordinary person could see and identify an aircraft in flight. Each observation post was to be commanded by a Supervisor, responsible for the exact physical location of the post and the recruitment of personnel. A standard was created whereby each post had to be within 15 seconds walking time to an existing commercial telephone.

The selection of Filter Centers was to be based primarily upon long-line telephone facilities and telephone toll routing as determined by the officials of the Telephone Companies. In addition, Filter Centers were located in cities with reasonably good transportation systems so that the 500 volunteer workers required could be recruited. Of considerable importance in this selection was the degree of probability that the cities selected would not be themselves priority targets for enemy air attacks.[61]

As regards the administration of the system, the State Director of Civil Defense was to be the key figure where matters of a technical or special nature not involving the possibility of disagreement arose. Other matters of a controversial nature were to be taken up with the Assistant for Civil Defense Liaison through Headquarters, Continental Air Command. However, in the initial planning stages of the Ground Observer System no elaborate chain of administrative control was attempted pending its organization and training.

61/ Hq ConAC, Dir CAD, "List of Filter Centers"

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For purposes of clarifying the reporting procedures, the Continental Air Command produced a publication for wide distribution entitled "Instructions to the Ground Observer Corps."[62]

Estimated total costs for the Ground Observer System for the Fiscal Year 1950 were $667,614,[63] of which sum the cost of communication facilities accounted for the greatest part.

It was planned to test the Ground Observer Corps each quarter year. Each test was to consist of 16 hours of actual operation, and wherever possible the tests were to coincide with exercises scheduled for other components of the air defense system.[64]

The greatest obstacle in the path of the organization of the Ground Observer Corps since the authorization in February 1950 was the lack of detailed directives from Headquarters, United States Air Force delineating responsibilities with reference to the civil defense program. Correlative with this problem was the lack of published directives from ConAC to the Air Defense Forces and to the numbered air forces outlining their respective responsibilities in civil defense. In addition lack of approval for personnel manning of filter centers by a military cadre seriously hindered the installation and the issue of normal operating equipment. Lack of any authority for assignment of full time military personnel prevented

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62/ Hq ConAC 1950 "Instructions to the Ground Observer Corps"

63/ Hq ConAC, Directorate Civil Defense, Historical Report for January-May 1950

64/ 1. IRS, Hq ConAC, CAD to PO&R, 3 Apr 1950
2. IRS, Hq ConAC, PO&R to O&T, 4 Apr 1950
3. IRS, Hq ConAC, O&T to DO, 12 Apr 1950
4. IRS, Hq ConAC, DO to O&T, 21 Apr 1950

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the issue of property under the proposed table of allowances. Further a marked apathy on the part of some states to assume responsibility for organizing the observation posts in their states still existed during the major part of the period covered herein.[65] Observation post supervisors were to have been appointed by state authorities by 1 May. As of that date, approximately 50% had been appointed. Also considerable delay was encountered in the activation of reserve units, whose officers were to supervise the operation of the filter centers. In this delay, the Headquarters, United States Air Force appeared to have been remiss from the Continental Air Command viewpoint since no authority for the activation of these units had been received by ConAC more than four months after the original request.[66]

The greatest single boon to the firming of policy and the establishment of command procedures was the change of attitude towards the Civil Air Defense activities of the command on the part of the operating staff itself. A more positive support of the program was stimulated by the greater emphasis placed upon the mission of air defense in June and July.[67] Another major aid was the establishment of firm responsibility for ConAC in matters of Civil Air Defense by the

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65/ Ltr Hq ConAC to WADF, sub: "Increased Emphasis, Organization of Ground Observer Corps" 19 Aug 1950

66/ SECRET Hq ConAC, Directorate of Civil Air Defense, Historical Report, June-July 1950

67/ SECRET Hq ConAC, Directorate of Civil Air Defense, Historical Report, January-May 1950 and June-July 1950

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receipt in early June of a directive from Headquarters, United States Air Force which delegated to the Continental Air Command in verbatim form a majority of the responsibilities for which the Air Force itself was charged within the program.[68] Coordination with the Army and Navy was a responsibility which was retained by United States Air Force Headquarters itself.

The receipt of the above mentioned directive evoked considerable discussion among the staff relative to the responsibilities of the various directorates for each item for which ConAC was charged. Final decision was made on 3 July 1950 whereby the Directorate of Civil Defense was given the responsibility for the Aircraft Observer System; a prototype Civil Air Raid Warning System and limited interim Civil Air Raid Warning System; and a Military Air Raid Warning System.[69]

A more specific delegation of responsibility was accomplished by directive of ConAC on 21 July 1950, whereby the responsibilities of the Eastern and Western Air Defense Forces were outlined in detail.[70]

68/ 1. Ltr Hq USAF to Hq ConAC, sub: "Responsibility for Planning and Preparation of Certain Civil Defense and Allied Programs within the Department of Defense" 1 Jun 1950
2. Memorandum, Secretary of Defense, sub: "Responsibility for Planning and Preparation of Certain Civil Defense and Allied Programs Within the Department of State" 24 Apr 1950
3. Ltr Maj Gen Myers to CGs, EADF and WADF, sub: "Civil Air Defense Responsibilities and Organization" 14 Jul 1950

69/ Hq ConAC, IRS, P&R to DO, 3 Jul 1950

70/ Ltr Hq ConAC to CGS EADF and WADF, sub: "Organization and Operation of the Ground Observer Corps" 21 Jul 1950

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In July the long awaited approval of Headquarters, United States Air Force was obtained for the activation of reserve corrollary units as ground observer squadrons for the manning of filter centers with reserve officer personnel and the establishment of a liaison at a headquarters of the air divisions.[71] Further, approval was granted by the Deputy of Operations, Continental Air Command, for the assignment of one full time officer and two full time airmen for each of the filter centers.[72]

Since the filter centers were the key points from which information obtained by the Ground Observer Corps was fed to the radar network, considerable pressure was exerted from ConAC to the numbered Air Forces to expedite completion of construction and issuance of equipment for these centers. As of the end of July 1950, most of the filter centers were completed with filter map tables, and teller stands and telephone communications were being installed. The exceptions were those centers which needed alteration to the leased property and which were delayed in acquisition, whether for lack of suitable facilities or lack of availability of selected properties, suited to the length of time required by Headquarters, United States Air Force to process such acquisition requests. A method of short cutting the channels for acquisition of real estate was developed by the Real Estate Division of the Directorate of In-

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71/ ConAC Training Standard 10-15 (Tentative) sub: "Ground Observer Squadron" 26 Aug 1950

72/ Hq ConAC, Directorate of Civil Air Defense, Historical Report, June-Jul 1950

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stallations.[73]

Reports from the Air Defense Forces received at the end of August, 1950, generally indicated that the organization of the Ground Observer Corps observation posts was progressing much too slowly.[74] For this the civil apathy was largely responsible, in spite of repeated efforts to stimulate interest in the program.[75]

The problem of Canadian participation in the overall pattern of the Ground Observer system arose very early. In June 1949 a representative of the Royal Canadian Air Force (RCAF) Air Defense Group visited Air Defense Command Headquarters and participated in dicussions of the general system. Arrangements were made to

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73/ 1. Hq ConAC, Directorate of Civil Air Defense, Historical Report, June-July 1950
2. Hq ConAC, Directorate of Installations, Historical Report, July 1950

74/ For summaries of achievement of ConAC re GOC in 1950 see:
1. Ltr Hq ConAC to CGs all Air Forces, sub: "Increased Emphasis Organization of Ground Observer Corps" 21 Jul 1950
2. Ltr Maj Gen Myers to C/S USAF, sub: "Stimulation of Interest in the Ground Observer Corps" 10 Jul 1950
3. Ltr CG ConAC to DO, USAF, sub: "Status of Ground Observer Corps" 22 Aug 1950

75/ For ConAC's public information policy and efforts in this respect see:
1. Ltr Hq ConAC to CG 1AF, sub: "Public Information Policy for Air Defense Program" 17 Feb 1950
2. Ltr Hq ConAC to CG 1AF, sub: "Publicity Program to Assist State Civil Defense Agencies in the Organization of the Ground Observer Corps" 10 Apr 1950
3. Ltr Maj Gen Myers to C/S USAF, sub: "Public Relations Aspects of the Ground Observer Program" 17 Apr 1950

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have responsible officials of the Bell Telephone Company of Canada visit the Air Defense Command to learn the technical implications of forming a Ground Observer Corps. In September 1949, three officials of that Company visited this country and were fully instructed in the Ground Observer System plans, civil air raid warning system and construction and operation of air defense control centers and filter centers. During Operation "Lookout", another RCAF representative was assigned to Headquarters, Eastern Air Defense Force to observe operations.[76]

The vulnerability of certain key areas, bordering Canada, to surprise attacks, prompted the Continental Air Command in December 1949 to ask for more positive assimilation of the two defense systems. For example, complete low altitude coverage by the radar systems required that the Ground Observer System should be augmented by coverage in Canada north of Lake Ontario, Lake Erie and Lake Huron by the Canadian Ground Observer System. Without such coverage there could be no protection for low altitude bombing of such cities as Detroit, Toledo, Cleveland, Erie, Buffalo and Rochester.[77]

The Western Air Defense Force in January also complained that vulnerability of the northwestern portion of the United States, particularly in the Puget Sound area, required augmentation of the American Ground Observer System by the Canadian because the high ter-

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76/ SECRET Ltr Gen Myers to C/S USAF, sub: "Coordination with Canada on Ground Observer System" 15 Dec 1949

77/ Ibid.

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rain of that region precluded low altitude radar coverage.[78]

On 16 January 1950, ConAC was informed that the Joint Chiefs of Staff, by approving a Canadian-U.S.Emergency Plan, had designated the Royal Canadian Air Force Headquarters at Ottowa and the U.S. Air Defense Command (ConAC) as the planning agents for the air defense of Canada and the United States.[79] It thus authorized direct communication between these agencies and such coordinated planning as was necessary for air defense. This development did much to ease the qualms of the Continental Air Command in this important matter. Direct communication and planning were immediately entered into.

The Civil Air Raid Warning System:

The function of supplying warning information, with respect to impending air attacks to Civil Defense Agencies is a responsibility of the United States Air Force, and was assigned to the Continental Air Command.[80] Like the Ground Observer System and the Radar Network, it was conceived as an integral part of the airdefense system of the United States.

78/ SECRET Ltr, Hq WADF to CG ConAC, sub: "Canadian Participation in the Ground Observer System" 30 Jan 1950

79/ SECRET Ltr and 1st Ind to C/S USAF, sub: "Coordination with Canada and Ground Observer System" 16 Jan 1950

80/ 1. SECRET Ltr Gen Whitehead to C/S USAF, sub: "Implementation of Civil Air Raid Warning System" 15 Dec 1949 and 1st Ind, C/S, USAF to CG ConAC, 1 Feb 1950

2. Ltr CG ConAC to CGs EADF, WADF, sub: "Organization and Operation of an Interim Civil Air Raid Warning System" 21 Jul 1950

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Civil Air Raid Warning (CARW) was designed to give timely and selective warning of impending air attack, so that action could be initiated by civil defense forces to achieve the fundamental purposes of civil defense in safeguarding lives and property and in minimizing the effects of enemy action. Civil Air Raid Warning was to be capable of giving warning to specific points at the latest possible moment consistent with a reasonable margin of safety without disturbing adjacent points.

> "There is little that can be said of the civil air raid warning system except that it is an existing system for furnishing such information to civil agencies. Current air attack concepts tend to belittle the efficacy of the present use of telephone equipment as now employed. However, it is a communications network in-being that can transmit warning to civil agencies even though not with the speed desired to meet initial attack concepts." 81/

As designed, the Civil Air Raid Warning System consisted of facilities and services provided by the United States Air Force whereby civilian communities would be warned of air attack. At each of the United States Air Force air defense control centers, located at strategic locations throughout the United States there was to be a civil air raid warning officer whose duty it would be to transmit to key point air raid warning centers 82/, warning of impending air attack. To receive these warnings, civil air raid

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81/ Hq ConAC, Directorate of Civil Air Defense, Historical Report for August 1950

82/ A key-point air raid warning center is a point at which air raid information is received by civilians from an Air Defense Control Center and from which this information is disseminated to civilian communities.

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warning telephones were to be installed at selected cities throughout the United States and monitored by civil authorities, such as state police officials, twenty-four hours per day. In addition to the geographical areas covered by the key-point air raid warning centers the Governor of each state not having a key-point air raid warning center was to be advised of an impending attack by telephone.[83]

As originally planned, the civil Air Raid Warning System was to designed that four different degrees of alert were to be given to civilian communities, depending upon the information available in the control center.[84] However, in August 1950 it was determined impractical to continue with the four degrees of alert as originally defined, and the following system was determined upon:[85]

1. Yellow alert: Attack likely - This warning to be given as a result of intelligence indicating that hostile aircraft are enroute to attack the United States. This is considered to be informatory only for purpose of alerting key people and installations. This was not to be transmitted to the general public.

2. Red alert: Attack imminent - This warning to be given as a result of an Air Division Commander identifying hostile aircraft within his area of responsibility. This is the final warning received at the key-point air raid warning center prior to actual attack. To be transmitted to the public.

3. White alert: All clear - This notification to be

83/ For this account of the air raid warning systems, the writer is indebted to the Historical Reports of the Directorate of Civil Defense for January to August 1950: EADF, SOP 102-1, sub: "Communications Systems: Civil Air Raid Warning" 1 Jun 1950

84/ Hq ConAC, Directorate of Civil Air Defense, Historical Report, January-May 1950

85/ Ltr Gen Thatcher to P&O, USAF, sub: "Implementation of Civil Air Raid Warning System" 8 Aug 1950

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given when the danger of eigher Yellow or Red type air raid warning is over. To be transmitted to the general public.

Air Division Defense Commanders were made responsible for the issuance of civil air raid warnings to key-point air raid warning centers located within their areas of responsibility. These commanders were also responsible for the issuance of civil air raid warnings to the Governors of or their designated representatives of those states location of which was within their area of responsibility which had not been provided withone or more key-point air raid warning centers. Civil authorities were given the responsibilities for the monitoring of civil air raid warning telephones in the key-point air raid warning centers and for any civil action taken as a result of these warnings.

Continental Air Command had the responsibility to select the warning areas and their associated centers. Personnel in the Office of Civil Defense Liaison in the Office of the Secretary of Defense arranged for the exact physical location of the telephones in places where the telephone would be monitored twenty-four hours a day. Continental Air Command made arrangements with telephone companies for the installation of these telephones and associated equipment in air defense control centers.

By the end of May 1950 the necessary equipment to disseminate air raid warning information had been installed in all six air de-

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fense control centers[86]. The greatest single problem in establishing the warning system was the slow receipt of installation data for the key-point air raid warning telephones from the State Directors of Civil Defense. Further complications were produced by revisions of key-point installations submitted by the states of Pennsylvania and Massachusetts in June-July 1950. Although most states responded readily in furnishing key-point installation data, seven key-points remained missing in July throughout the system[87].

A general testing procedure had not been established by Continental Air Command Headquarters by July 1950, although Eastern Air Defense Force tested the system in their three divisional areas[88].

The general result of these tests was unsatisfactory to the Command. Although satisfaction was expressed with development of the operation of the control center operations, monitors of the key point air raid warning telephones were not yet following prescribed answering procedures in a serious manner. This caused serious delay in the transmission of air raid warning information[89].

86/ These Air Defense Control Centers were:
Roslyn, AFB, NY
Stewart AFB, NY
Selfridge AFB, Mich
Silver Lake, Everett, Wash.
Hamilton AFB, Calif.
Ft MacArthur, Calif.
SECRET Hq ConAC, Directorate C&E, Historical Report, May 1950

87/ Hq ConAC, Directorate of Civil Air Defense, Historical Report for June-July 1950

88/ Ltr CG ConAC to DO, Hq USAF, sub: "Status of Civil Air Raid Warning System" 16 Aug 1950

89/ CG EADF to CG ConAC, sub: "Report on Civil Air Raid Warning Tests Results" 20 Feb 1950

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Communications:

The establishment of the Aircraft Control and Warning System Ground Observer Corps, and Air Raid Warning System necessitated a gigantic project to link these systems together and tie them to the pertinent divisional headquarters of ConAC and to all operational installations of the armed services in the pertinent areas. This responsibility was phrased as follows by the official United States Air Force statement of policy pertaining to air defense:[90]

> To establish, maintain and operate a system of point-to-point communications between control centers; from each Control Center to higher headquarters; and from each Control Center to each major Air Defense operational installation or unit in its area, including each basic radar station, each local air defense, and each operational airfield at which an available fighter unit is based.
>
> To establish maintain and operate a system of air-ground communications for the control of aircraft in interception operations.

The Air Raid Warning System itself was to be an intricate telephone network linking key-point areas and state capitols with Control Centers. Add to this a complex system of radio hookups, teletype and cryptographic apparatus and a glimmer of the enormous technical difficulties present appears.[91] Add further the necessity of linkage between the Canadian defense system and that of the United

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90/ Hq USAF, "USAF Policy on Doctrine and Procedures for the Air Defense of the U.S." 10 Jun 1949

91/ 1. An excellent perspective of the entire communications problem may be obtained from the monthly historical reports of the Directorate of Communications and Electronics, Hq ConAC, January-June 1950. The multitude of activities of this directorate are susceptible only of the broadest general treatment in this history. For an accurate treatment of these indispensable functions the Historical Reports mentioned above should be consulted.

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States in military and civilian defense and warning operations and the intricacy of the system approaches the incomprehensible.[92]

The following quotation reveals an important problem facing the construction of an effective communications network. It must be realized that the provision of a communications network had to parallel the construction of the basic aircraft control and warning system chronologically:[93]

> "The present difficulties encountered in implementing communications facilities is partially due to the lack of cooperation between, and action by, base and command communications and air installations officers to the extent of accomplishing air installations support requirements for communications facilities at the same time the communications requirements are processed. In many instances, a communications requirement is completely programmed and the delivery of equipment is imminent but air installations support in the form of building, land, primary power, etc. has not been programmed for: consequently, implementation cannot be accomplished. Requirements for air installations support of communications projects must be imposed at the same time the communications requirements are imposed, and these two requirements are interdependent on each other to assure proper implementation of a requirement."

The work of constructing a communications network was replete with imponderables. At every turn in this project obstacles were

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91/ (cont'd)
2. ConAC Reg 100-4 "Communications: Joint Use of Communications Facilities" 30 Mar 1950
3. Ltr CG ConAC to Dir Comm. Hq USAF, sub: "VHF" 26 Sep 1949 This reveals complexities of planning for so many diverse functions.
4. Ltr Hq ConAC to Dir Com, Hq USAF, sub: "Standard Fighter Aircraft Channelization" 14 Nov 1949

92/ 1. SECRET Ltr Hq ConAC to Group Commander, Air Defense Group, sub: "Signal Communications Requirements" [26 May] 1950

93/ Ltr Brig Gen Farman, Deputy Director of Communications, USAF to CG, ConAC, sub: "Air Installations Support for Communications Projects" 20 Mar 1950

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encountered which were extremely difficult to foresee. For example, in June 1950, the command informed the Headquarters, United States Air Force that "an urgent requirment for television interference elimination exists in this command."[94/] The continuous redeployment of units throughout the command, the reprogramming of radar facilities, etc. meant that the communications network itself was susceptible to constant vicissitudes.

The extent of construction and maintenance operations for the gigantic landline communications network, made it necessary for ConAC to obtain the services of the 472d Signal Construction Company, (Heavy). This unit was transferred from the Military Air Transport Service (MATS) to ConAC and moved to Moses Lake Air Force Base where it was utilized in the Aircraft Control and Warning Program on the West Coast.[95/]

A primary consideration other than provisions of the necessary communications facilities, as the Aircraft Control and Warning System developed, was the necessity of improvement in the handling of information throughout the system. In July 1950 it was considered that methods then employed in the transmission and display of information

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94/ Ltr Hq ConAC to Dir Comm, USAF, sub: "Requirement for Elimination of Interference" 14 Jun 1950

95/ 1. Hq ConAC, Dir C&E, Historical Report for March 1950
2. Ltr CG ConAC to Dir M&O, USAF, sub: "Assignment of Signal Aviation (Heavy) Construction Company" 1 May 1950
3. TWX, Hq USAF to Com MATS, 3 Apr 1950

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in the aircraft control and warning network were inadequate to use the full capabilities of the country's defense radar and aircraft. The manual observing, telling, and plotting procedures in current use introduced too many errors, ommissions and delays into the operation of the net work which seriously degraded the effectiveness of the system. Efforts to improve this situation through changes in procedures, intensification of training and other operational means resulted in some improvement, but it was believed that further substantial improvement could be accomplished only through design and application of equipment which would comprise a partially automatic information handling system to perform the following functions:

1. Receive information from the Ground Control Intercepts or early Warning radar equipment.

2. Provide convenient means for filtering such raw data at the earliest feasible point in the system.

3. Permit addition of other information into the system (e.g. height, identification, etc.)

4. Transmit the filtered data, together with the added information to Control Centers, overlap Ground Control Intercepts, or other required places.

5. Provide means for combining information from two or more different Ground Control Intercepts or other sources of information.

6. Display the filtered information in appropriate form for use of the Fighter Controller, for the Duty Controller and for the Air Defense Commander.

The urgency of this problem is revealed in the following quotation from a letter by General Myers to Headquarters, United States Air Force:[97]

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> "The system should be designed and put into operation as soon as possible. This means crash programs, with intensive applications and production programs. I consider this project to be exceedingly urgent and therefore I hope that an experimental model of this complete system can be demonstrated in the shortest possible time, but not later than 15 September 1950, and that Continental Air Command can be completely equipped not later than 15 September 1951."

The timely filtering and dissemination of information through the Aircraft Control and Warning Network was only one aspect of the broad problem of informational control in the air defense system. Very close to the Air Defense Division of the Directorate of Operations and Training, Headquarters, Continental Air Command was the consideration of the great responsibility of Continental Air Command's informing United States Air Force and government departments of the state of air defenses and the progress of the air defense war.[98] This section labored valiantly in 1950 to obtain authorization for a streamlined information organization at command level, but not until the Korean War broke out in June 1950 was any headway made in this project.[99] The intricacy of the information-communication network was also deemed to require the establishment of officers whose sole responsibillty would be the provision of information.

97/ SECRET Ltr Gen Myers to Dir of Req., Hq USAF, sub: "Improvement of Means for Handling AC&W Information" 22 Jul 1950

98/ SECRET Hq ConAC Air Defense Division, Staff Study, "Study on Air Defense Reporting" March 1950

99/ Memorandum Wg Cmdr Donkin to Col MacDonald, sub: "ConAC Air Defense Operations Communications" 29 Jun 1950

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Air Traffic Control:

It was inevitable that the agency responsible for the air defense of the United States be also concerned vitally with the control of both civilian and military air traffic. And so it was that on 21 May 1948 the old Air Defense Command was designated as the agent to represent the Chief of Staff, United States Air Force in the formulation of basic policies and detailed plans for the control of civil air traffic in an emergency.[100] On 21 October 1948, Air Defense Command submitted a proposed detailed plan for the control of civil air traffic in an emergency representing the joint efforts of Civil Aeronautics Administration and the Air Defense Command.[101]

Since control of air traffic was directly dependent upon the creation of an aircraft control network comprising a system of radar stations and control centers,[102] the implementation of the proposed control plan had to await the construction of such a network. By the end of 1949 the Lashup system had been implemented to such an extent that the plans for the control of air traffic could be practically initiated.[103]

Due to the inadequacies of existing electronic identification systems, identification of aircraft had to be accomplished from information available from air traffic control agencies, namely the

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100/ Ltr Hq USAF to Hq ADC, sub: "Air Traffic and Air Communications Control" 21 May 1948

101/ CONFIDENTIAL Ltr Hq ADC to C/S USAF, sub: "Security Control of Civil Air Traffic" 21 Oct 1948

102/ AACS Manual 100-1 "Radar and Air Traffic Control" 1 Dec 1949

103/ SECRET Ltr Brig Gen Thatcher to D.W. Rentzel, 23 Nov 1949

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Civil Aeronautics Administration and the Military Flight Service and flight plans pre-plotted therefrom. The actual control of civil aircraft, as opposed to military aircraft presented a serious problem of jurisdiction. Lacking legislative authority to direct civil traffic, the Federal Government could institute such control only through the cooperation of the various civil agencies. Pursuant to the request of the Secretary of the Air Force, in February-March 1950, the various civil agencies agreed to conduct all flying in certain critical areas above 2,000 feet under instrument flight rules, although not without considerable objection, and without guarantees of enforcement.

In March 1950 the Continental Air Command submitted a proposed regulation to the Department of the Air Force on "Flight Procedure for Identification in Air Defense Areas."[104/] It was stated therein that the policy of the United States Air Force should be to conduct all flights within and through certain identification zones under instrument flight rules regardless of weather conditions. In addition all flights within and through these zones had to file Instrument Flight Rule clearance with the Civil Aeronautics Administration, which agreed to process such clearances so as to give the existing air defense systems the information necessary for identification of air-

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104/ 1. CONFIDENTIAL Ltr, CG ConAC to Dir P&O, USAF, sub: "Identification of Federally Owned Aircraft by Air Defense Systems" 24 Feb 1950 and inclosure -
2. Proposed AF Reg No 60- "Flying: Flight Procedure for Identification in Air Defense Areas" [March] 1950

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craft. The primary feature of this proposed regulation was the creation of a number of identification zones in the air spaces above specified geographic areas. These zones were grouped into three categories:[105]

(1) Oceanic - The air space above a geographic area of the Atlantic or Pacific Oceans or the Gulf of Mexico in which rapid identification of aircraft is vital.

(2) Internal - A Zone within the land boundaries of the United States in which rapid identification is vital.

(3) International Boundaries - those areas on our international frontiers where rapid identification of crossing aircraft was required.

The zones mentioned above were expressly described in the proposed regulation.

The draft regulation did not escape without some criticism from Headquarters, United States Air Force. The primary difference in the changed regulation which emanated from this higher authority was that identification of military aircraft within the United States and its approaches was required, rather than over specified identification zones. It was indicated in Washington that Continental Air Command's proposed regulation was much more stringent than could be adopted for civilian operations under the circumstances. As a compromise it was suggested that the Civil Aeronautics Administration screen all flight plans and position reports and transmit that in-

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105/ Ibid.

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formation of interest to air defense to the appropriate air defense facility.

The entire question of air traffic control was so vital to air defense and so delicate in view of the non-existent authority of the Federal Government over civil air traffic that General Whitehead saw fit to appoint a member of his staff in the person of Colonel Robert S. Israel Jr. as liaison agent with the Civil Aeronautics Administration for joint planning and information purposes. In March-April 1950 it was decided to create a Board for the consideration of matters of joint Civil Aeronautics Administration-United States Air Force concern[106/]. Colonel Israel was designated as an Air Force member.

The problems raised in the negotiations with the Civil Aeronautics Administration in the planning for air traffic control are well revealed in the following extract from Colonel Israel's letter to General Whitehead of 6 April 1950:

> "With respect to the overall identification problem, you are undoubtedly well aware that the CAA is handicapped by the lack of legislated authority for the control of the American flying public. Lacking this legislated authority, it will be impossible for the CAA to provide all the requisite information for the ready identification and recognition of friendly flying. Furthermore, such legislation for peacetime application does not appear to be forthcoming in the foreseeable future, the only alternative appears to be the achievement of the cooperation of the civil aviation field as a whole through voluntary-self regulation. Progress is being made along this line, but

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106/ 1. Draft Charter "Joint CAA-USAF Air Defense Planning Board"

2. 1st Ind, Ltr Hq USAF to ConAC sub: "A Plan for the Security Control of Air Traffic" 10 May 1950

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I am reliably informed that this progress is being hindered by Washington representatives of flying associations who agree on one hand with the CAA, and with the other write inflammatory circulars to those whom they represent, telling them that CAA is about to rob them of their civil aviation rights.

Rapid progress is being made towards the promulgation of CAA Standard Operating Procedures for all air defense areas in the United States which do not presently have them. With regard to the San Francisco and Los Angeles Areas, no provision is being made for the furnishing of information on flights penetrating these areas other than from seaward. This is a matter of great concern to me, as I consider, with particular reference to the Los Angeles Area, that the threat seaward is minimal and that there is a much greater danger of attack upon these areas across the Canadian border and through the interior of the United States." 107/

Colonel Israel's disquiet over these developments was echoed by General Whitehead. The following extract from his answer to 108/ Colonel Israel reveals his concern:

"I was somewhat alarmed over your reports on the developments to date with the CAA. I refer specifically to your mention of CAA agreeing for the time being to establish control procedures into the coastal air defense zones only from the seaward approaches.

Recently it has been my impression that CAA was willing to attempt to establish VFR controlled flight procedures entering our air defense zones from all directions. I feel that we should insist that this is required as soon as it can possibly be worked out; since stablished recognition procedures only from seaward, leaves, as you say, in many cases the most probable routes of approach most vulnerable.

I realize that we have to make progress in these matters step by step and that we have to be politic in

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107/ SECRET Ltr Col Robert S Israel Jr to Gen Whitehead, 6 Apr 1950

108/ SECRET Ltr Gen Whitehead to Col Israel, 19 Apr 1950

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order not to have any of the organized civil aviation societies prevent the agreements which we are after from being consummated."

General Whitehead was quick to follow up on this matter in Headquarters, United States Air Force by bringing it to the attention of the Director of Plans and Operations, Major General S. E. Anderson.[109] General Anderson's answer did much to alleviate Continental Air Command's concern over the problem of the undefended "back doors" to vital coastal recognition zones. It was pointed out that the Civil Aeronautics Administration had agreed to transmit to the appropriate air defense agencies all pertinent information selected from reports to be made under the provision of a Joint Air Force-Army-Navy Regulation under consideration. Further, it was advised that Civil Aeronautics Administration was taking action to obtain flight plans from all civil air carrier and executive type aircraft penetrating the San Francisco and Los Angeles areas from the landward side and to forward pertinent information thereon to the appropriate air defense agencies. This would leave unidentified only the small privately owned types of aircraft. It was optimistically stated that civil traffic through all domestic zones would be identified from all directions. Civil traffic entering the oceanic zones from the seaward side and entering the international zones from the Canadian side would be identified. The caveat

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109/ SECRET Ltr Gen Whitehead to Gen Anderson, 19 Apr 1950

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to this otherwise encouraging letter was made in the last paragraph however,[110]

> "Since participation in this program by civil aircraft is voluntary, I believe the present agreements are the best we can hope for until appropriate legislation can be enacted. However, we will continue to press the Civil Aeronautics Administration for complete coverage."

Colonel Israel's report to General Whitehead of 28 April 1950 further reported that agreements with the Department of Transport of Canada for the passage of flight plans of aircraft departing Canada for the United States to the Civil Aeronautics Administration for air defense pruposes was in the process of being consummated.[111]

The optimistic advisements of General Anderson and Colonel Israel, however, did not apoear as equally encouraging to the Directorate of Plans, Organization and Requirements, Headquarters, Continental Air Command. Under their joint signatures, Colonels James H. Price and Joseph D. Lee of that Directorate, prepared a memorandum on the subject of the status of Identification Negotiations with the Civil Aeronautics Administration.[112] It was the authors' opinion that the Air Force was not following up on necessary action to get flight plans on civil air carriers penetrating the San Francisco and Los Angeles areas from the north and east. It was pointed out that Civil Aeronautics Administration would require considerable time to train personnel and acquire communications facilities to undertake

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110/ SECRET Ltr Maj Gen Anderson to Lt Gen Whitehead, 11 May 1950

111/ Ltr Col Israel to Lt Gen Whitehead, 28 Apr 1950

112/ Memorandum, "Status of Identification Negotiations with CAA" by Col's Price and Lee to Brig Gen Thatcher, Hq ConAC, 24 May 1950

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the important work of feeding information on all civil flight plans into the aircraft control network, and that a delay of from six to eight months could be expected before the plan materialized.

While these important negotiations were going on with the Civil Aeronautics Administration, Continental Air Command agencies were busily working on standard operating procedures for the control of both types of air traffic. On 10 March 1950, Western Air Defense Command, Headquarters, issued a detailed procedure on this subject, which, when supplemented by some changes made on 12 April 1950, constituted the best description of the relationship of the air control and warning network to the subject of air traffic control.[113] Headquarters, Continental Air Command followed suit on 29 March 1950 with the publication of ConAC Regulation 55-8 on "Aircraft Recognition in Air Defense."[114] The primary characteristic of both these regulations was the delineation of specific recognition zones in coastal areas and in the interior of the United States in which all aircraft would be required to identify themselves or risk interception. The size and number of these zones were to be consistent with the air defense capability of the country and as required for defense.[115]

113/ 1. SOP No. 13, Hq WADF, "Control and Identification of Civil and Military Air Traffic in the Western Air Defense System" 10 Mar 1950

2. SOP No. 13A, Hq WADF, "Control and Identification of Civil and Military Air Traffic in the Western Air Defense System" 12 Apr 1950

114/ ConAC Reg 55-8, "Operations: Aircraft Recognition in Air Defense" 29 Mar 1950

115/ Ibid. These zones as ultimately determined may be found described in AF Reg 60-22.

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The addition of such a vast undertaking as the logging of civil air traffic flight plans into the aircraft control and warning system meant that considerable ingenuity had to be used in the channeling of this information into and through the radar and control network. As the period under consideration in this volume drew to a close, Headquarters, Continental Air Command was busily engaged in coping with this intricate problem.116/

116/ SECRET Ltr Hq ConAC to Hq EADF, sub: "Routing of Air Traffic Information into the AC&W System" 2 Aug 1950

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CHAPTER THREE

The Fighter-Interceptor System

The indispensable complement to the Aircraft Control and Warning System is the Fighter-Interceptor System. As narrated in the first chapter of this volume, quantities of fighter aircraft existed throughout the post-war period prior to the activation of the Continental Air Command, but their existence was by no means equivalent to an air defense in being in keeping with post war requirements for such defense. Whatever fighters the Regular Air Force possessed were dispersed throughout the major commands, with Tactical Air Command and Strategic Air Command possessing the major portion of the fighter resources of the United States Air Force.

To a great extent, the anomaly of a command having the responsibility for air defense without the corresponding authority to command the fighter resources necessary to make its mission effective was resolved by the reorganization of the United States Air Force which saw the birth of Continental Air Command. The placing of Tactical Air Command under the command jurisdiction of Continental Air Command had the much desired effect of placing the former's fighter strength directly under the latter for final disposition in operations and training.[117] The increased emphasis on air defense in 1948-1950 resulted

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117/ For a general survey of the strength of Tactical Air Command in fighter aircraft see: SECRET Ltr and 1st Ind, Hq ADC to Hq TAC 27 Oct 1948 and 23 Dec 1948, respectively.

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in the shearing of a major part of its fighter resources from Tactical Air Command and the allocation of that strength to the numbered air forces of Continental Air Command. To this pooling of fighter aircraft, Strategic Air Command also contributed in the form of three fighter wings, besides accepting for the remainder of its escort aircraft the secondary mission of air defense.[118]

The shape of things to come so far as the role of the fighter aircraft in the planned air defense system was presaged in Air Force planning as early as November 1947 with the unveiling of Plan "Supremacy".[119] Implicit in the doctrine which prompted that plan was the principle that the fighter aircraft in air defense operations of the future would be integral components of an aircraft control and warning network of search radar, ground controlled intercept stations and airdefense control centers. Although for some years the principle of close cooperation between ground radar and fighter aircraft had been well understood, expecially since the spectacular success of the British against the Luftwaffe during the air defense of Britain in World War II, the rapid development of radar electronics forecast even closer synchronization of the two defense elements. The following extract from a presentation given at the Air Command and Staff School at Maxwell Air Force Base illustrates the new vision of radar-fighter relations in air defense:

118/ SECRET History of the Continental Air Command 1 December 1948 to 31 December 1949, Volume I.

119/ For an account of Plan "Supremacy" and later developments in the planning for the AC&W system see above pp. 17ff

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"At this time it appears that our concepts will change very little before 1955 or 1956. Beyond that period we are not prepared to state categorically that things will remain as we now see them. Obviously we will at that time begin our transition into what so many people have called the "push button era." Our system must be moved outward in time and space. The technical portion of the system itself, will be composed of automatic devices. Our present radar equipments are capable of being modified and moved forward at early warning radars or acquisition radars for guided missiles. The interceptor aircraft will be almost completely automatic. The interception itself, will be accomplished by automatic mechanical means and will probably employ surface-to-air guided missiles.

To many people, this sounds like a "pipe-smoker's dream". Actually, it is not. We have today the capability of completely automatic flight. We have computing and directing equipments which are capable of solving any problem and directing machinery. During the period 1953-1954 we hope to have in operational use a fighter aircraft whose pilot has only to take the aircraft off, maintain proper tail-pipe temperatures, and land the aircraft. The interception will be controlled from the ground by radar, which will automatically guide the aircraft to the target, the interceptor's radar and computers will make the final interception, fire the weapons, and the aircraft will be returned to its airdrome automatically. No great technical discoveries are necessary for this advancement. It is a matter of assembling all the necessary components which now exist, and through a program of miniturization and adaptation put them in the aircraft. It appears obvious to us that the end of the piloted interceptor aircraft is in sight, that within the foreseeable future, it will be replaced by the guided missile". 120/

The period January-June 1950, emphasized in the present history, was a significant phase of the wider period in the evolution envisaged in the above speech, and witnessed the gradual phasing of the

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120/ Speech by Lt Col Edwin F. Carey, Hq ADC, given at Hq Air Command and Staff School, Maxwell Air Force Base, Ala., 25 March 1949. This entire presentation is valuable as well for a complete discussion of the role of Continental Air Command in the function of air defense.

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fighter resources of Continental Air Command into the rapidly developing temporary radar control and warning network. As the Lashup programs progressed, bringing air control and warning systems into being for the northeastern and northwestern portions of the United States, the fighter elements of the air defense system were gradually merged into the radar network operationally and organizationally, so that by the end of June 1950, it could be said that an air defense system in being existed, for the defense of certain prescribed and vital areas at least. Realistic training operations to test the integration of the system were a feature of the period, particularly as the result of a happy merger of Strategic Air Command's unit training flights and Continental Air Command's requirements for "live" enemies.[121] In 1950 Operation "Whipstock" in the Northwest placed all elements of the air defense system in test in an elaborate maneuver.[122] During that period, however, the merger of aircraft resources into the aircraft control and warning system entailed a curious but necessary system of "operational control" whereby the fighter aircraft were under the command of the numbered Air Forces for unit and individual training and under the Air Defense Forces for "systems training."[123]

121/ 1. SECRET Ltr Brig Gen Thatcher to Maj Gen Power, SAC, 1 Nov 1949
2. SECRET Ltr Maj Gen Power to Brig Gen Thatcher, 10 Nov 1949

122/ Operation "Whipstock" is discussed in detail in Volume VI of this history

123/ For a discussion of the split in authority involving command and operational control see chapter IV below. Also: SECRET History of the Continental Air Command 1 December 1948 to 31 December 1949, Volume III; also SECRET History of the Western Air Defense Force 1 September 1949 to 31 December 1949; also Hq 25th Air Division, SECRET History of the 25th Air Division 1 April-30 June 1950.

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As the first half of 1950 progressed, the responsibilities of the fighter-interceptor organizational headquarters began to crystallize in the matter of air defense operations. This delineation of responsibilities attended the development of detailed planning for the area defenses of the country and especially of plans for the air traffic control of military and civil aviation.[124/]

The creation of "zones of recognition" for air traffic control coincided with the institution of active operations for the control network and the fighter units.[125/] Simultaneously, in order to meet a sudden hostile assault with the maximum rapidity, aircraft resources assigned to the numbered Air Forces were committed to the Air Defense Forces for continuous operational control and placed in states of readiness determined by the Air Defense Forces.[126/] Manifestly, the era in which the stakes were to be played "for keeps" was close at hand in the way in which the fighter units were now being treated. No longer were the fighter aircraft concerned solely with "dry" maneuvers, but were ordered to go up with guns charged and "hot" for active identification and/or interception.[127/]

124/ For a discussion of the role of Continental Air Command with respect to air traffic control, see above pp. 58-66

125/ SECRET Ltr Hq EADF to Hq ConAC, sub: "Initiation of Active Air Defense for Vital Eastern Coastal Zone" 16 Nov 1949

126/ For discussion of these aircraft committments, and documents relative thereto see pp below.

127/ WADF SOP3 "Loading of Guns on Air Defense Alert Fighter Aircraft" 3 Jan 1950
ConAC Reg 55-10 "States of Alert for Interceptor Aircraft" 14 Jul 1950
EADF SOP 60-4, "Scramble Orders for Day Fighters" 20 Jun 1950

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A first requirement for fighter training, now that a minimum air defense was coming into being was an intensification of ground controlled interception operations. This increased emphasis was particularly noticed in May and June 1950 following the publication of the long awaited Continental Air Command regulation on interception procedures.[128/] Much of the training perforce had to be accomplished by ground training due to the minimum capacities of the ground radar system to utilize all the fighter resources available for training. However, the increasing intimacy of the fighter-pilots with the work of the ground controllers served a most useful purpose in bringing these two partners into close familiarity with the daily work of each other. Technical deficiencies of the ground radar equipment and the distressing shortage of qualified aircraft and warning system personnel also contributed to the relatively meager extent of ground controlled interception training in this period.

The birth of the air defense "system" meant also that many other changes would overtake the conventional fighter aircraft and aircraft combat doctrine. It was inevitable that the requirements imposed upon the fighter aircraft emanating from the necessity of semi-automatic control from the ground would alter the physical nature of the fighter. Electronic identification equipment and other radar devices

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128/ 1. CONFIDENTIAL ConAC Reg 55-6 (Tent) "Interception Procedures and Fighter Rules of Engagement in Air Defense" 2 May 1950

2. History of the 33rd Fighter-Interceptor Wing, April-June 1950

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threatened to drastically curtail and airborne capabilities and firo-power of the fighter aircraft. In order to circumvent this undersireable result intensive research programs were initiated and monitored by Continental Air Command.[129] The following extract reveals how the problem of paring down weight of aircraft only served to expose new problems:[130]

> "In the interceptor, space and weight (no matter how small) comes at a premium. Therefore the utility of extensive bulky equipment cannot be tolerated. In addition, tactical usage of these aircraft discates close ground control which reduces the need for additional air-rescue electronic equipment. However, a requirement does exist for a small lightweight air rescue electronic piece of equipment to assist in the discovery and rescue of interceptor pilots lost over water or sparsely inhabited areas ..."

The omnipresence of the possibility of hostile attack in this period of uncertain international crisis meant that the fighter aircraft would undoubtedly be called upon the operate in all kinds of weather and at all times of the day and night.[131] Cognizance of

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129/ 1. SECRET IRS P&R to Comm, C&E, DO, "Military Characteristics for Airborne Interrogation System" 26 Jun 1950
2. SECRET Ltr Hq USAF to Hq ConAC, sub: "USAF Procurement Plan for IFF Beacons" 24 Jan 1950
3. SECRET Report of Air Traffic Control Conference, 14 Jul 1950

130/ 1st Ind to Ltr Hq USAF to Hq ConAC, sub: "Requirements for Air-Sea Rescue Electronics Equipment" 21 Mar and 10 Mar 1950, respectively.

131/ 1. Ltr Hq ConAC to Hq USAF, sub: "Vertical Gyres for Interceptors" 13 Jun 1950
2. Ltr Col A C Agan to CG ConAC, sub: "Procedures for Landing Numbers of Jet Fighters Under Adverse Weather Conditions" 17 Jul 1950
3. Ltr Hq USAF to CG APG, sub: "Procedure for Landing Numbers of Jet Fighters Under Minimum Weather Conditions" 17 May 1950 with 1st Ind
4. 1st Ind to SECRET Ltr Hq ConAC to Hq USAF, sub: "Composition of Certain Fighter Wings" 8 Mar 1950

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this requirement and intensive efforts to procure this ideal aircraft failed to provide an immediate answer, although intensive tests of the new F-94 fighter were conducted. In the meantime it was agreed that the popular F-86 would have to continue as the workhorse of the air defense system.

The provision of the ideal type aircraft posed other problems. To continually operate an all-weather aircraft meant that additional personnel must spell each other in the twenty-four hour chore. More pressing than the personnel matter, however, was the obvious necessity for longer and safer runways for operation under minimum weather conditions.[132]

Another aspect of the rapid changes in fighter operations made necessary by air defense requirments was the need for greater dispersal in deployment.[133] A proposal to inaugurate a 23-squadron deployment plan posed significant problems for the future so far as the conventional organization of fighter resources and units was concerned.

132/ 1. Ltr Hq ConAC to Hq USAF, sub: "Runway Construction Criteria for Air Defense" 30 Mar 1950
2. Ltr Hq USAF to Hq ConAC, sub: "Runway Length Requirements" 8 May 1950 and 1st Ind
3. CONFIDENTIAL IRS "Airfield Criteria and Operational Factors for Fighter-Interceptor Units and Air Force Headquarters" 28 Jun 1950
4. SECRET Ltr Lt Gen Whitehead to Lt Gen Edwards, Hq USAF, 7 Apr 1950
5. CONFIDENTIAL Ltr Hq ConAC to Hq USAF, sub: "Airfield Criteria and Operation Factors for Fighter-Interceptors and Air Force Headquarters" 14 Jun 1950 and inclosure, "Space Allotment Requirements for a Fighter Wing with Two Tactical Groups and Supporting Services for Master Planning Purposes"
6. Hq ConAC Study, "Space Allotment Requirements for a Fighter-Interceptor Wing for Master Planning Purposes" [July] 1950

133/ SECRET Ltr Hq ConAC to Hq USAF, sub: "Accelerated Air Defense Programming" 5 Jun 1950

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The wide dispersal of fighter squadrons, plus the increasing dependence of the fighter aircraft upon the ground controller presaged the day when the resulting decentralization would mean a major modification of the normal command channels in operations between wing and group headquarters and the squadrons, with greater authority over the fighters vested in the ground controller and/or the area defense commander.

The urgency of lightning-like decisions in the atomic age conversely meant that tremendous authority might be vested in the individual fighter pilot in determining whether an unidentified plane over a prohibited area was hostile or not. This question was the occasion of much discussion as the period under consideration drew to a close.[134/] A corollary problem was the question of the possible effect of fighter interception of an atomic carrier,[135/] illustrative of the vast three dimential problems of air battle occasioned by the passing of the age of Clausewitz and the coming of the age of Einstein.

134/ 1. SECRET Ltr Hq ConAC to EADF, sub: "Interception of Unidentified Aircraft" 29 May 1950
2. IRS O&T to Intell, "Identification of Aircraft" 29 May 1950
3. CONFIDENTIAL IRS O&T to Intell, 18 May 1950

135/ SECRET Ltr Hq USAF to CG ADC, sub: "Statement of the Problem of the Defender Against Atomic Carriers" 4 May 1949, and 2 Inds.

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CHAPTER FOUR

Organization for Air Defense

Two major organizational premises upon which the plans for an air defense in being was based were that decentralization of operational control was beneficial to an effective defense, and that the air defense of the United States naturally divides itself into a geographical pattern. As far back in the early planning background as the first defense plans of the old Air Defense Command there was envisaged the creation of a number of self-sufficient air defense "commands" with specific area defense responsibilities.[136] This concept of air defense organization was never seriously questioned. A basic reason for the tenacity of this idea was that the permanent air defense system, vast though it would be, could not possibly furnish air defense for the entire United States. The great manpower demands to run such a system and the vast expenditures necessary would possibly seriously undermine the national economy of the nation.[137] A more practical solution to the problem was considered to be that of giving priorities to construction and manning for those installations which would provide realistic defenses for the most vital areas in the country, and gradually expand the system in to those which were

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136/ See above p.

137/ Presentation Lt Col Carey at Air Command and Staff School, Maxwell AFB, Ala., 25 Mar 1949, p. 11.

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deemed less vital.

In November 1948 a program for the gradual implementation of the air defense organizational structure of the defense system of the immediate future was determined. It was contemplated at that time that the Air Defense Command as rejuvenated under the Continental Air Command, would ultimately consist of the Eastern and Western Air "Defenses" and eight defense area "Commands". The target date for the complete achievement of these plans was set at about January 1951. The sequence of events in the build up of the air defense organizational structure was to be as follows:

Prior to 1 March 1949:

(1) The 25th and 26th Air Defense Divisions would be activated and brought to minimum operational strength.

(2) An Eastern and Western Air Defense Liaison Group would be appointed and indoctrinated in their duties.

On 1 March 1949:

(1) The 25th and 26th Air Defense Divisions would be assigned to the Air Defense Command.

(2) The Eastern and Western Air Defense Liaison Groups would be assigned to the Air Defense Command.

(3) The Air Defense Command would take over the air defense responsibilities of the numbered Air Forces, which it would exercise through the Eastern and Western Liaison Groups.

After 1 March 1949:

(1) Qualified general officers would be assigned to act in the dual capacity of Commanding Generals of the Air Defense Divisions and Regional Vice Commanders of the Air Defense Command. In this latter capacity, the Commanding General, 26th Air Defense Division would be the chief of the Eastern Air Defense Liaison Group, and would through this group as a staff, ex-

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ercise his responsibilities as Regional Vice Commander, Air Defense Command for the air defense of the eastern part of the United States. Similarly, the Commanding General, 25th Air Defense Division would exercise his responsibilities as Regional Vice Commander, Air Defense Command for the western part of the United States.

(2) Approximately 1 December 1949, the Eastern and Western Air Defenses would be activated as subcommands of the Air Defense Command. The personnel of the Eastern and Western Air Defense Liaison Groups would be used as cadres to form these commands, and the liaison groups would be abolished.

(3) Activation of six additional air defense divisions would proceed as the personnel and equipment became available for the build-up of the radar net, with a target completion date of 1 January 1951.

Each of the Air Defense Liaison Groups were to consist initially of five officers, including a general officer, and would discharge within their areas such air defense functions and responsibilities as joint planning, representation on joint boards and committees, executive duties on maneuver, operations, field inspections, monitoring and supervising the build-up of the air defense system, and regional responsibility for the conduct of air defense operations. To accomplish the immediate functioning of these groups, all personnel who formerly constituted the Directorate of Air Defense in the First and Fourth Air Forces and also certain key personnel in the other air forces, were incorporated into these defense liaison groups.[138/]

138/ Ltr Lt Gen Stratemeyer to CG 10AF, sub: "Air Defense Responsibilities" 1 Feb 1949

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In accordance with this timetable, the Commanding General of the Air Defense Command assumed responsibility for all air defense functions on 1 March 1949, and the Eastern and Western Air Defense Liaison Groups were established on the same date to discharge Air Defense Command responsibilities within their designated areas.[139] The line of demarcation between the Eastern and Western Defense Zones was set at the line 103° longitude.[140]

Although the Eastern and Western Air Defense Liaison Groups began to function at once, no permanent designation was made for headquarters for the Eastern and Western Defense Regions. Instead, the two groups operated as field representatives of the Air Defense Commands with headquarters located at Headquarters First and Fourth Air Forces respectively.

Sites for the location of the 26th and 25th Air Division Headquarters were chosen at Roslyn, New York and Silver Lake, Washington, but no immediate designation was made for the six additional proposed peacetime air divisions. Tentatively, however, the following locations were chosen for these:[141]

Berkely, California
Billings, Montana
Albuquerque, New Mexico
Detroit, Michigan
Syracuse, New York
St Paul, Minnesota

139/ Ltr Hq ConAC to CG 1AF, sub: "Air Defense Responsibilities" 29 Mar 1949

140/ SECRET Ltr Hq ConAC to CG 14AF, sub: "Air Defense Organization in Continental United States" 17 Jun 1949

141/ Ltr Hq ConAC to CG 14AF, sub: "Air Defense Organization in Continental United States" 17 Jun 1949

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In wartime, it was proposed that twelve additional air divisions manned solely by the Air National Guard would be established, with headquarters at:

Los Angeles, California
Salt Lake City, Utah
Denver, Colorado
Bismarck, North Dakota
St. Louis, Missouri
Houston, Texas
Chicago, Illinois
Atlanta, Georgia
Washington, D.C.
Boston, Mass.
Columbus, Ohio
Orlando, Florida

On 2 November 1949, the two Air Defense Forces came into existence. Each was awarded the regional jurisdictions over air defense which had previously been entrusted to the Liaison Groups. The responsibilities of the two organizations were indicated as follows: 142/

1. Operational control of air defense systems throughout their respective air defense force areas.

2. Supervision and conduct of Continental Air Command air operations in accordance with the USAF collateral mission for the protection of the coastal waters of the United States.

3. Implementation of plans for the operational employment in air defense of units of the Department of Defense that were or were to be made available for the above task.

142/ 1. ConAC Reg 25-1, "Organization and Mission of the Eastern Air Defense Force" 2 Nov 1949
2. ConAC Reg 25-2, "Organization and Mission of the Western Air Defense Force" 2 Nov 1949. The Commanding General of the Fourth Air Force was given command of the Western Air Defense Force as an additional duty. See Ltr Hq ConAC to CG 4AF, sub: "Organization of Hq and Hq Sq, Western Air Defense Force" 14 Sep 1949

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4. Participation on a cooperative basis with the Army and Navy in the establishment and operation of a joint agency within the Air Defense Force area for liaison, the exchange of information, and cooperation with the Army and Navy on operational matters.

5. Conduct of air defense systems training to include air defense exercises, maneuvers, and combined operations, in accordance with approved plans.

6. Conduct of USAF participation in other air defense activities to include Air Traffic Control, Air Raid Warning, Ground Observer activities, control of electronic emissions, fires, lights, and smoke, in accordance with approved plans.

7. Submission of recommendations concerning the allocation and deployment of available forces in preparation for the conduct of the air defense of the United States.

8. Submission of recommendations concerning the requirements for unit training, proficiency standards, and desired capabilities of units to be employed in air defense operations.

The Air Divisions had preceded the Air Defense Forces in activation because of the necessity for establishing air defense operations immediately upon the beginning of aircraft control and warning operations. The activation of the Air Defense Forces, however, made necessary a definition of the roles of the air divisions. On 16 December 1949, Continental Air Command published its Regulation No. 25-3 which clarified the relationship between the Air Defense Forces and the Air Division. The following are the highlights of that regulation: The mission of an Air Division was to conduct the air defense of the United States in the area of responsibility assigned by the appropriate Air Defense Force Commander, and to con-

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duct the training required to discharge this task. Command assignment of the divisions was not to the Air Defense Forces but to the numbered Air Forces according to their geographical location. However, operational control over defense units was to be designated not by the Air Force Commander, but by the Air Defense Forces. Specific responsibilities of the air divisions were to defend the assigned areas, including the operation of air defense control centers; operation of the divisional elements of the aircraft warning, ground observer, and air raid warning systems and operational control of fighter units and anti-aircraft artillery in gun defended areas. In addition the divisions were allotted the responsibility of identifying aircraft penetrating organized air defenses in the assigned area of responsibility, and the employment of measures required to destry or neutralize hostile aircraft as directed by the appropriate higher authority. Another major task was initiation and direction of the action required to establish, maintain, and operate such point-to-point and air/ground communications stations required to employ operationally all elements of the air defense system.[143/]

The peculiar situation which arose within Continental Air Command whereby logistical and administrative control and operational control for unit and individual training was given to the numbered air forces and operational control for "systems" taaining to the Air Defense Forces

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143/ ConAC Reg 25-23 "Organization and Mission of an Air Division "Defense", 16 Dec 1949

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and Divisions resulted in much confusion and requests for clarification.[144] In answer to these queries for clarification of this split-authority, Continental Air Command reasoned as follows: It was considered essential that there immediately be placed in being whatever resources were available to the command for air defense. The development of the systems and the integration of the available fighter units into the systems were deemed the responsibilities of the Commanding Generals of the Eastern and Western Air Defense Forces. In order for the Eastern and Western Air Defense Forces to conduct the systems training required to reach the required state of preparedness, however, it was considered necessary to allocate certain Regular Air Force fighter units and Aircraft Control and Warning Units to continuous operational control of the Eastern and Western Air Defense Forces. Responsibility for the individual and unit training of these units, as distinguished from systems training, was to remain with the numbered air forces to which these units were assigned.[145]

The delineation of operational control vs. command control continued to raise questions in the minds of practically all concerned however.[146]

> "The assignment of an organization to one command and the placing of it under the operational control of another, except for limited periods, creates the undesirable situation of the affected organization and its commander being subjected to dual or split channels of authority. It appears inevitable that these dual channels of authority will eventually cause conflict

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144/ SECRET History of the Western Air Defense Command for 1949, pp.

145/ SECRET Ltr Maj Gen Myers to CG EADF, sub: "Operational Control in the Conduct of Air Defense and Air Defense Systems Training" 9 Nov 1949

146/ Ltr Maj Gen Upston to CG ConAC, sub: "Organization and Mission, Western Air Defense Force" 5 Nov 1949

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> of directives. This is particularly applicable with respect to Air Division (Defense) and Aircraft Control and Warning Groups which are assigned to Air Forces but which, I feel should be under the continuous operational control of the Air Defense Forces."

The question of "operational control" for systems training was partly resolved by the awarding of continuous operational control to the Air Divisions. This meant in reality direct command assignment to the air divisions:147/

> "Air Divisions (Defense) are the field operational control agencies of the Eastern and Western Air Defense Forces. The air control, warning and communications system is the primary means of exercising this operational control; consequently, Aircraft Control and Warning Units have been assigned to the Air Divisions (Defense) since these units man and operate the air control warning and communications system to provide a continuous service to the command agencies charged with air defense."

The Aircraft Control and Warning units having been assigned in toto for continuous operational control to the Air Divisions and consequently to the Air Defense Forces, the problem of the assignment of fighter forces arose to plague the command. Although fighter forces were assigned to the Air Defense Forces for any amount of systems training the latter demanded, such a blanket provision could play havoc with the training schedules of the numbered air forces with respect to the fighter forces under their control for unit and individual training. In consequence, on 1 December 1949 one fighter squadron of the 4th, 33rd and 56th Fighter Wings, plus four aircraft and crews of the 52nd Fighter Wing were made available continuously to the Commanding General, Eastern Air Defense Force to be operated in active

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147/ 1. ConAC Reg 25-4, "Operational Control" 16 Dec 1949
2. For a command chart illustrating the nature of operational control jurisdiction see Chart in supporting documents.

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air defense and systems training. Rotation of squadrons within the designated wings was encouraged. This limitation upon the Air Defense Force was imposed because of the workload incident to the mission of the air forces within the geographical area of the Eastern Air Defense Force and was to remain in effect as a maximum committment until amended. The Eastern Air Defense Force was to prescribe and define the stages of readiness to be maintained by this fighter force and could commit from within this force any number of fighters under the various stages of readiness which they prescribed.[148/]

Similarly, the Western Air Defense Force was limited in the size of the fighter-interceptor force to be employed continuously by it.[149/] Effective 29 December 1949 the following maximum committment was made to it: One fighter squadron per day each from the 78th and 81st Fighter Wings, plus six aircraft and crews per day from the 325th Fighter Wing. The reservation was made, however, that if at any time the Air Defense Force was in a position to employ effectively on a continuous systems training basis, a larger interceptor-fighter force than that made available, Continental Air Command would be advised of these requirements. Conversely, any fighters not required or which could not be utilized due to a lesser capability of the supporting components of the Air Defense Command were to be released from

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148/ SECRET Ltr Hq ConAC to CG's 1AF, 8AF, 10AF, sub: "Committment of Interceptor-Fighter Forces to EADF" 1 Dec 1949

149/ SECRET Ltr Hq ConAC to CG WADF, sub: "Continental Air Command Fighter Forces Committed to the Western Air Defense Force for Emergency Air Defense Operations" 29 Dec 1949

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air defense committments. Manifestly these arrangements were deemed to be temporary in nature pending the development of the "supporting components", i.e., the Aircraft Control and Warning Units and the construction of the radar network. In June 1950 these fighter commitments to Western Air Defense Force were altered due to the move of the 81st Fighter-Interceptor Wing.[150] However, the time was ripe for the approaching committment of all the fighters assigned to the numbered air forces. This was accomplished in July 1950, with the reorganization of the Continental Air Command. That reorganization also permanently assigned the Aircraft Control and Warning Units to the command jurisdiction of the Air Divisions.[151]

The significance of the period January-June 1950 in the organizational development of the air defense system is that in that period was witnessed the growth to maturity of the interim Aircraft Control and Warning System and its consequent readiness to incorporate more and more of the fighter resources of the Continental Air Command for continuous operational utilization in both active operations and systems training. The closeness of the completion date for the Interim program made it necessary to reconsider the organizational status of the entire Continental Air Command. In these months, therefore, there was very great activity in the command headquarters in the planning of a wholesale reassignment of units and installations.[152]

150/ SECRET Ltr Hq ConAC to CG 4AF, sub: "Commitment of Interceptor-Fighter Forces to Western Air Defense Force" 26 Jun 1950

151/ ConAC Reg 25-3, "Organization and Mission of an Air Division (Defense)", 11 Aug 1950

152/ See lists of proposed reassignments in supporting documents supplied by the Directorate of Plans, Organization and Requirements, Hq ConAC.

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Although the story of the actual culmination of these plans lies more properly in the province of the sequel to this volume, brief mention of these developments is made in the first volume of the present history dealing with the organization of the command.

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CHAPTER FIVE

Inter-Service Cooperation for Air Defense

U. S. Navy Air Defense Resources:

Neither resources nor forces of the United States Navy were specifically allocated for the air defense of the Continental United States. The capabilities of the Navy, however, were very considerable, including aircraft, radar and anti-aircraft artillery. To plan realistically for the maximum utilization of the national resources it was of the greatest urgency to arrive at a mutual agreement with the Navy which would insure the effective utilization of all forces and resources having air defense capabilities, and to train such forces for emergency employment.

The basis for such a mutual agreement was heralded by the awarding of basic responsibilities for air defense to the Navy and the Air Force by the Secretary of Defense in 1947. The Navy's responsibilities in this respect were as follows:

> "To provide sea-based air defense and the sea-based means for coordinating control for defense against air attack, coordination with the other Services in matters of joint concern.
>
> To provide naval (including naval air) forces as required for the defense of the United States against air attack, in accordance with Joint doctrines and procedures approved by the Joint Chiefs of Staff."

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In April 1949 tangible steps were taken to implement these joint responsibilities by the Continental Air Command and the Navy. In that month the Eastern Sea Frontier and the First Air Force arrived at a recommended Standard Operating Procedure to serve as an interim guide for such forces as the Atlantic Fleet and the Eastern Sea Frontier might allocate for air defense operations in the continental United States in the event of an emergency.[153] As part of this understanding the Eastern Sea Frontier Headquarters agreed to provide the Continental Air Command with information of those naval interceptor aircraft which would be in a position to take off on combat operation within one hour from the receipt of an alert. This listing of available aircraft was of necessity extremely fluid because of the fact that the naval aircraft were land-based only while the aircraft carriers to which they were assigned were actually in port. A similar check on the available aircraft of the Western Sea Frontier was made by the Western Air Defense Command after it came into being.[154]

Eventually more general areas of agreement between the two services were entered into. In late 1949, the Eastern Air Defense Force and the Eastern Sea Frontier entered into a joint agreement for air defense[155] and in April 1950, a similar understanding was reached

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153/ SECRET EAD Liaison Gp to CG ConAC, sub: "Standing Operating Procedure for Naval Interceptor Aircraft in Air Defense" 15 Apr 1949 and inclosure

154/ Ltr WADF to ConAC, "Naval Aircraft Availability Status" 17 Mar 1950 and 1st Ind.

155/ CONFIDENTIAL ESF-EADF "Joint Agreement for the Air Defense of the Eastern United States" 1950

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between the Western Sea Frontier and the Western Air Defense Force.[156]

These understandings, however, could not be completely satisfactory to the Continental Air Command because of the fact that the naval resources for air defense did not have air defense as their primary mission. In this respect little improvement had been made under the Continental Air Command over the extremely unsatisfactory situation which existed under the old Air Defense Command.[157] The failure to extend operational control channels to include these naval resources were extremely galling to the Continental Air Command in view of the tremendous capabilities of the United States Navy in this respect. In April 1950, for example, it was estimated that the Navy possessed 357 different radar sets throughout the United States. In the city of Boston alone there were 14 different radars. Some of these Naval radars were operated on a daily basis and the coverage of the naval network was considered to be as broad as that in the Continental Air Command "Lashup" system, although it was estimated that the Navy also suffered severly from personnel shortages in radar technicians and observers.[158]

The fighter resources available to the Navy were also vast in air defense capability. The Navy possessed a total of 120 squadrons of fighter aircraft with an equivalent strength of 16 to 20 aircraft

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156/ See "Bilateral Agreement for the Air Defense of the United States" WSF-WADF 1950

157/ SECRET History of the Air Defense Command, Vol I 1946-1947, entitled "The Evolution of the Mission" pp. 1-39.

158/ SECRET Memorandum, Col Bond to Brig Gen Thatcher, "Potential Navy Air Defense Capabilities" 10 Apr 1950

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in each. Of course not all of these aircraft were based at land bases at any one time, but a substantial number of these were, so that this huge reservoir of aircraft capable of effective air defense operations was a resource to be anxiously bargained for. As to anti-aircraft artillery, some 18 different coastal areas of the United States possessed some degree of AAA capability varying from 50 calibre to 90 mm.[159/]

Of particular significance for Continental Air Command's "Lashup" network, was the existence of a large potential of Naval airborne early warning radar. Although primarily developed as a part of Anti-Submarine Warfare, these aircraft possessed considerable value as an adjunct to land based radar stations while performing their anti-submarine missions. Attempts were undertaken in December 1949 to obtain use of such naval resources in ConAC exercises.[160/] These efforts came to a culmination in July 1950 with an agreement to introduce Naval early warning radar into Continental Air Command operational exercises in air defense. In order to provide a basis for evaluation of Airborne early warning radar in air defense, a request was made to the Western Sea Frontier to place one PBLW in the San Francisco area for a period of one week beginning 10 July 1950. It was intended to operate this aircraft under the control of a land Ground Controlled

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159/ 1. Ibid.
2. Inclosure to above, "Navy Fighters in the U.S."
3. Inclosure to No. 1, above, "Navy AAA in the U.S."

160/ 1. SECRET Hq USAF to Hq ConAC, sub: "Use of Navy Airborne Early Warning in Air Defense Exercises" 30 Dec 1949 and 1st Ind
2. SECRET Hq USAF to Chief of Naval Operns "Use of Navy Airborne Early Warning Radar in Air Defense Exercises" 30 Dec 1949

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Intercept to perfect standardized SOP's for utilization of Naval airborne radar.[161] Of particular significance to Continental Air Command was the possibility that the low altitude coverage of such Naval radar would prove invaluable in supplementing the land based search radars whose capabilities were primarily directed to high altitude coverage.

An encouraging step in the desired direction of detailed agreements between Air Force and Navy for air defense was reached in July 1950 with a joint proposal by Western Air Defense Force and Western Sea Frontier for the emergency integration of Naval and Marine Air Defense capabilities.[162] The following general concept of operations was proposed: At the onset of an emergency, either simulated, agreed, declared, or actual, the Commanding General of the Western Air Defense Force was to advise the Commander of the Western Sea Frontier of the nature of the emergency and inquire what Naval and Marine forces would be made available for air defense. The Western Sea Frontier would determine the availability of its organizations with air defense capability in the light of the existing situation and its other commitments, both operational and training. Western Air Defense Force was to specify the desired Naval and Marine participation in light of such factors as the desirability of specific points,

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161/ SECRET Ltr WADF to Hq ConAC, sub: "Use of Navy Airborne Early Warning Radar in Air Defense Exercises" 10 Jul 1950

162/ SECRET WADF to WSF, "Emergency Integration of Naval and Marine Air Defense Capabilities" 6 Jul 1950, and inclosure, "Proposal for Emergency Integration of Naval and Marine Air Defense Capabilities."

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suggestions for the utilization in specific areas of airborne early warning radar aircraft, possible limitations on fighter strength to be committed as predicated by control capability, anticipated strike density, etc. On the receipt by Western Air Defense Force of the availability of Naval and Marine elements, direct communication between lower echelons of the two commands would automatically become authorized for the purpose of integrating naval and marine capabilities with the Western Air Defense system. Operational control of air defense activities in any area was to be at all times vested in the local operating elements of the Western Air Defense Force air defense system. The following prerogatives would automatically vest in the Air Defense Control Centers: designation of type of alert; designation of degree of readiness of fighters; assignment of radar sectors of responsibility; authority to require status reports. Wherever there existed a Marine or Naval capability to scramble and control their own fighters in the interception of unidentified aircraft, the Naval and Marine fighters concerned were not normally to be placed under direct scramble orders of an Air Force Ground Control Intercept station. Where no control capability existed, such Naval aircraft would normally be placed under direct scramble authority of the nearest Air Force Ground Control Intercept station. Similarly, whenever an existing Naval or Marine control capability became non-operational for any reason, scramble control or committed fighters would automatically shift to an Air Force Ground Control Intercept. Naval and Marine Ground Control Intercept stations were normally to operate as early warning stations with Ground Control Intercept capabilities.[163/]

163/ Ibid.

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The United States Army and Antiaircraft Artillery:

The primary responsibility of the United States Army in the air defense of the country lay in the contribution of its anti-aircraft artillery for that purpose. The primary difference between the Army and the Navy in the utilization of their respective antiaircraft resources for air defense lay in the fact that some Army Antiaircraft capabilities were specifically allocated to the Air Force for operational control, with air defense as a specific mission, whereas none of the Naval antiaircraft were so allocated by the Joint Chiefs of Staff.[164] In addition to these specifically designated antiaircraft capabilities, the Army was obligated to make available to the Air Force the maximum effort of all United States Army antiaircraft units physically present in the United States and assigned a mission other than the air defense of the United States, consistent with the accomplishment of their assigned missions. In these latter units, the Air Force was to exercise operational control over their air defense effort, but included authority to redeploy only at the discretion of the Army Commander concerned.[165]

In addition to the above mentioned responsibilities, the Army was to establish a local antiaircraft defense in any area within the area covered by the aircraft warning system for the United States in which Army antiaircraft units or means were to be used for air

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164/ "U.S.Air Force Policy on Doctrines and Procedures for the Air Defense of the United States" pp. 54-55

165/ Ibid. p.54

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defense operations, and in which an organized local anti-aircraft defense did not already exist, and to operate this local air defense under the operational direction and control of the Air Force.[166/]

These broad responsibilities as laid down in the "Joint Doctrines and Procedures for Air Defense," however, did little to clarify a tangle of jurisdiction over anti-aircraft artillery which dated back to the earliest days of air defense planning. The specific operating procedures indispensible to implement the doctrines announced were not forthcoming from the Joint Chiefs of Staff and the confusing picture continued. Of primary consideration in the anti-aircraft dilemma was the realization that such resources were essentially static in nature, and unless deployed to such an effect that they could contribute to the defense schemes so painstakingly drawn up, anti-aircraft would be of relatively little value for air defense. In addition, the Army itself depended largely upon the National Guard in order to man its anti-aircraft, and the Guard itself was, prior to Federalization, under the jurisdiction of the State authorities themselves.[167/]

Pending the approval of an overall plan for the utilization of anti-aircraft artillery, it was considered necessary to confine planning activity in Continental Air Command Headquarters to the M-Day mission of anti-aircraft units. As a result two plans were

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166/ Ibid. p. 54

167/ SECRET Hq First Army to CG ADC, sub: "Use of First Army Anti-Aircraft Units in an Air Defense Mission" 18 Jun 1949

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formulated by the Continental Air Command in accordance with the limitations on the use of anti-aircraft resources: the "Basic Plan" based on the assumption that anti-aircraft units would be employed under conditions permitting crossing of state boundaries; and the "Alternate Plan" which assumed that anti-aircraft units would be prohibited from crossing of state boundaries.[168] Although the Continental Air Command was responsible for the choice of the targets to be defended, it considered the location of gun and automatic weapons batteries to be a tactical function of anti-aircraft artillery commanders and not a function of the command.

An excellent insight into the status of Air Force coordination with the Army in the matter of anti-aircraft artillery utilization for air defense is revealed in a correspondence between the First Army and the Continental Air Command in the latter part of 1949.[169] Repeated requests for guidance on the part of Headquarters, First Army had to be answered by Continental Air Command with the recurring theme that since no concrete agreements had been reached by the Joint Chiefs of Staff on this question, it would be useless to provide such guidance on standard operating procedures or even simple "fire rules" for the Army's anti-aircraft batteries.[170] The First Army revealed an additional problem by pointing out that even after a

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168/ Ibid. 1st Ind Maj Gen Saville to CG 1st Army, 9 Aug 1949

169/ Ibid.

170/ Ibid.

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Presidential call to active military service, the National Guard units could not be committed permanently to static air defense deployment since the units were combat type units.

Similar attempts to come into a working agreement between the Fifth Army and the Eastern Air Defense Liaison Group in April 1949 produced few results.[171] It was indicated that plans for the employment of Canadian anti-aircraft artillery forces were unknown to the Continental Air Command, and could not be finalized until the Joint Chiefs of Staff resolved their differences in the matter of control of American anti-aircraft defenses. A question by the Fifth Army as to the possible use of gun-laying radars for air defense early warning purposes evoked the following answer:[172]

> "Normally the anti-aircraft artillery gun-laying radars will be used only for their employment with anti-aircraft artillery. This should not, however, be construed as to preclude their emergency use to check calibration of Ground Control Intercept radars height finder readings. Another emergency use for gun-laying radars might be to furnish the Ground Control Intercept station with emergency altitude readings for intercepts between about 70,000 and 35,000 yards from the objective. This latter emergency use of gun-laying radars would be in an abnormally exceptional case where the Ground Control Intercept station altitude determining devices were inoperative. The two instances cited above indicate two of several such emergency uses of gun-laying radars which may be utilized to advantage. In no case, however, will such emergency use of gun-laying radar interfer with their primary mission of furnishing elements of firing data to permit engaging hostile aircraft at the maximum effective range of the weapons."

171/ SECRET Col JBF Dice to CG 5th Army, sub: "Answers to Questions Pertaining to Air Defense" 27 Apr 1949 and inclosure

172/ Ibid.

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The extract quoted above has an additional significance in underlining the vital necessity for harmony in every aspect of air defense planning and operations within the National Military Establishment.

The attitude of Continental Air Command in the matter of its relationship to the Army, within the limits laid down in the statement of plans and procedures for air defense by the Joint Chiefs of Staff, was revealed in a proposed memorandum of agreement between the Army and the Air Force on air defense written in March 1950.[173] The following general principles to govern the employment of anti-aircraft artillery in air defense were suggested:[174]

a. The organizational integrity of AA units integrated into the air defense system would be maintained by the air defense commander insofar as the tactical demands for deployment and operations would permit.

b. Each local AA defense would be prescribed geographically by the air defense commander but would be commanded by an AA officer who would select the tactical firing positions.

c. The specific principles of engagement applicable to each local anti-aircraft artillery defense would be promulgated by the appropriate air defense commander after having obtained the advice of the local anti-aircraft artillery defense commander.

d. An air base commander having AAA deployed in defense of the air base could override the decision to release AA to fire, but would not override the decision for AA to hold fire.

173/ Ltr Hq ConAC to DC/S Operations, Hq USAF, sub: "Memorandum of Agreement Between the Army and the Air Force on Air Defense of the United States" 20 Mar 1950 and inclosure

174/ Ibid.

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e. The normal condition of readiness for each anti-aircraft artillery local defense would be determined by the appropriate air defense commander after examination of all factors bearing on the local situation, including: volume of friendly air traffic over the local defense, the extent and effectiveness of early warning with respect to the particular local defense, and the fighter capability with respect to the defended installation.

The Air Force commander charged with the air defense of the United States would prescribe the basic principles of engagement for anti-aircraft fire units and fighter units, for use throughout the continental United States as part of the instructions included in the standard operating procedures promulgated for air defense. "Such procedures /would/ be designed and prescribed with the object of assuring the maximum combined effectiveness of fighter defense units and anti-aircraft artillery under the varying local conditions of geography and deployment." Decision regarding engagement in any particular situation would be the responsibility of the appropriate air defense commander.

The Third Army entered the controversy in March 1950 with a request for guidance which clearly emphasized the vital necessity of an early concord between the services in the matter of anti-aircraft artillery. "The coordination of air and ground defense plans is considered to be of immediate and urgent importance, particularly with reference to plans for defense of the Atomic Energy Commission installations at Oak Ridge, Tennessee".[175/]

175/ SECRET Ltr CG 3rd Army to CG 14AF, sub: "Air Defense Plan" 9 Mar 1950

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In July 1950 some important progress was made by providing for a communications hookup between the aircraft control and warning system and the anti-aircraft operations centers. The anti-aircraft operations centers located in New York City, Washington, Chicago, Sault Ste Marie, Hanford, Seattle, Spokane, Fairfield-Suisum Air Force Base, Niagara, Oak Ridge and Limestone Air Force Base were to be tied in to aircraft control and warning installations respectively at Santini, Fort Meade, O'Hare Airport, Sault Ste. Marie, Moses Lake, Paine, Spokane, Mather, Fort Niagara, McGee-Tyson Air Force Base and Limestone. Anti-aircraft operations centers located at Carswell, Riggs, Rapid City and Chatham, however, were so far removed from the existing "Lashup" system, that they were to be treated as island defenses and would not be tied to the Aircraft Control and Warning System, being dependent on the Military Air Raid Warning System for long range warning.[176]

The role of anti-aircraft artillery in an air defense against weapons whose attack capabilities were shrouded in atomic clouds of conjecture, posed many problems for the planners of Continental Air Command. It was considered that the anti-aircraft weapons of the United States Army possessed essentially the same capabilities as in the latter stages of World War II, in spite of optimistic statements by artillery experts in the Army to the effect that a "kill expectancy" from anti-aircraft defense of 20-60% could be expected.[177]

176/ SECRET IRS P&R to Comm, "Location of AAOC'S" /July/1950

177/ SECRET IRS PO&R to DO, 16 May 1950

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This optimism was evoked by high-hopes placed upon the provision by the Air Force of an elaborate early warning system made possible by the erection of agiant Aircraft Control and Warning System. The Antiaircraft Branch of the Artillery School at Fort Bliss, Texas, estimated that antiaircraft artillery effectiveness in World War II was reduced by about 25% due to the lack of early warning and by unnecessary restriction of fire. This estimate taken together with the quotation cited on page 97 above further reveals how indispensable it was to the air defense of the United States for an early agreement between the services in the matter of antiaircraft utilization.

Of particular interest to the Continental Air Command in the matter of ground defense, was the report that the Army expected surface-to-air guided missiles to be integrated into the Army in two or three years time to supplement existing antiaircraft artillery.[178/] These optimistic reports accentuated the urgency for a quick report between the two services.

178/ Ibid.

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17	Map	Present Deployment	undated	(S)
18	Map	Deployment of Radars on Hand	undated	(S)
19	Map	Completed Interim Program	undated	(S)
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23	Ltr	Recd Final Deployment of Radars Interim Plan-First Augmentation	26 Oct 48	(S)
24	Ltr	Interim Prog Acft Control & Early Warning Systems	22 Nov 48	(S)
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64	IRS	EAD Maneuver for F/Y 51	3 Apr 50	(R)
68[1]	Ltr	Rspblty Plan & Preptn of CD & Allied Progs in D/D	1 Jun 50	
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75[3]	Ltr	PR Aspects of GOProg	17 Apr 50	
76	Ltr	Coordination Canada on GOS	15 Dec 49	(S)
78	Ltr	Canadian Participation-GO System	30 Jan 50	(S)
97	Ltr	Improvement Means Handling AC&W Info	22 Jul 50	(S)
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103	Ltr	Brig Gen Thatcher to Mr. D.W. Rentzel	23 Nov 49	(S)
104[1]	Ltr	Identification of Fed Owned Acft by AD Systems	24 Feb 50	(C)
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114	ConAC Reg	Operations	29 Mar 50	(R)
117	1st Ind	Joint Training in Air Defense	13 Dec 48	(S)
121[1]	Ltr	Brig Gen Thatcher, Hq ConAC to Maj Gen Power, Hq SAC	1 Nov 49	(S)
121[2]	Ltr	Maj Gen Power, Hq SAC to Brig Gen Thatcher, Hq ConAC	10 Nov 49	(S)

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125	Ltr	Initiation of Act AD for Vital Eastern Coastal Zone	16 Nov 49	(S)
135	Ltr	Statement of the Problem of the Defender Against Atomic Carriers	4 May 49	(S)
153	Ltr	Standing Operating Procedure - Naval Interceptr Acft in AD	15 Apr 49	(S)
167	Ltr	Use of 1st Army Antiaircraft Units AD Mission	16 Jun 49	(S)
171	Ltr	Answers to Questions Pertaining to AD	27 Apr 49	(S)

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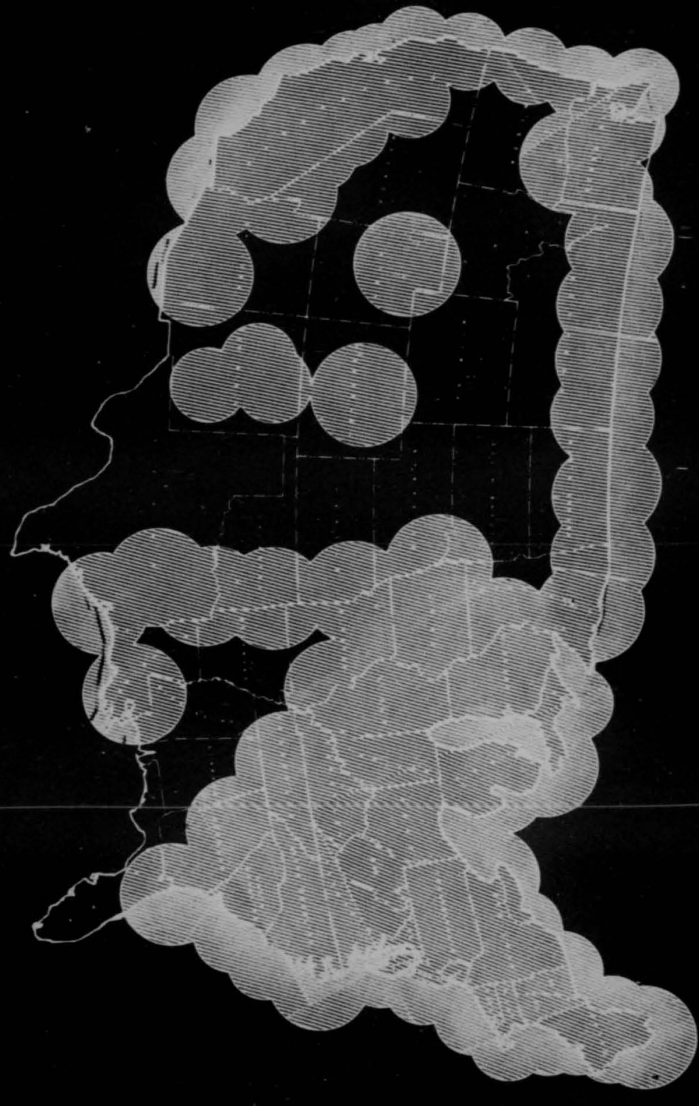

POSSIBLE FUTURE DEPLOYMENT

223 BASIC RADAR STATIONS
14 CONTROL CENTERS

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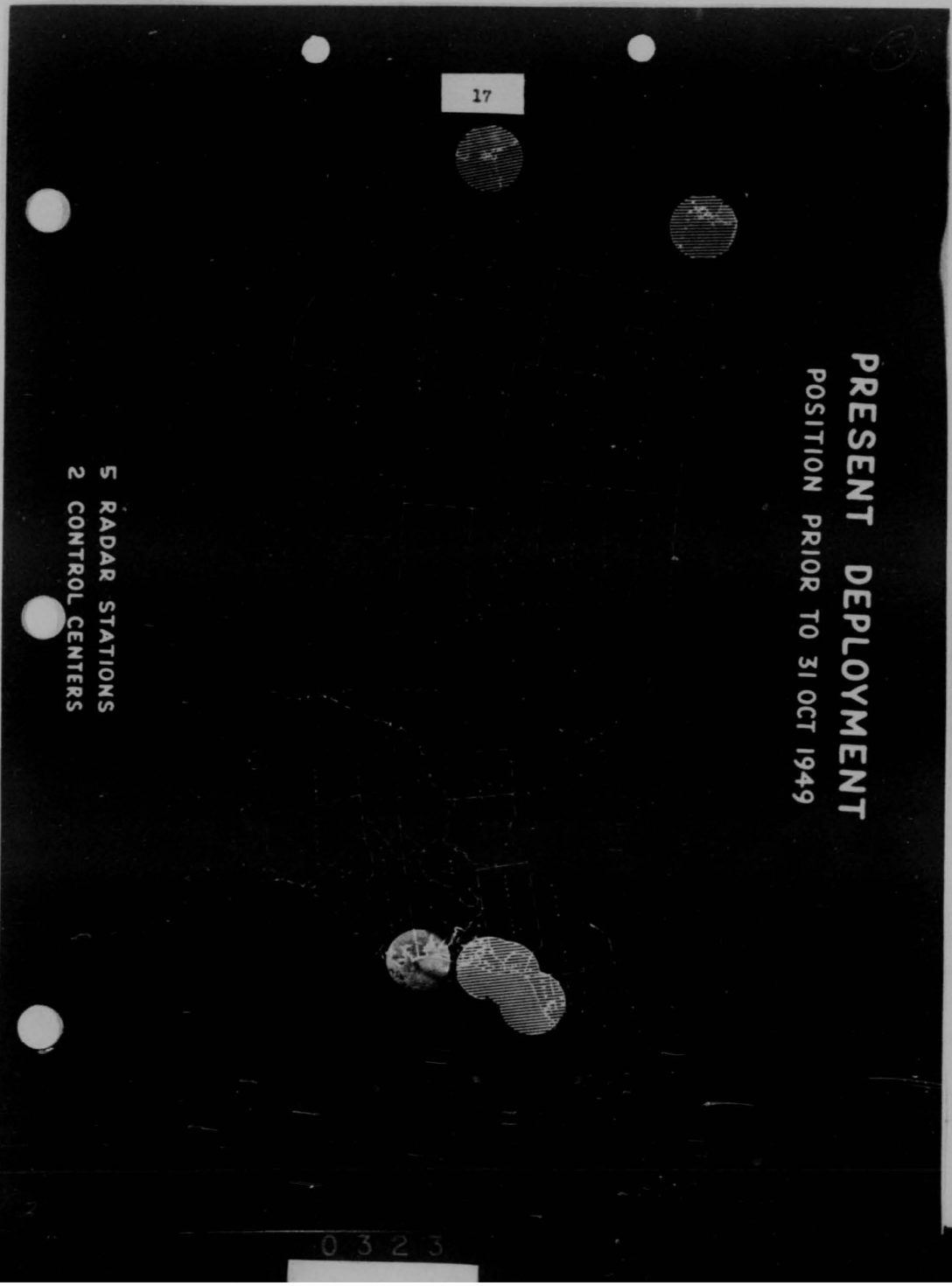

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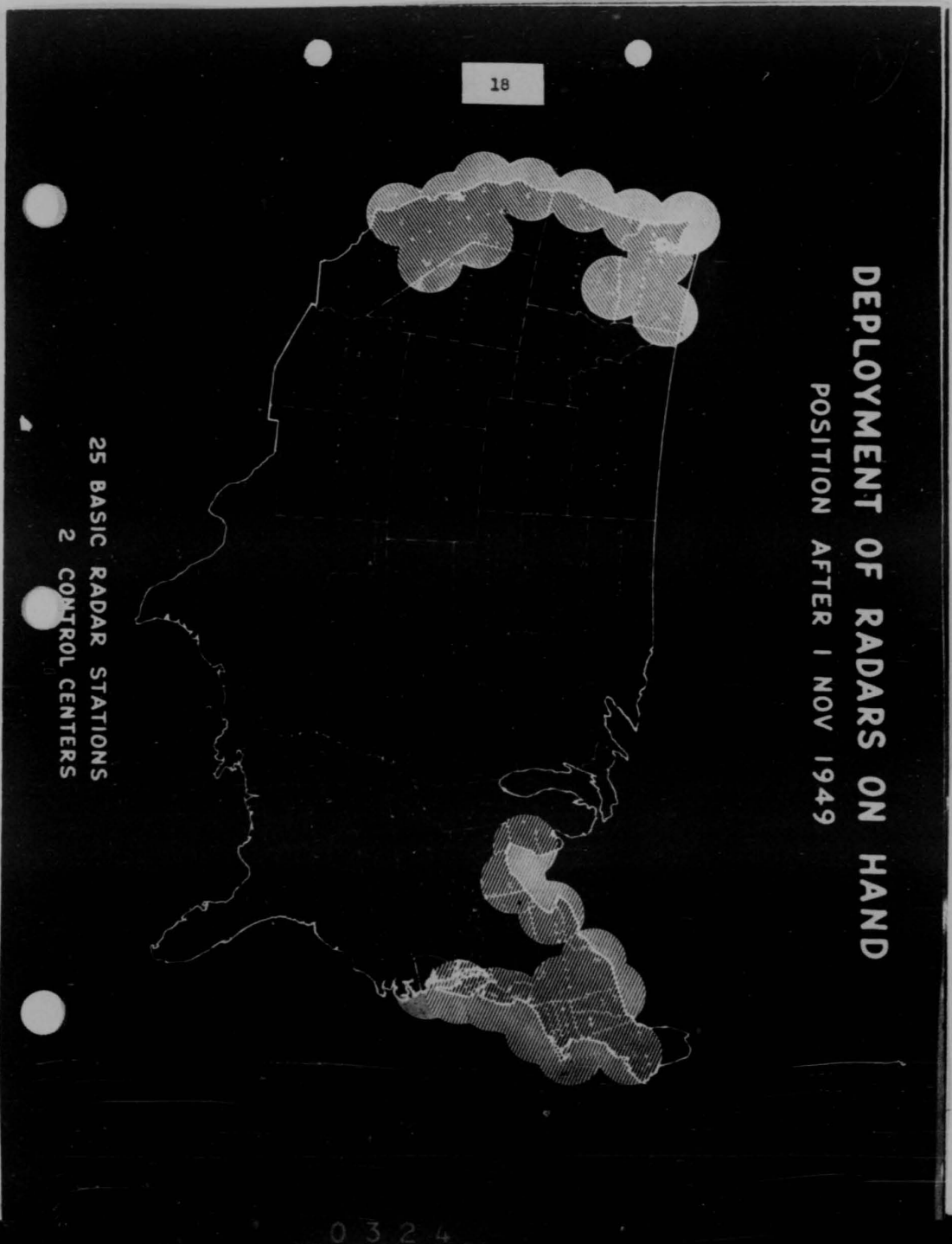

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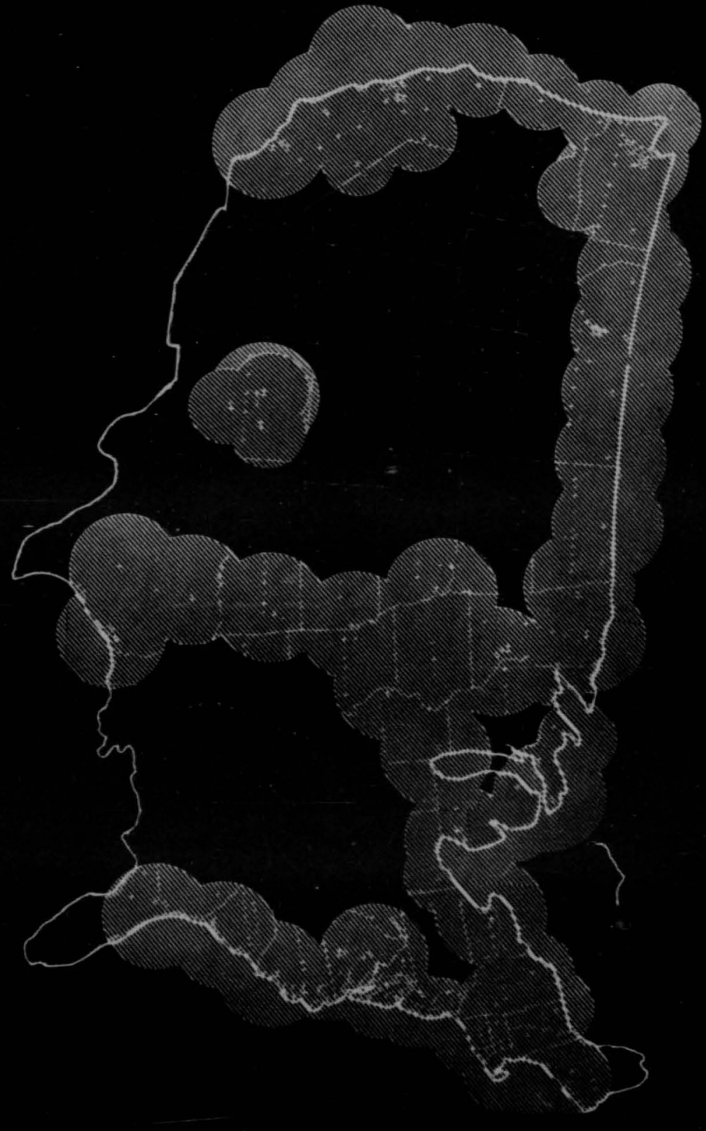

COMPLETED INTERIM PROGRAM

AFTER 30 SEPTEMBER 1950

61 BASIC RADAR STATIONS
10 CONTROL CENTERS

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OA/EFR/77

XXXXXXXX
Mitchel Air Force Base, N.Y.

OA 381.

SUBJECT: Recommended Final Deployment of Radars for the Interim Plan Plus First Augmentation

TO: Chief of Staff, United States Air Force, Washington 25, D.C.
Attention: Major General Gordon P. Saville, Air Defense Division

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1. Reference is made to letter your headquarters, subject: "Interim Program for Employment of Aircraft Control Warning Radar" dated 20 October 1948, and Tab "A" thereto.

2. Recent discussions with the RCAF have resulted in definite agreements with respect to positioning of Canadian radars to extend the coverage of the United States System. This has necessitated minor shifts in some adjacent United States radars. Certain other minor changes in locations in the United States interior system have taken place due to closer study of terrain details at specific sites.

3. The final deployment is shown in two appendices, indicating priority of installation plus a map. Appendix I lists all radars in stock and under procurement which are allocated to Air Defense Command. This is the group of radars whose utilization is known as the interim program. Their deployment was actually arrived at by considering a total of twelve (12) more radars eventually required but not yet under procurement, and temporarily deploying some existing radars into locations ultimately to be occupied by newer types. The complete program that is "interim" plus "first Augmentation" of twelve (12) radars is shown in Appendix II.

4. Removal of AN/CPS-6B radars at Montauk, Palermo, Stillwater and Santa Rosa was dictated by the greater effect of clouds on these "S" Band radars. They were replaced, except at Santa Rosa, by "L" Band radars of slightly less traffic handling capacity but greater immunity from cloud interference. A further reason for this transposition was better frequency dispersion and consequently reduced risk that all stations in a vital area might be jammed. A small shift was made in central Pennsylvania along with the addition of one (1) more radar to close in a gap in the previous deployment. An additional station was provided at Wayland, Michigan. These two (2) radars became available because

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Subject: "Recommended Final Deployment of Radars for the Interim Plan Plus 1st Augmentation"

of a decision to continue using two (2) MEW's presently in Air Defense Command's possession, throughout the interim program. This is considered feasible in view of the present condition of these equipments and a recent change in AMC maintenance policy on the AN/CPS-1 type radar which permits their continued use. It was decided for reasons of improved maintenance, at no loss in performance, to locate both of these equipments plus one (1) old style V-Beam (CPS-6) in the same squadron area in southern California.

5. Recommend that radar deployment as outlined in Appendices I and II attached hereto be approved.

FOR THE COMMANDING GENERAL:

2 Incls:
1. Appendix I
2. Appendix II

CG_____
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INTERIM PROGRAM LESS AUGMENTATION

Deployment of CPS-6B Radars

Site No.	Location	North Lat.	West Long.
	80% manning		
1	Arlington, Washington	48° 20'	122° 10'
2	Twin Lights, New Jersey	40° 20'	74° 0'
3	Cape Cod, Massachusetts	42° 0'	70° 0'
4	Portland, Maine	43° 45'	70° 15'
5	North Troy, Vermont	44° 55'	72° 30'
6	Port Huron, Michigan	43° 0'	82° 25'
7	Buffalo, New York	43° 0'	78° 50'
8	Sonestown, Pennsylvania	41° 20'	76° 30'
	40% manning		
9	Elkhorn, Wisconsin	42° 35'	88° 30'
10	Buelah, Michigan	44° 40'	86° 0'
11	Grantsburg, Wisconsin	45° 50'	92° 40'
12	Mt. Tamalpais, California	37° 50'	122° 30'

Deployment of CPS-6 Radar

40% manning

1	Santa Rose Isl., California	34° 0'	120° 10'

Deployment of CPS-1 Radars

40% manning

1	Cambria, California	121° 00'	35° 30'
2	San Clements, California	32° 50'	118° 30'

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FPS-3

Site No.	Location	North Lat.	West Long.
	80% manning		
1	Moses Lake, Washington	47° 05'	119° 15'
2	Bahokus, Washington	48° 20'	124° 35'
3	Montauk, New York	41° 0'	72° 0'
4	Watertown, New York	44° 0'	75° 55'
5	Stillwater, New York	43° 0'	73° 40'
6	Albuquerque, New Mexico	35° 05'	106° 45'
7	Palermo, New Jersey	39° 20'	74° 35'
8	Manassas, Virginia	38° 45'	77° 30'
9	Ft. Story, Virginia	36° 50'	76° 0'
10	Cochrane, Oregon	45° 45'	123° 30'
11	Colville, Washington	48° 35'	117° 50'
12	Pt. Austin, Michigan	44° 00'	82° 55'
13	Johnson, Ohio	41° 20'	80° 45'
14	Portage, Pennsylvania	40° 20'	78° 30'
15	Sherman Mills, Maine	45° 50'	68° 30'
	40% manning		
16	Sault St. Marie, Michigan	46° 25'	84° 20'
17	Wayland, Michigan	42° 45'	85° 45'
18	Wittenburg, Wisconsin	44° 50'	89° 0'
19	Roswell, New Mexico	33° 20'	104° 30'
20	Ely, Minnesota	47° 50'	91° 50'
21	Walker, Minnesota	47° 10'	94° 40'
22	Finley, North Dakota	47° 30'	97° 55'
23	Watertown, South Dakota	44° 50'	97° 10'
24	Pt. Arena, California	38° 55'	123° 40'

GPS-2

	80% manning		
1	Oroville, Washington	48° 55'	119° 30'
2	Nasta Butte, New Mexico	35° 40'	108° 10'
3	Tres Piedras, New Mexico	36° 50'	106° 00'
	40% manning		
4	Lake City, Tennessee	36° 15'	84° 10'
5	Libby, Montana	48° 20'	115° 30'
6	Plentywood, Montana	48° 50'	104° 35'
7	Malta, Montana	48° 20'	107° 50'
8	Shelby, Montana	48° 30'	111° 50'
9	Klamoth, California	41° 30'	121° 05'

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CPS-5 (cont'd)

Site No.	Location	North Lat.	West Long.
	40% manning (cont'd)		
10	Cape Perpetua, Oregon	44° 20'	124° 10'
11	Cape Blanco, Oregon	42° 50'	124° 30'
12	Sacramento, California	38° 40'	121° 30'
13	Bakersfield, California	35° 25'	119° 0'
14	Pt. Isabella, Michigan	47° 25'	87° 45'
15	Velva, North Dakota	48° 05'	100° 55'
16	Norfolk, Nebraska	42° 05'	97° 25'
17	Concordia, Kansas	39° 35'	97° 45'
18	Anthony, Kansas	37° 10'	98° 05'
19	Marlow, Oklahoma	34° 40'	98° 00'
20	Athens, Texas	32° 15'	95° 50'
21	Galveston, Texas	29° 20'	94° 50'

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APPENDIX I

Deployment of Canadian Radars

1	St. Joseph, Que.	45° 50'	74° 20'
2	Saybec, Que.	48° 40'	67° 50'
3	Mont Jacques Cartier, Que.	48° 55'	65° 50'
4	Robertsonville, Que.	46° 15'	72° 00'
5	Sutton, Ont.	44° 15'	79° 20'
6	Moor Lake Station, Ont.	46° 10'	77° 45'
7	Chatham, N. B.	47° 00'	65° 20'
8	Bagotville, Que.	48° 25'	70° 55'
9	Greening, Que.	48° 10'	75° 00'
10	Senneterre, Que.	48° 30'	77° 10'
11	Falconbridge, Ont.	46° 40'	80° 50'
12	Patricia Bay, B. C.	48° 55'	125° 30'
13	Norman Wells, N.W.T.	64° 30'	126° 00'
14	Halifax, N. S.	44° 45'	63° 45'
15	Digby (Tent.)	44° 35'	65° 40'

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1st Augmentation to Interim Program

APPENDIX II
Page 1

Deployment of AN/GPS 6C Radars

All 40% Manning

1	Lake City, Tenn.	36° 10'	83° 50'
2	Santa Rosa, Calif.	34° 0'	120° 10'
3	Norfolk, Neb.	42° 15'	97° 25'
4	Concordia, Kans	39° 40'	97° 45'
5	Anthony, Kans	37° 10'	98° 05'
6	Marlow, Okla.	34° 40'	98° 00'
7	Athens, Tex.	32° 20'	96° 20'
8	Houston, Tex.	29° 50'	95° 30'
9	San Marcos, Tex.	29° 50'	97° 55'
10	Sacramento, Cal.	38° 30'	121° 30'
11	Madera, Cal.	37° 00'	120° 10'
12	Bakersfield, Cal.	35° 30'	118° 20'

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APPENDIX II

New GPS-5 Deployment resulting from deployment of AN/GPS-6C's

All 40% manning

1	Denver, Colo.	39° 40'	105° 00'
2	Salt Lake City, Utah	40° 50'	112° 50'
3	Cape Lookout, N. C.	34° 40'	76° 30'
4	San Bernardino, Cal.	34° 00'	116° 20'
5	Mowbridge, S. D.	45° 30'	100° 25'
6	Winner, S. D.	43° 20'	99° 50'
7	Cozad, Nebr.	40° 50'	100° 00'
8	Ness City, Kans.	38° 25'	90° 50'
9	Canadian, Tex.	35° 55'	100° 20'

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Ltr Hq ADC, 26 Oct 48, Subj: Recommended Final Deployment of Radars for the Interim Plan Plus First Augmentation

1st Ind

DEPARTMENT OF THE AIR FORCE, HQ USAF, Washington 25, D. C. 28 OCT 1948

To: Commanding General, Air Defense Command, Mitchel Air Force Base, N.Y.

1. Deployment of AN/CPS-1, CPS-6, and CPS-6B described in Appendix I to basic letter is approved.

2. With respect to deployment of radar set AN/FPS-3, it is desired that the FPS-3 at Finley, North Dakota (Site No. 22) be moved to Norfolk, Nebraska (now shown as CPS-5 Site No. 16).

3. With respect to deployment of radar set AN/CPS-5, it is desired that:

a. Equipment from Norfolk, Nebraska (Site No. 16) be deployed instead at Finley, N. D. (formerly FPS-3 Site No. 22).

b. The radar at Oraville, Washington, should be moved west somewhat to 48°55' - 119°50'.

c. Site No. 10, now at Cape Perpetua, Oregon, should be moved south along the Pacific Coast to 43°30' - 124°10'.

d. The equipment now shown deployed at Cape Blanco, Oregon (Site No. 11) will not be required. This set should instead be located at Cape Lookout, N.C. (listed in Appendix II, page 2 of basic as Site No. 3).

e. Site No. 20 now called Athens, Texas, should be moved west to 32°15' - 97°55'.

f. Site No. 21, now called Galveston, Texas, should be moved north of San Antonio to 29°40' - 98°30'.

4. With respect to deployment of radar set AN/FPS-3 and consequent redeployment of some AN/CPS-5's, it is desired that the following action be taken in the priority indicated in deploying the twelve equipments as they become available.

a. FPS-3 No. 1 - to Lake City, Tennessee, the CPS-5 formerly there to a point in Texas, 33°10' - 101°05'.

b. Set No. 2, to Santa Rosa, California, replacing the AN/CPS-6 formerly there, which will be retired.

c. Set No. 3 to Salt Lake City, Utah.

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Ltr Hq ADC, 26 Oct 48, Subj: Recommended Final Deployment of Radars for the Interim Plan Plus First Augmentation

1st Ind (Cont'd)

d. Set No. 4 to Concordia, Kansas, moving the CPS-5 formerly there to Bowbridge, S. D. (These sites are shown in Appendix II of basic as site 4 on page 1 and site 5 on page 2, respectively.)

e. Set No. 5 to site 5, page 1 Appendix II, moving the CPS-5 to site No. 6, page 2, Appendix II.

f. Set No. 6 to site 6, page 1, Appendix II, moving the CPS-5 to site 7, page 2, Appendix II.

g. Set No. 7 to the site indicated in par 3e above, moving the CPS-5 to site 8, page 2, Appendix II.

h. Set No. 8 to the site described in 3f above, moving the CPS-5 to site 9, page 2, Appendix II.

i. Set No. 9 install at 30°00' - 95°45'.

j. Set No. 10 install as shown in site 10, page 1, Appendix II, moving CPS-5 formerly there to Denver, site 1, page 2, Appendix II.

k. Set No. 11 install as shown in site 11, page 1, Appendix II.

l. Set No. 12 install as shown in site 12, page 1, Appendix II, moving CPS-5 to site 4, page 2, Appendix II.

BY [illegible] AND OF THE CHIEF OF STAFF:

W. E. ANDERSON
Major General, USAF
Director, Plans & Operations

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22 NOV 1948

USAF

SUBJECT: Interim Program for Aircraft Control and Early Warning Systems

TO: Commanding General
Air Defense Command
Mitchel Air Force Base
New York

1. The subject program has been given approval by the Joint Chiefs of Staff.

2. The approval granted a budget of $116,200,000 for the program, of which $86,200,000 is for construction and real estate, and the balance for procurement of radio and radar equipments. The program is awaiting the approval of the Secretary of Defense and also needs Congressional approval of enabling and appropriation legislation.

3. Assuming that the program is successfully completed and made operable up to its present planning phase, any subsequent modifications and improvements will require moneys the appropriation of which will be dependent on the proved value of the control and warning system to the air defense of the country. The Joint Chiefs of Staff have fully emphasized this by stating that the following factors be given careful consideration prior to the approval of subsequent appropriations for permanent expansion of this limited aircraft control and warning system:

a. The efficiency of the system then in being as determined by thorough and continuing test.

b. Current and prospective capabilities of the probably enemy.

c. Current and prospective developments in aircraft control, warning, and countermeasures equipment.

d. The necessity for careful consideration of the Navy's proposal for radar picket lines and AEW (Airborne Early Warning) aircraft which they consider essential to carry out their primary functions to provide naval (including naval air) forces as required for the defense of the United States against air attack in accordance with the joint doctrines and procedures approved by the Joint Chiefs of Staff.

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SUBJECT: Interim Program for Aircraft Control and Early Warning Systems

4. The above matters are not unfamiliar problems; however, they are reiterated to assure their importance and to emphasize the necessity of having answers to the factors in order to properly evaluate the functional effectiveness of the system.

5. Therefore, it is desired that as soon as units of the system become active, operational programs be inaugurated which will, in conjunction with other studies, furnish the information needed to provide answers to questions of the system's value.

BY COMMAND OF THE CHIEF OF STAFF:

S. E. ANDERSON
Major General, USAF
Director, Plans & Operations

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5-8-1.

OA 381

SUBJECT: Radar Siting Teams

TO : Commanding General, Fourth Air Force, Hamilton Air Force Base, California

1. Attached is copy of a letter of instructions (less inclosures) to this headquarters from Headquarters United States Air Force relating to the implementation of an aircraft control and warning radar net for the continental United States.

2. Site survey parties referred to in paragraph 4 of subject letter have been organized and are ready to begin work. There are two of these parties - one for the eastern part of the United States and one for the western. Colonel J. R. McNitt, Commanding Officer of the 506th Tactical Control Group, has been selected as team captain of the western team, and will report to you shortly to acquaint you with the details of his mission. The personnel requirements for these survey teams are as follows:

1 Team Captain (Colonel) rated (2162)
1 Assistant Team Captain (field grade) (2162)
1 Communications Officer, company or field grade (wire and radio)
1 Radar Officer, company or field grade
1 Engineer, company or field grade
1 AM or civilian, surveyor
1 Pilot
1 AM stenographer
6 AM drivers
1 AM (engineer for aircraft)
1 Civilian (Philco technician) (If Team Captain deems necessary)
1 Civilian, representative from (local Bell) Telephone Company
1 Representative from District Engineer

3. Suballotment advices and budget authorizations for Fiscal Year 1949 for the siting survey operations are being issued to your headquarters under the following appropriations and projects and in the amounts indicated:

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Int
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A Mat
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Tpts
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Rad
Others

NOTE: The handling of classified correspondence in this headquarters is governed by ADC Staff Memo 80-18 and AR 380-5.

Register No.
Date Mailed
By

ADC FORM HQ-AG 9
17 May 1948

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Radar Siting Teams

a. Engineer Service Army, P430, Engineer Field Operations, Suballotment $2,350; Budget Authorization $10,000.

b. Transportation Service, Army, P451, Highway Transportation Service, Suballotment $850; Budget Authorization $2500.

All travel of the site survey teams should be accomplished in a group of fifteen or more, and expenses of these groups should be charged to open allotment, Finance Service Army, F433. Only in cases where travel in a group of 15 or more is impracticable or impossible will the above listed funds suballotted to you be used. It is desired that government air and government vehicular transportation be used wherever possible.

4. It is desired that you provide the team personnel, and all facilities and services required for the operation of the western survey team. This is a high priority project, and any difficulties involved in the progress of the western siting team which is outside of your authority to correct should be reported to this headquarters without delay.

GEORGE E. STRATEMEYER
Lieutenant General, U. S. Air Force
Commanding

1 Incl
Ltr, Hq USAF, 20 Oct 48

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17 May 1948

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Field, New York

26

OA 381 SAME LETTER TO NINTH, TENTH, TWELFTH AND FOURTEENTH AIR FORCES OA/BKH/jaf

SUBJECT: Radar Siting Teams

TO : Commanding General, Ninth Air Force, Greenville Air Force Base, Greenville, South Carolina

1. Siting survey teams for the establishment of permanent radar warning installations will be performing siting work throughout the United States during the next six months. There are two of these teams - one in the east, headed by Lt Colonel A. A. Lathan, and one in the west, headed by Colonel J. R. McNitt. Each team consists of approximately fifteen men.

2. This is a high priority project. From time to time these teams will report to units within your command for assistance in the way of transportation and use of your facilities. It is desired that you give them all possible aid.

BY COMMAND OF LIEUTENANT GENERAL STRATEMEYER:

~~GEORGE E. STRATEMEYER,~~
~~Lieutenant General, U. S. Air Force,~~
~~Commanding.~~

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Reg # 9th AF-2076
10th AF-2077
12th AF-2078
14th AF-2079

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AFJPO 667

23 December 1948

SUBJECT: Detailed Cost Data on Programmed Aircraft Control and Warning Systems in Continental United States and Alaska

TO: Commanding General
Continental Air Command
Mitchel Air Force Base, N. Y.
ATTENTION: Major General Gordon P. Saville

1. Attached as tabs hereto is data furnished this date for study in the Office of the Secretary of Defense.

a. Tab A was compiled from data contained in letter Your headquarters of 10 December 1948, entitled "Construction Standards and Requirements for Facilities at Aircraft Control and Warning Sites."

b. Tab B contains data obtained officially from the Alaskan theater involving construction, in order of priority, at: Elmendorf, (control center and radar site) Middleton, Naknek, Cape Prince of Wales, Cape Rodney, Bethel, Romanzof, Nenana, Beaver, and Galena.

c. Tab C contains a summation of the progress possible in the interim program if a supplemental FY 1949 appropriation is passed by the Congress in the amount stated. The Alaskan portion of the proposed supplemental appropriation is somewhat lower than previous estimates of costs in that theater, but it is based on the latest Alaskan Theater figures.

d. Tab D contains a summation of the capability of programmed funds to complete the "Interim and First Augmentation" program. Due to rising construction costs reflected in Tab A, all sites have been calculated on a lease (with option to buy) basis, and the two control centers programmed for wartime use by the Air National Guard consist of essential technical buildings only.

2. A more detailed analysis of the Interim Program and First Augmentation in the Continental United States is contained in Tab E hereto. The stations are arranged in assumed priority for construction. Future action referring to actions concerning a specific station could be expedited if reference is made to the listed priority number.

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AFDPO 667
Subject: Detailed Cost Data On Proposed Aircraft Control and Warning Systems in Continental United States and Alaska

3. It is desired that any necessary changes in the Tabs hereto be brought to the attention of this headquarters immediately.

BY COMMAND OF THE CHIEF OF STAFF:

T. J. DAVIDSON
Colonel, GSC
Chief, Air Defense Division
Director of Plans & Operations, Office of
Deputy Chief of Staff, Operations

5 Incls
1. Tab A - Criteria for Construction in Continental U.S.
2. Tab B - Criteria in Alaskan Const. Prog. for AC&W System
3. Tab C - Funds Required in FY 49 Supplemental Appro for Const.
4. Tab D - Funds Included in USAF FY 50 Budget for Const and Real Estate
5. Tab E. Construction Priority List

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TAB A

CRITERIA FOR CONSTRUCTION IN CONTINENTAL UNITED STATES

1. Air Direction Centers, Heavy - AN/G[illegible]-6B

Operations Building, 30' x 120' w/wing	1[illegible],000
Power Building	1[illegible],000
Maintenance Building, 25' x 60'	11,300
Fuel Storage, 10,000 gallons	4,500
Antenna Tower & Base	15,000
Radio Stations 18' x 44' (2)	32,000
BOQ w/mess 30' x 166'	80,000
Barracks, 25' x 110' (3)	120,900
Barracks, 25' x 110' (one story)	20,700
Mess Hall 25' x 118'	29,600
Storehouse 25' x 60'	11,300
Administration 25' x 50'	9,400
Motor Repair Shop 37' x 60'	16,700
Dispensary 31' x 136'	32,000
Recreation Building 25' x 73'	13,700
PX 25' x 60'	11,300
Central Heating Plant	170,000
Perimeter Fence	32,700
Gate House 12' x 16'	2,000
Water System & Reservoir	56,000
Sewer System	2[illegible],000
Electric Distribution System	15,000
Roads	[illegible],000
Access Roads (based on 5 mile dist. average [illegible])	[illegible],000
Total Construction Funds	[illegible],000
Real Estate Acquisition, 80 acres	[illegible],000
Lease Cost per Month, computed at 1% of Acquisition Cost	[illegible],400

2. Air Direction Centers, Light - AN/[illegible]-[illegible], with AN/[illegible]-[illegible], AN/[illegible]-1

Operations and Maintenance Building, 41' x [illegible]'	[illegible],000
Power Building	[illegible],000
Fuel Storage	[illegible],000
Generators	[illegible],000
Antenna Tower & Base	[illegible],000
[illegible] 26'	[illegible],000
Barracks, [illegible]' x 110'	[illegible],000
Mess Hall, [illegible]' x 73'	[illegible],000
BOQ, Administration & Recreation, 25' x 54'	[illegible],000
Central Heating Plant	[illegible],000

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Perimeter Fence	$ 18,600
Gate House, 12' x 16'	1,000
Water System	26,000
Sewer System	10,000
Electric Distribution System	10,000
Roads, within installation	17,000
Access Roads (Based on 5 mile est. average length)	50,000
Total Construction Costs	$ 486,000
Real Estate Acquisition, 40 acres	$ 20,000
Lease Cost per Month, computed at 1% of Acquisition Cost	$ 200

3. Air Defense Control Centers

Operations Building, 75' x 113'8"	$ 400,000
Power Building, 20' x 20'	4,000
POL Storage 8000	3,500
Generators	15,000
Radio Stations 18' x 44' (2)	12,000
Officers Quarters 39' x 12' w/12' x 8' ell	5,000
[illegible] w/mess 30' x 166'	80,000
[illegible] 30' x 116'	52,800
[illegible] w/mess 30' x 136'	68,000
Barracs 25' x 110' (4)	165,200
Mess Hall 25' x 118'	29,600
Storehouse 25' x 100'	20,300
Motor Repair Shop 37' x 60'	16,700
Dispensary 31' x 136'	35,000
Recreation 37' x 99'	55,000
[illegible] 37' x 84'	46,000
Central Heating Plant	180,000
Perimeter Fence	29,600
Gate House 12' x 16'	1,000
Water System & Reservoir	85,000
Sewer System	15,000
Electric Distribution System	20,000
Roads	45,000
Access Roads (Based on 5 mile est. average length)	50,000
Total Construction Costs	$1,476,600
Real Estate Acquisition, 100 acres	50,000
Lease Cost per Month, computed at 1% of Acquisition Cost	500

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4. [illegible]

[illegible]	[illegible]
[illegible]	[illegible]
Fuel storage	[illegible]
Power Base	[illegible]
Generators	[illegible]
[illegible], 30' x 60'	[illegible]
[illegible]rracks, 25' x 110'	[illegible]
[illegible]ass Hall, 25' x 60'	[illegible]
[illegible]pl, [illegible]istrati[illegible] [illegible]cre[illegible]tion [illegible]ds., [illegible]' x [illegible]'	[illegible]
Central Heating Plant	[illegible]
Perimeter Fence	[illegible]
[illegible]ote House, 12' x 16'	[illegible]
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[illegible]lectric [illegible]istribution [illegible]ystem	[illegible]
Roads	[illegible]
[illegible]ccess [illegible]oad, [illegible] miles	[illegible]
Total Construction Costs	[illegible]
[illegible]eal state [illegible]onditio[illegible], [illegible] acres	[illegible]
[illegible] [illegible]ost [illegible]er [illegible]ct[illegible], [illegible]x[illegible]ted [illegible]1 [illegible]of [illegible]onditi[illegible] Cost	[illegible]

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Tab B

CRITERIA [illegible] PROGRAM FOR

[illegible]

1. SITE — RADAR [illegible] SITE AND UNDERGROUND CONTROL CENTER.

a.	Addition to existing underground Bldg 8000 sq ft	2,250,000
	Following buildings will be above ground:	
b.	Erection of AN/[illegible]-9, 25 foot tower	8,750
c.	Officers qtrs, mess and club, 26,700 sq ft	767,600
d.	POL storage 12 months supply permanent	10,000
e.	Non-com qtrs and club, 18,670 sq ft	448,100
f.	[illegible] qtrs, 27,756 sq ft	596,800
g.	[illegible] mess 9,900 sq ft	213,600
h.	PX and Day Room, 4,000 sq ft	115,200
i.	Central Power (for bldgs above ground) and heat, 2,000 sq ft	46,000
j.	Headquarters & Administration Bldg 3,900 sq ft	93,300
	ACCESS ROAD - 3 miles	150,000
	UTILITIES	900,600
	Total Cost	5,650,450

[illegible] Storage with demand tanks - 1 ea 25,000 gal tank (Diesel) for Boiler House
1 ea 1,000 gal tank (Gas) for cars
1 ea 1,000 gal tank (Diesel) for Power House

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2. THREE (3) RADAR OPERATING SITES - EACH SITE CONT.

a.	Opns building, 4,100 sq ft permanent	111,450
b.	Central power building 1,600 sq ft permanent	43,200
c.	Garage and shops 2,400 sq ft permanent	65,440
d.	P.O.L. Storage 12 mos supply permanent	10,000
e.	Unheated storage 1,200 sq ft permanent	13,500
f.	Heated storage 1,200 sq ft permanent	24,120
g.	Hq & Admin bldg 2,250 sq ft permanent	84,375
h.	Officers Qtrs & Club 4,600 sq ft permanent	165,600
i.	Non Com Qtrs & Club 5,740 sq ft permanent	165,312
j.	2 Qtrs, mess and Recreation, 12,955 sq ft permanent	373,104
k.	Antenna Poles	4,000

TRANSMITTER SITE.

a.	Transmitter Bldg 2,100 sq ft permanent	72,450
b.	Antenna Poles 30 - 90 feet	7,290

ACCESS ROAD - 5 miles 300,000

Total cost of each 1,460,661

Petroleum Storage with pumps and tanks - 1 ea 25,000 gal tank (Diesel) for Boiler House
1 ea 1,000 gal tank (Gas) for cars
1 ea 1,000 gal tank (Diesel) for Power House

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3. [illegible] (5) [illegible] SITES.

a.	Opns Bldg 4100 sq ft permanent	[illegible]
b.	Central Power Bldg 1500 sq ft permanent	7,[illegible]
c.	Garage & Shops 2400 sq ft permanent	73,[illegible]
d.	P.O.L. Storage 12 sets supply permanent	24,[illegible]
e.	Unheated Storage 1200 sq ft permanent	13,200
f.	Heated Storage 1200 sq ft permanent	32,200
g.	Hq & Admin Bldg 2250 sq ft permanent	112,500
h.	Officers Qtrs & Club 8000 sq ft permanent	220,000
i.	Non-com Qtrs & Club 5780 sq ft permanent	223,000
j.	Enl Qtrs, mess & recreation, 12955 sq ft permanent	497,500
k.	Antenna Poles	5,[illegible]

[illegible] SITE

a.	Transmitter Bldg 2100 sq ft permanent	[illegible]
b.	Antenna Poles 30 - 90 feet	9,720

ACCESS ROAD 35 miles 2,000,000
30 miles 2,[illegible]
10 miles [illegible]
5 miles [illegible]

Total cost of site with 35 miles access road (1 site) [illegible]
Total cost of site with 30 miles access road (2 sites) 3,950,[illegible]
Total cost of site with 10 miles access road (1 site) 2,350,[illegible]
Total cost of site with 5 miles access road (1 site) 1,[illegible]

Fuel Storage with decant tanks - 1 ea 25,000 gal tank (Diesel) for Boiler House
1 ea 1,000 gal tank (Gas) for cars
1 ea 1,000 gal tank (Diesel) for Power House

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4. RADAR OPERATIONS SITE - OHB

a.	Opns building 9000 sq ft permanent	172,500
b.	Central Power Bldg 2000 sq ft permanent	57,600
c.	Garage & Shops 3000 sq ft permanent	69,300
d.	P.O.L. Storage 3 mos supply permanent	18,000
e.	Unheated Storage 1200 sq ft permanent	13,680
f.	Heated Storage 1200 sq ft permanent	24,120
g.	BQ Admin Bldg 4675 sq ft permanent	182,812
h.	Officers Qtrs & Club 16,660 sq ft permanent	574,770
i.	Non-com qtrs and club 12,100 sq ft permanent	340,480
j.	BQ Qtrs, mess & recreation, 29,020 sq ft permanent	835,776
k.	Antenna Poles -- 30 - 90 feet	11,664
	TRANSMITTER SITE	
a.	Transmitter Building 2100 sq ft permanent	72,450
b.	Antenna Poles 30 - 90 feet	31,440
	ACCESS ROAD 15 miles	900,000
	UTILITIES	1,192,000
	Total Cost	4,504,592

Drum Storage with demand tanks - 1 ea 25,000 gal tank (Diesel) for Boiler House
1 ea 1,000 gal tank (Gas) for cars
1 ea 1,000 gal tank (Diesel) for Power House

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Tab C

FUNDS REQUIRED IN FY 1949

SUPPLEMENTAL APPROPRIATION FOR CONSTRUCTION

1. IN CONTINENTAL UNITED STATES.

Site	No.	Unit Cost	Total
AN/GPS-6A	7	881,600	6,171,200
AN/GPS-6C	1	881,600	881,600
AN/GPS-5	15	288,300	4,324,500
AN/FPS-3	9	486,000	4,374,000
AN/GPS-1	1	486,000	486,000
Control Center	2	1,476,600	2,953,200
AN/FPS-3*	2	400,000	800,000
Control Centers	1	500,000	500,000
AN/GPS-6B	1	411,400 (start of construction)	411,400
		Total	20,901,900

*Sites in existence do not require full construction funds.

No lease money required in FY 1949 Supplemental Appropriation, in that such money has been made available from current funds.

2. ALASKA REQUIREMENTS FOR ONE CONTROL CENTER AND SEVEN RADAR SITES.

Site	No.	Unit Cost	Total
Control Center	1		2,250,000
Radar Site	1		3,400,450
Radar Site	3	1,468,881	4,406,643
Radar Site 2	2	3,958,500	7,917,000
Radar Site	1		4,358,500
		Total	22,332,593

3. TOTAL ZI AND ALASKA REQUIREMENTS IN FY 1949.

43,234,493

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TAB D

FUNDS INCLUDED IN USAF FY 1950 BUDGET FOR CONSTRUCTION AND REAL ESTATE

1. In Continental U. S.

a. Lease fund requirements.

Site	No.	No./Lease	No. Months	Total
AN/CPS-6B	12	$400	12	$ 57,600
AN/CPS-6C	15	400	12	72,000
AN/FPS-3	24	200	12	57,600
AN/CPS-1	2	200	12	4,800
AN/CPS-5	22	200	12	52,800
Control Center	9	500	12	54,000
Control Center	1	(Site on Gov't. owned land)		
			Total	$298,800

b. Construction fund requirements.

Site	No.	Unit Cost	Total
AN/CPS-6B	4	$ 881,600	$ 3,526,400
AN/CPS-6C	14	881,600	12,342,400
AN/CPS-5	7	288,300	2,018,100
AN/CPS-1	1	486,000	486,000
AN/FPS-3	13	486,000	6,318,000
Control Center	2	1,476,600	2,953,200
AN/CPS-6B	1	(Cost of construction started with 1949 funds)	478,300
Control Center*	3	500,000	1,500,000
Control Center**	2	1,170,850	2,341,700
		Total	$31,956,000

*Sites in existence do not require full construction funds.
**Balance of funds evenly divided between the two remaining control centers.

c. Total construction and real estate, (1 [illegible] $32,254,800

2. Lease requirements for three radar sites.

Site	No.	Total
Radar Site	1	$ [illegible]
" "	1	[illegible]
" "	1	[illegible]
		[illegible]

3. Total [illegible] requirements in lieu [illegible] $[illegible]

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Tab E

Priority	Type Radar	Location	Date Radar Available	Costs		
				Construction	Rental 1949(a)	Rental 1950
1	CPS-6B	Paine Field, Wash.	Oct 49	$ 881,600	$1600	$4800
2(b)	CPS-1	Cambria, Calif.	"	486,000	800	2400
3	FPS-3	Connell, Wash.	"	486,000	800	2400
4	FPS-3	Bohokus Peak, Wash.	"	486,000	800	2400
5(c)	FPS-3	Montauk Pt.	"	400,000	800	2400
6	CC	Syracuse	"	1,476,600	2000	6000
7	CPS-5	Mt. Bonaparte, Wash.	"	288,300	800	2400
8	CPS-5	Haste Butte, N. M.	"	288,300	800	2400
9	CPS-5	Tres Piedras, N. M.	"	288,300	800	2400
10	CPS-6B	Twin Lights, N. S.	Nov 49	881,600	1600	4800
11	CPS-6B	Cape Cod, Mass.	"	881,600	1600	4800
12	FPS-3	Watertown, N. Y.	"	486,000	800	2400
13	FPS-3	Stillwater, N. Y.	"	486,000	800	2400
14	CPS-5	Yaak, Mont.	"	288,300	800	2400
15	CPS-5	Readsport, Ore.	"	288,300	800	2400
16	CPS-6B	Portland, Me.	Dec 49	881,600	1600	4800
17	CPS-6B	North Troy, Ver.	"	881,600	1600	4800
18	FPS-3	Sandia Mt., N. M.	"	486,000	800	2400
19	FPS-3	Palermo, N. J.	"	400,000	800	2400
20	FPS-3	Manassas, Va.	"	486,000	800	2400
21	CPS-6C	Santa Rosa Isl., Cal.	"	881,600	1600	4800
22	CPS-5	Ft. Isabelle, Mich.	"	288,300	800	2400
23	CPS-5	Newton, Minn.	"	288,300	800	2400
24	CPS-5	Lake Wilson, Minn.	"	288,300	800	2400
25	CPS-5	Mattoon, Misc.	"	288,300	800	2400
26	CPS-6B	Port Huron, Mich.	Jan 50	881,600	1600	4800
27	CPS-6B	Buffalo, N. Y.	"	881,600	1600	4800
28	FPS-3	Ft. Storey, Va.	"	486,000	800	2400
29(d)	CC	Orlando	-	500,000	-	-
30	CC	Detroit, Mich.	"	1,476,600	2000	6000
31	FPS-3	Cochrane, Ore.	"	486,000	800	2400
32	FPS-3	Colville, Wash.	"	486,000	800	2400
33	CPS-5	Whiskey Gap, Mont.	"	288,300	800	2400
34	CPS-5	Simpson, Mont.	"	288,300	800	2400
35	CPS-5	Thoeny, Mont.	"	288,300	800	2400
36	CPS-5	Fortuna, N. Dak.	"	288,300	800	2400
37	CPS-5	Velva, N. Dak.	"	288,300	800	2400
38	CPS-5	Finley, N. Dak.	"	288,300	800	2400
39(e)	CPS-6B	Soneston, Pa.	Feb 50	411,400	1600	4800

End of Supplemental FY 49 Construction Funds

Total $20,901,900

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Priority	Type Radar	Location	Date Radar Available	Costs Construction	Rental 1949(a)	Rental 1950
39(e)	CPS-6B	Soneston, Pa.	Feb 50	470,200	-	-
40	CPS-6B	Elkhorn, Misc.	"	861,600	1600	4800
41	FPS-3	Ft. Austin, Mich.	"	486,000	800	2400
42	FPS-3	Johnson, Ohio	"	486,000	800	2400
43	FPS-3	Portage, Pa.	"	486,000	800	2400
44	CPS-5	Condon, Ore.	"	288,300	800	2400
45	CPS-5	Klamath, Cal.	"	288,300	800	2400
46	CPS-6B	Beulah, Mich.	"	861,600	1600	4800
47	CPS-6B	Marine, Minn.	Mar 50	861,600	1600	4800
48	CC	St. Paul, Minn.	"	1,476,600	2000	6000
49	FPS-3	Sherman Wills, Me.	"	486,000	800	2400
50	FPS-3	Sault Ste. Marie, Mich.	"	486,000	800	2400
51	FPS-3	Nesley, Mich.	"	486,000	800	2400
52	CPS-5	Madera, Cal.	"	288,300	800	2400
53	CPS-5	New Braunfels, Texas	"	288,300	800	2400
54	CPS-5	Ft. Arena, Cal.	"	288,300	800	2400
55	CPS-5	Pocatalico, W. Va.	"	288,300	800	2400
56	CPS-5	—	Apr 50	288,300	800	2400
57	CPS-6B	Mt. Tamalpais, Cal.	"	861,600	1600	4800
58(b)	CPS-1	San Clemente Isl., Cal.	"	486,000	800	2400
59	FPS-3	High Prairie, Mo.	"	486,000	800	2400
60	FPS-3	Pine Hills, Cal.	"	486,000	800	2400
61	FPS-3	Finland, Minn.	"	486,000	800	2400
62	FPS-3	Belleville, Ill.	May 50	486,000	800	2400
63	FPS-3	Omaha, Nebr.	"	486,000	800	2400
64	FPS-3	Lawrence, Kans.	"	486,000	800	2400
65	CC	Albequerque, N. M.	"	1,476,600	2000	6000
66	FPS-3	Belle Fontaine, Ohio	Jun 50	486,000	800	2400
67(f)	CC	Oakland	—	425,700	-	-
End of Fiscal Year 50 Construction Funds		Sub Total		$16,197,600		
		Grand Total		$37,099,500		
End of Fiscal Year 50 Lease Funds						$21,600
Start of First Augmentation Construction and Lease Money						
67(d)(f)	CC	Oakland	—	74,300	2000	6000
68(d)	CC	Roslyn	—	500,000	-	6000
69(d)	CC	Silver Lake	—	500,000	2000	6000
84 ~~76~~(g)	CC	Great Falls, Mont.	Jun 50	1,170,850	2000	6000
85 ~~77~~(g)	CC	Bismarck, N. Dak.	"	1,170,850	2000	6000
70-83 ~~72-85~~	CPS-6C's	—	—	12,342,400	22400	67200
Total Augmentation Construction				$15,758,400		
Total Augmentation Lease Money						$97,200
Total 1949 Lease Money					$97,600	

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(a) All FY 49 leases to be paid from the $234,000 in the immediate diversion fund of $706,000. The criteria used was an estimated four months' lease on all 85 sites at a lease rate of 1% per month of the acquisition value.

(b) Costs of construction and lease of an AN/CPS-1 assumed to be the same as that of an AN/FPS-3.

(c) The cost of construction of the Montauk Point and Palermo AN/FPS-3's arbitrarily estimated to be $400,000 each, inasmuch as both sites already are in existence and have some facilities.

(d) Orlando, Silver Lake, Roslyn, and Oakland construction costs arbitrarily assumed to be $500,000 each. No rental necessary for Orlando in FY 49 or FY 50. No rental necessary for Roslyn in FY 49.

(e) Soneston, Pa., AN/CPS-6B to be constructed out of FY 49 and FY 50 moneys.

(f) Oakland control center to be constructed out of FY 50 Interim Program and First Augmentation funds.

(g) Great Falls and Bismarck control centers allotted the balance of First Augmentation funds evenly.

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USAF

AFOPO 667

SUBJECT: Implementation of Emergency Aircraft Control and Warning System in the Northeastern United States.

TO: Commanding General
Air Defense Command
Mitchel Air Force Base, N. Y.

1. It is desired that action be taken to expedite the planned emergency aircraft control and warning system in the northeastern United States, to permit attainment of operational status by 15 March 1949 (TWX - AFOAD - 54446 USAF Hqs to CAC, 22 Dec 48).

2. Training of necessary personnel will be intensified by a field exercise conducted 10 January - 10 February 1949 in the northeastern area, and is a preliminary preparation for the "Blackjack" maneuver in this area in May 1949.

3. Your annual funding, under SPE Funds Project No 440, is being increased in the amount of fifty thousand dollars ($50,000), to cover the expenditure of the proposed field exercise. Submit to this headquarters a supplemental to the 3rd quarter allotment to include adjustments for the increase in the annual program.

4. This letter comprises your authority for the performance and funding of the exercise to augment the northeast radar system. A code name will be furnished for this field exercise by separate letter.

BY COMMAND OF THE CHIEF OF STAFF:

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

IN REPLY
REFER TO: DA 381

26 January 1949

SUBJECT: Request for Certificate of Necessity to Establish a Radar Site at Connellsville Municipal Airport, Connellsville, Pa.

TO : Chief of Staff, United States Air Force, Washington 25, D.C.

1. Reference is made to the planned immediate establishment of an air defense system in the northeastern United States area. This system is known as "The LASHUP PROGRAM" and is designed to provide the best possible air defense for the least possible cost beginning immediately and lasting until our permanent air defense system can be implemented.

2. Salient features of the LASHUP PROGRAM ARE:

a. Only existing government-owned installations will be utilized for the establishment of radar sites and control centers.

b. Locations for radar sites have been selected primarily on the basis of desired tactical location. Compromises of this policy have been made only insofar as the location of available government-owned property dictates.

c. Sitings and occupancy agreements have either been completed or are progressing satisfactorily for all "LASHUP" radar sites with the exception of a large area in southwestern Pennsylvania (see attached map).

d. The total estimated cost of the LASHUP PROGRAM, exclusive of filling the gap in question, is $152,000. Your headquarters has approved the program, and the expenditure of this amount of money subject to the condition of utilizing government-owned property.

3. This headquarters has thoroughly surveyed the cross-hatched area of the attached map and has determined that no government-owned real estate suitable for the establishment of a radar site is available therein. Further surveying of this area for possible sites which are not government-owned but which could be rented at a low rate was made, and it has been concluded that the best available location on this basis is the Connellsville Municipal Airport, Fayette County, Pennsylvania. Contacts have been made with Mr. Harold B. Stevens, P.O. Box 718, Connellsville, Pennsylvania, who operates the premises under the name of Stevens Aviation Center. He indicated that a two-year lease on the entire east lean-to of the main hangar of the airport would be acceptable at an

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annual rental payment of $900.00, without services. This headquarters has made a preliminary cost estimate of $15,000 for rehabilitation and alterations necessary to make the premises tenable. Since the cost of alteration and rehabilitation exceeds the limitations imposed by Section 322 of the Economy Act of 5 June 1932 (47 Stat. 412), as amended, a certificate of necessity for the above cost estimate is required under the provisions of paragraph 8b and c, AF Regulation 85-5, 19 March 1947.

4. The LASHUP Air Defense Program, although a temporary measure designed timewise to fill a void in the air defense system, is considered of significant importance for the following reasons:

a. It will furnish an immediate air defense in being for the vital northeastern United States.

b. It will provide a proving ground for systems development, whereby lessons may be learned as to what is required in the development of aircraft, communications, control, and other means and equipment which together make up the air defense system.

c. It will provide a system for the evaluation of air defense doctrine, procedures, tactics and techniques, and it will enable the development of these matters to keep step with the directly related progress of technical equipments.

It is requested, therefore, in order not to compromise the effectiveness of the LASHUP PROGRAM by leaving a gap in its radar coverage, that authority be given to lease the above-described property for an operational site for an AN/CPS-5 radar station, and that the required certificate of necessity be issued for necessary construction funds.

5. Pertinent information in consonance with provisions of AF Regulation 85-3, as amended is as follows:

a. The premises consist of the entire east lean-to of the large hangar (200 x 100) at Connellsville Municipal Airport, Pennsylvania, together with sufficient open area to provide for the storage of essential equipment and material. Rights of ingress and egress are also required.

b. The site is required as an Early Warning and Ground Controlled Intercept station, utilizing an An/CPS-5 radar for implementation of the overall air defense system of the vital northeastern United States.

c. The estimated period of occupancy is between two and three years.

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d. Possession of the real estate is required at once, and an immediate right of entry to permit early initiation of the alterations is required to make the premises tenable.

e. The project complies with the following criteria:

(1) Requirements have been reduced to bare essentials.

(2) Acquisition of the real estate is essential to performance of overall functions and missions assigned Air Defense Command.

f. No other facility of the United States partially or totally unused including United States Government facilities not presently under the jurisdiction of this command meets the requirements.

g. Alterations and rehabilitation to make the premises suitable for the purpose intended will have to be accomplished by the government. Preliminary estimates indicate that the cost of required alterations and rehabilitation will reach $15,000. Headquarters First Air Force, having administrative and operational responsibility for the mission, has been directed to institute the preparation of WD AGO Form 5-25 covering the project.

h. No real estate map is available; however, the Washington District Engineer is familiar with the facilities at the site, having previously negotiated a lease for the Organized Reserve Corps.

i. Approval of the site by the Interdepartmental Air Traffic Control Board is not deemed necessary.

j. The facilities required are not in lieu of new construction previously requested and disapproved.

k. Funds in the amount of $15,000 chargeable to ESA 330 are requested to cover the cost of alterations and rehabilitation.

l. This project does not include request for acquisition of warehouse or storage space.

Signed:
Maj. Gen. G. P. SAVILLE

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

IN REPLY
REFER TO:

COMM 381 2 November 1949

SUBJECT: Initial Priorities for Engineering Construction, Permanent Air Defense Plan

TO : Director of Plans and Operations, Headquarters USAF, Washington 25, D.C.
ATTENTION: Air Defense Division

1. It is understood that approximately eighteen million dollars, FY 1950 funds, is now available to initiate necessary engineering construction for the permanent Air Defense Plan.

2. It isrecommended that the following site priorities be established for the first twenty-four (24) sites:

Priority	Site	Priority	Site
1	1	13	21
2	44	14	30
3	57	15	31
4	40	16	34
5	6	17	35
6	8	18	38
7	51	19	7
8	9	20	49
9	10	21	68
10	13	22	16
11	14	23	69
12	20	24	60

3. Control Centers were left off the above list since usable Control Centers are nowoperating in the northwest and eastern areas and it was considered advisable to spend the money available exclusively on radar sites.

4. All twelve (12) AN/CPS-6B sites are included in the first eighteen (18) sites. If sufficient funds are not available to build eighteen (18) sites, it is requested that priority be given the AN/CPS-6B installations since it is expected that twelve (12) AN/CPS-6B equipments will be made available prior to 1 July 1950.

FOR THE COMMANDING GENERAL:

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s/t HERBERT B. THATCHER
Brig. General, USAF

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HEADQUARTERS FOURTH AIR FORCE
Hamilton Air Force Base
Hamilton, California

7 April 1950

Dear General Whitehead:

In answer to your letter of 4 March 1950, and in order that you may have a record covering the briefing given you on your visit to this headquarters on 28 March 1950, the following is a resume of bottlenecks and other pertinent data relative to the progress of the build-up of our Interim AC&W Net and the Permanent AC&W Net.

a. Interim AC&W Net. Satisfactory progress is being made on all interim sites, and all equipments should be in place and operational by the deadline date of 1 July 1950 set by your headquarters.

The 25th Air Division will have sufficient personnel to man the three additional sites in their area of responsibility, namely, Fort Stevens, Oregon; Portland Airport, Oregon; and Richland, Washington.

A foreseeable bottleneck exists in the manning of the five stations in Southern California, that is, to meet your deadline date of 1 July 1950. A request for activation of the 669th and 670th AC&W Squadrons was forwarded to your headquarters on 10 February 1950. These units are scheduled to operate the following stations:

669th AC&W Sq to operate Fort MacArthur, Port Hueneme, and Minter Field.

670th AC&W Sq to operate Edwards AFB and Camp Cooke.

Orders for activation of these squadrons have not been received as of this date. The immediate activation of these units and assignments of technical personnel from Training Command, under the newpriorities set up for this type of unit, will break this bottleneck.

b. Permanent AC&W Net. At present, there are three bottlenecks which are delaying this headquarters in carrying out its responsibility in the build-up of the Permanent AC&W System. These three items are:

(1) Delay in engineer channels in alloting funds to the appropriate District Engineers to accomplish engineer study and planning on the sites.

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General Whitehead

(2) Delay in engineer channels in promptly issuing appropriate planning and construction directives to the District Engineers.

(3) Shortage of installations personnel in this headquarters.

With the assignment of Precedence I, Group I, to this program, items under (1) and (2) above should be rapidly corrected. A request for an increase of ten (10) installations personnel was sent to your headquarters by letter, this headquarters, file OPO 320.3, subject "Non-T/O&E Authorizations," dated 21 March 1950, a copy of which was given you during your visit here. Based on your oral approval of the increase in personnel as requested, my Civilian Personnel people are doing preliminary recruiting work in the matter of the five civilian engineers (Civil) GS-11. We have not, however, received official confirmation from your headquarters. The five additional captains, SSN 7010, which were also requested, is a matter in which you can give us immediate assistance. Authority for these five officers and five civilians engineers will alleviate the severe shortage in my Installations Division, and will in effect eliminate all bottlenecks or delays in our accomplishment of the program.

I am personally following the development of the AC&W net in my area of responsibility and will advise you promptly of any bottlenecks that occur which we are unable to correct locally.

Yours very truly,

s// JOHN E. UPSTON
Major General, USAF
Commanding

Lieutenant General Ennis C. Whitehead
Headquarters Continental Air Command
Mitchel Air Force Base
New York

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DAD 381 17 June 1949

SUBJECT: Air Defense Organization in Continental United States

TO : Commanding General, Fourteenth Air Force, Orlando Air Force Base, Florida.

1. Reference is made to your letter File OC 320/30, 8 June 1949, subject as above.

2. The territory covered by the Eastern Air Defense Region is that portion of the United States, east of 103 degrees longitude; the territory covered by the Western Air Defense Region is that portion of the United States, west of 103 degrees longitude.

3. For the boundaries of the peacetime and wartime air defense areas, see Inclosure #1.

4. The designation and location of Headquarters for Eastern and Western Air Defense Regions has not been accomplished; however, Eastern and Western Air Defense Liaison Groups have been activated and are operating as field representatives of ADC with their headquarters located at He First Air Force and H- Fourth Air Force, respectively.

5. The designation of the Air Division Headquarters has not been accomplished with the exception of the 26th Air Division located at Roslyn, New York, and the 25th Air Division, located at Silver Lake, Washington. The following is a list of peacetime locations for the additional Air Division Headquarters when activated:

Berkely, California
Billings, Montana
Albuquerque, N. M.
Detroit, Michigan
Syracuse, N.Y.
St. Paul, Minnesota

In wartime, the Air Division Headquarters would be increased by:

Los Angeles, California
Salt Lake City, Utah
Denver, Colorado
Bismarck, North Dakota
St. Louis, Missouri
Houston, Texas
Chicago, Illinois
Atlanta, Georgia
Washington, D.C.
Boston, Mass.
Columbus, Ohio
Orlando, Florida (Training)

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6. Attached for your information is Inclosure #2, a tentative proposal of the Staff Functions and Responsibilities of the Air Defense Command, and Inclosure #3, ConAC Regulation 25-2, dated 24 May 1949, subject, "Operational Control in Air Defense".

7. Only that information contained in Par #5 is classified Secret.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

W. R. PURPUS
Major, USAF
Asst Adj Gen

3 Incls:
1. Boundaries
2. Tentative Prop.
3. ConAC Reg. 25-2

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

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IN REPLY REFER TO: FO&R 381

10 May 1950

SUBJECT: Air Defense Control Center Areas of Responsibility

TO: Commanding General, Eastern Air Defense Force, Mitchel AFB, New York

1. Headquarters, USAF, has proposed that the Air Defense Control Center boundaries, in the permanent AC&W plan, be revised to form a total of eleven (11) air defense areas. These areas are indicated on the map attached as Inclosure 1.

2. For your information, the air defense control centers will be at the following locations:

P-3 - Roslyn, New York
P-5 - Hancock Airport, New York
P-22- Atlanta, Georgia
P-23 -Selfridge Air Force Base, Michigan
P-36- Fort Snelling, Minnesota
P-86- Oklahoma City, Oklahoma
P-4 - McChord Air Force Base, Washington
P-41- Kirtland Air Force Base, New Mexico
P-48- Hamilton Air Force Base, California
P-83- Great Falls Air Force Base, Montana
P-84- Los Angeles area, California

3. Since funds have been programmed for only nine (9) control centers, the installations at Kirtland Air Force Base and Atlanta will not be constructed with funds currently programmed unlesssavings are effected. In that event, Kirtland Air Force Base has priority over Atlanta.

4. It is requested that your headquarters review the boundaries within your area of responsibility and forward your concurrence or non-concurrence with minimum delay. It is further requested that reasons for any non-concurrence be indicated.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

s/t BRUCE H. GEMMSL
Captain, USAF
Asst. Air Adj. Gen.

1 Incl
Map of ADCC Areas

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Hq ConAC PO&R 381
Subject: ADCC's Areas of Responsibility

DCO 381 (11 May 50) 1st Ind 22 May 1950

HQ EASTERN AIR DEFENSE FORCE, Mitchel AFB, New York

TO: Commanding General, Continental Air Command, Mitchel AFB, New York

1. This headquarters does not concur with the following proposed divisional boundaries:

a. 50° N 77° W to 37° N 80° W

b. 39° 30' N 79° 30' W to 92° N 74° W and then due East.

2. Their establishment would have the effect of:

a. Transferring two inland radar stations from the 26th Air Division to the 32nd Air Division leaving the 26th Division with a radar capability aligned along the Atlantic coastline. This is felt to be operationally unsound as it would entail a handing over of responsibility and control from one division to another in areas where continuity of tracking and control is of paramount importance to counter raids from the North and Northwest approaching the many vital objectives within the New York - Uniontown - Norfolk areas.

b. Transferring the radar station at Cape Cod from the 32nd Air Division to 26th Air Division. It is doubtful whether this change would sufficiently improve the air defenses of the New York area against raids from the East Northeast, as to compensate for the disadvantages of duel divisional control against radis approaching Boston from certain directions.

c. Requiring the redesign of existing CARW communications networks, the construction of three new CARW memory boards, and the rewiring of seven new CARW switchboards at great expense. Simple modifications to the facilities referred to above would be possible only if the boundaries were adjusted less than 30' in any one direction.

d. Requiring the redesign of existing GOC communications facilities to accomodate a revised traffic routing requirement and construction of six new GOC filter center plotting tables to accomodate a revised area of responsibility as determined by the established division boundary.

e. Necessitating a complete revision of established AT&T traffic routing procedures in forty-three telephone toll centers to permit the automatic routing of "Aircraft FLASH" calls to the proper filter center and to the proper side of the filter center plotting table.

3. It is, therefore, strongly recommended that the existing boundaries between the 26th, 30th, and 32nd Air Divisions be maintained.

FOR THE COMMANDING GENERAL:

s/t DANIEL SKURKA
1st Lt., USAF
Asst Air Adj Gen

1 Incl: w/d

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EADF 381

23 DEC 1949

SUBJECT: Ground Observer Corps Plan

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

1. The following general plan for the organization and operation of the Ground Observer Corps within the zone of responsibility of Eastern Air Defense Force is submitted for your approval.

a. Organization:

(1) Ground Observer Corps will be organized initially in the area to be actively defended within the zone of responsibility of the Eastern Air Defense Force. (Tab A). This area is coincident with the area which will be initially equipped with radar detection and fighter direction facilities.

(2) The Ground Observer Corps in the Eastern Air Defense Force area includes volunteer civilian personnel to man approximately 6500 Ground Observation Posts and nineteen (19) Ground Observer Corps Filter Centers. (Tab A).

(3) In conformance with approved concepts, there will be established a 20-mile overlap between adjacent filter areas.

(4) The Ground Observation Posts will be geographically located within the boundary of a civilian community, city or village with the exception of certain coastal Observation Posts to be operated by the United States Coast Guard.

(5) Ground Observer Corps Filter Centers will be supervised and operated by a military cadre to be requisitioned by Headquarters, Eastern Air Defense Force from Headquarters, Continental Air Command. It is proposed that the cadre will be supplied from a T/D Reserve Unit organized for this specific purpose.

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EADF 381, Ground Observer Corps Plan. (Cont'd)

(6) All Ground Observation Posts and Filter Centers will be maintained on a standby status subject to call to duty by the Commanding General, Eastern Air Defense Force.

b. Administration:

(1) The Office of the Assistant for Civil Defense Liaison in the Office of the Secretary of Defense will be contacted through Headquarters, Continental Air Command as the initial step in recruiting volunteer personnel for the Ground Observer Corps and its associated Filter Centers. Headquarters, Eastern Air Defense Force will submit a list to the Assistant for Civil Defense Liaison indicating the geographical location by county and city where it is desired to locate an Observation Post or Filter Center. Recruiting of personnel will then be accomplished under the direction of State representative previously indoctrinated by the Assistant for Civil Defense Liaison.

(2) Each Ground Observer Corps Filter Center will have an administrative supervisor responsible for local recruiting appointed by the State or local Civil Government. Headquarters, Eastern Air Defense Force will supply the duly appointed administrative supervisor with the necessary specifications in order that personnel requirements may be properly determined.

(3) Upon receiving the names and addresses of the Observation Posts and Filter Center supervisors from the appropriate civil agency, Headquarters Eastern Air Defense Force will deal directly with those supervisors in coordination with the State representatives and the Office of the Assistant for Civil Defense Liaison.

(4) All matters of a special or technical nature which do not involve the possibility of disagreement between Headquarters Eastern Air Defense Force and the State Governments will be taken up directly with State representatives.

(5) Matters which involve the possibility of disagreement between Headquarters, Eastern Air Defense Force and Civil Governments will be taken up with the Assistant for Civil Defense Liaison through Headquarters, Continental Air Command.

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EADF 381, Ground Observer Corps Plan. (Cont'd)

e. Supply:

(1) Materials and equipments required by the Observation Posts and Filter Centers will be requisitioned by Headquarters, Eastern Air Defense Force from Headquarters, Continental Air Command and distributed as directed. These materials and equipments include blank forms, instructional pamphlets, manuals, arm bands, badges, identification cards, etc.

(2) Funds for the purchase of materials and equipments which are, of necessity, procured or constructed locally and which are not otherwise supplied, will be requisitioned from Headquarters, Continental Air Command.

(3) Funds required for space rental to house the Filter Center and for the installation of special telephone equipments will be requisitioned from Headquarters, Continental Air Command.

(4) Expenditure of funds will be held to a minimum by maximum utilization of existing telephone facilities and through the utilization of rent free space for Filter Centers when such space is available and suitable.

d. Operating Procedures:

(1) The Ground Observer reporting procedure will be followed as outlined in ADC Form 5-1, titled: "Instructions for Ground Observer Corps", published by Headquarters, Air Defense Command, with such changes as may be directed by Headquarters, Continental Air Command.

(2) Plotting, telling, and filtering procedures within the Filter Center will be conducted as outlined in "Filter Center Manual (Provisional)", published by Headquarters, Air Defense Command, with such changes as may be directed by Headquarters, Continental Air Command.

e. Communications:

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(1) Aircraft Flash Message reports will be transmitted from the Observation Posts to the Filter Center by means of existing commercial telephone facilities, the telephone having been volunteered by a civilian subscriber. The Aircraft Flash Message Report will be transmitted Government-collect to alleviate expenses to the civilian volunteer.

(2) Leased telephone facilities will provide communication between adjacent filter centers and between the filter center and its associated GOI.

(3) The telephone equipment to be installed at the Filter Center will be as prescribed by Headquarters, Continental Air Command in coordination with the Bell Telephone System.

f. Training:

(1) Ground Observation Posts supervisors will be requested to train observers under their supervision in all phases of aircraft observation and reporting procedures. It is estimated that the average observer will require a minimum of five (5) hours training in order to obtain the desired degree of proficiency.

(2) The Filter Center supervisor will be requested to train personnel under their supervision in all phases of their respective duties. It is estimated that the average plotter will require a minimum of fifteen (15) hours training; the average teller fifteen (15) hours training; the average floor supervisor ten (10) hours training; and the average filterer twenty-five (25) hours training.

(3) Training standards, manuals and instructions will be provided to the supervisor by Headquarters, Eastern Air Defense Force as prepared by Headquarters, Continental Air Command.

(4) In lieu of the military cadre proposed in paragraph 1 a (5), above, Headquarters, Continental Air Command will be requested to assign a Regular Air Force officer and two Airmen to each Filter Center during training periods to monitor the methods and procedures, these officers and airmen having been indoctrinated by Headquarters, Eastern Air Defense Force.

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EADF 381, Ground Observer Corps Plan. (Cont'd)

g. Budget:

The total cost of implementing this plan is estimated to be $509,544 for the first year and $375,174 annually thereafter. (Tab B).

7. The target date for the complete implementation of this plan is to be estimated upon receipt of the necessary directives and funds from Headquarters, Continental Air Command.

ROBERT M. WEBSTER
Major General, U. S. Air Force
Commanding

1 Incls:
1 - Tab "A", Map GOC
2 - Tab "B", Fund Study

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Prepared By [illegible]

Coordinated With 7111C

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Ground Observer Corps Plan (EADF)
CDP-381 (23Dec49) 1st IND.

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

Commanding General, Eastern Air Defense Force, Mitchel Air Force Base, New York.

Approved.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

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[illegible] U.S. Air Force

3 Incls N/C

ConAC Form Hq-AG 5
28 March 1949

Adjutant General's Central File Copy

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

CAD 381

CAD/Col J C Kilborn/mhk/7143
6 April 1950

SUBJECT: Utilization of U. S. Forest Service Installations in Air Defense

TO: Director of Plans and Operations, DCS/O, Headquarters USAF, Washington 25, D. C.

1. Plans of this headquarters for organizing a Ground Observer System in the Western United States called for utilization of facilities and personnel of the U. S. Forest Service in sparsely populated areas where it would be impossible otherwise to establish Ground Observer Posts. In this connection, informal discussions have already been held with the Regional Foresters in San Francisco, Calif. and Portland, Oregon, and both officials have indicated their willingness to assist the Air Force to the greatest extent possible.

2. It is the desire of the Regional Foresters, both in San Francisco and in Portland, to have official authorization from the Department of Agriculture for the participation of the U. S. Forest Service in air defense.

3. It is requested that your headquarters secure the consent of the Secretary of Agriculture for the Air Force to utilize personnel and facilities of the U. S. Forest Service in the Ground Observer System, and that the Regional Foresters be officially notified when such consent is secured.

4. For your information, it is our plan to utilize approximately four hundred (400) fire lookout towers, ranger stations, etc., in the areas of California, Washington, Oregon, and Idaho as Ground Observer Posts. These are in addition to state forest service facilities which will be utilized under our plan. In virtually all cases it will be impossible to establish Ground Observer Posts at these four hundred (400) locations if the facilities and personnel of the U. S. Forest Service were not made available.

FOR THE COMMANDING GENERAL:

CHARLES T. MYERS
Major General, U. S. Air Force
Vice Commander

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Basic ltr frm Hq CONAC, file CAD 381, subj: "Utilization of U. S. Forest Service Installations in Air Defense" 6 April 1950

AFOPO 381 1st Ind 20 April 1950

Dept of the Air Force, Hq USAF, Washington 25, D. C.

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

1. Department of Agriculture Forest Service planners desire to be brought into the plan of utilizing their personnel as ground observers and have asked for a conference with Continental Air Command's civil air defense planners.

2. Phone conversation between this Headquarters and Colonel Kilborne, Continental Air Command has arranged for above confer ence in near future.

BY COMMAND OF THE CHIEF OF STAFF:

THOMAS C. HOLLICK
Lt. Col., USAF
Asst Exec, D/P&O

FOR: S. E. ANDERSON
Major General, USAF
Director, Plans & Operations

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CAD 381 (6 April 50) 2nd Ind 18 May 1950

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

TO: Director of Plans and Operations, DCS/O, Headquarters USAF, Washington 25, D. C.

1. A conference was held with Mr. Davendack and other associated members of the U. S. Forest Service on 11 May 1950 in the Office of the Assistant for Civil Defense Liaison, Office of the Secretary of Defense, for the purpose of briefing these personnel about our plan for utilization of U. S. Forest Service towers and ranger stations to supplement the Ground Observer Corps.

2. It was agreed among the conferees that existing U. S. Forest Service stations throughout the United States could be utilized in the Ground Observer Corps during their normal seasons and hours of manning these stations. The reporting of aircraft flash messages would be an additional duty for the personnel of these stations. No requirement presently exists for other than normal duty-hour participation in this program.

3. The Assistant for Civil Defense Liaison, Office of the Secretary of Defense, has agreed to contact the governors of the various states in which it is contemplated to use portions of the State Forest services as a further supplement to the Ground Observer Corps. Requirements for the use of stations in either the U. S. Forest Service and/or the various State Forest services will be submitted by Eastern and Western Air Defense Forces as required.

4. It is requested that your Headquarters secure the official authorization of the Department of Agriculture, as agreed upon in the above mentioned conference, for the use of facilities of the U. S. Forest Service.

5. Submitted herewith are Air Defense grid maps and listings showing location of state and federal forest service stations as required by Western Air Defense Force.

CAPT. R. W. GORTON/edw/3111

19 Incls:
1-St For Ser inst, Calif.
2-St For Ser inst, Ore.
3-St For Ser inst, Wash.
4-US For Ser inst, Ore.
5-US For Ser inst, Wash.
6-US For Ser inst, Mont.
7-19 Maps of NW & SW coastal areas

Info cy to
Eastern Air Defense Force
Western Air Defense Force

Incls not necessary for AG files.

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Basic ltr frm Hq ConAC, file CAD 381, subj: "Utilization of U. S. Forest Service Installations in Air Defense" 6 April 50

AFOPO 381 3rd Ind 2 Jun 50

Dept of the Air Force, Hq USAF, Washington 25, D. C.

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

1. A letter is being written by the Secretary of Defense to the Secretary of Agriculture requesting official authorization for the use of the U. S. Forest Service to supplement the Ground Observer Corps.

2. Your office will be notified as soon as the above authorization is obtained and the inclosures should be forwarded by your Headquarters to the Commanding General, Western Defense Command.

BY COMMAND OF THE CHIEF OF STAFF:

/s/ H. S. JUDY, JR.
for S. E. ANDERSON
Major General, USAF
Director, Plans and Operations

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1. Target date for the organization of the Ground Observer Corps is 1 July. Agree that the Ground Observer Corps, even if target date is met, should not be subjected to an operational test on 10 July.

2. Money has been requested for testing the Ground Observer Corps once each quarter, for a period of sixteen (16) hours. Agree that these tests initially should be separate and independent exercises by Air Divisions.

3. Once the Corps is organized and trained, these quarterly tests could be conducted in conjunction with other scheduled exercises.

4. Recommend that Hq. EADF be directed to plan for these training exercises and that they submit the force requirements to ConAC.

/s/ John C. Kilborn
/t/ JOHN C. KILBORN
Colonel, USAF
Director, Civil Air Defense
Ext. 7143

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Eastern Air Defense Maneuver for FY 51

4	4 Apr	PO&R	O&T	Initiated by Maj Wilson/3247

1. This office concurs in the comments made by EADF in the 1st Indorsement. It is believed that greater training benefits will accrue to the civilian elements of EADF through participations in smaller, decentralized maneuvers this summer.

2. Recommend this headquarters take action to have the maneuver designed essentially as outlined in paragraph 3 of 1st Indorsement.

s/ C.R.B.
t/ C. R. BOND
Colonel, USAF
Ext. 3247

s/ B. K. Holloway
t/ B. K. HOLLOWAY
Colonel, USAF
Actg. Dir. PO&R
Ext. 2143

Ext 3138

5	12 Apr 1950	O&T	DO	

1. This office concurs in EADF recommendations as indicated in par 3 of their 1st Ind with the exception that we believe a code name should be used to identify an air defense exercise. This is considered necessary for administrative reasons whereby funds and supplies can be accounted for under the title of the exercise and also for ease of reference when transacting business in connection with a particular exercise. Otherwise, if you did not use a code name and were referring to a maneuver, it would probably have to be identified somewhat like the following statement: "Re is made to the proposed air defense exercise in the Northeast U. S. from Bangor, Maine to Norfolk, Va., which is scheduled from 10 - 18 Oct 1950."

2. In summary, request decision of the following recommendations which are in accord with EADF's recommendations with the exception as noted in paragraph 1, above:

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Eastern Air Defense Maneuver for FY 51

5 12 Apr 1950 O&T DO (CONTD)

a. That instead of conducting just one overall air defense exercise in the EADF area during FY 51, it is recommended that two smaller scale maneuvers be authorized. Namely; one during October along the Eastern seaboard from Bangor, Maine to Norfolk, Va., and one during the Spring of 1951 along the Northeast United States-Canadian boundary air defense area.

b. That separate and independent exercises be scheduled each quarter for a period of 16 hours for the Ground Observer Corps in each air division area.

c. That after the Ground Observer Corps is organized and trained, the quarterly test would be conducted in conjunction with air defense exercises.

d. That code names be assigned to air defense exercises.

s/ M. Brinson
For ALBERT P. CLARK
Colonel, USAF
Chief Opns Div

s/ D. M.
t/ DOLF E. MUEHLEISEN
Colonel, USAF
Director, Opns & Tng

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6 21 Apr 1950 O&T This looks O.K. - would like to see overall schedule of committments before finalizing.

Initialed.

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

AFOPO 384.51 68 1 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 AFB, NY

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

1 Incl
Directive

Major General U. S. Air Force
Asst to the Deputy Chief of Staff, Ops

Incl #1

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THE SECRETARY OF DEFENSE
Washington

68$_2$ 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 Handlin 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 Defe se.

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.

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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;

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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. The Department of the Air Force. 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;

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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;

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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

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Monthly Staff Historical Reports
DO - Civil Air Defense
July 1950
C O P Y

68 3
Hq ConAC

14 July 1950

CAD 381

SUBJECT: Civil Air Defense Responsibilities and Organization

TO: Commanding General, Eastern ADF, Mitchel AFB, N. Y.
Commanding General, Western ADF, Hamilton AFB, Hamilton, Calif.

1. Continental Air Command's responsibilities with respect to Civil Defense have been defined by Directive, Secretary of Defense, subject: "Responsibility for Planning and Preparation of Certain Civil Defense and Allied Programs Within the Department of Defense", 24 April 1950, and letter, Headquarters USAF, same subject, 1 June 1950 (copies attached). As a result of these directives, it is necessary that Continental Air Command immediately provide the means to accomplish its Civil Air Defense mission as now defined.

2. The Continental Air Command (Civil Air Defense Directorate) is charged specifically with the responsibility for the planning and operation of:

a. An Aircraft Observer System involving use of civilian volunteers as an augmentation of the radar screen.

b. A limited interim Civil Air Raid Warning System.

c. A Military Air Raid Warning System.

3. Detailed directives for delegation of each of the responsibilities outlined in paragraph 2 above will be furnished under separate cover immediately.

4. In order to assure proper continuity and control, it is desired that the function of Civil Air Defense be made a responsibility of each echelon of command within the Air Defense Forces including Air Divisions. Mission, responsibilities and organization for the Civil Air Defense function at each command or operation level will, insofar as possible, be patterned after Headquarters Continental Air Command.

CHARLES T. MYERS
Major General, U. S. Air Force
Vice Commander

2 Incls:
1. Ltr USAF, 1 Jun 50
2. Directive USAF, 24 Apr 50

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, N. Y.

Maj Max Hampton/jp/1241

P10 008 17 Feb 1950

SUBJECT: Public Information Policy for the Air Defense Program

TO : Commanding General, First Air Force, Mitchel Air Force Base, New York

1. There has been established in the Department of Defense the Office of Civil Defense Liaison. The primary function of this agency is to keep active the Office of Civil Defense and to generate and perpetuate an organization primarily devoted to the furtherance of passive and active civil defense mechanisms throughout the country. The Office of the Civil Defense Liaison has established contact with the various State Governments, and in conjunction with ConAC, has instituted procedures whereby each State will organize its civil defense.

2. For those measures of civil defense which are aligned to the active air defense mission of ConAC, the Commanding Generals of the Eastern and Western Air Defense Forces will intitute public information programs. The objective of these programs is to stimulate public interest in and support of the overall program of the Office of Civil Defense Liaison in carrying out ConAC's air defense mission.

3. The emphasis in this program initially will be placed on the operation of the Ground Observer Corps, the Aircraft Warning and Control System and the Civil Air Raid Warning System. As a matter of policy, the following information may be released to establish the relationship to the overall air defense system:

> Information on early warning GCI, and Air Defense Control Centers, as well as Ground Observer Corps Filter Centers may be released to show the relationship of the ground observer activity to the continental air defense problem. This information, however, should include only the broad function, and should not specify areas of active air defense.

4. It is desired that the ConAC Air Forces become cognizant of the Air Force responsibility to the State Civil Defense agencies, and that they assist the Eastern and Western Air Defense Forces in promulgating the above policy.

Identical letter sent to CGs all ConAC Air Forces, EADF and WADF, and TAC

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P10 008
Subj: Public Information Policy for the Air Defense Program cont

5. Nothing in this letter will be construed as conflicting with the provisions of Air Force Regulation 205-4, 5 April 1949.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

/t/ CHARLES T. MYERS
Major General, U.S. Air Force
Vice Commander

Identical letters sent to CGs all ConAC Air Forces, EADF, WADF, TAC

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

PIO-381 10 April 1950

SUBJECT: Publicity Program to Assist State Civil Defense Agencies in the Organization of the Ground Observer Corps

TO: Commanding General, First Air Force, Mitchel Air Force Base, New York.

1. At the conference held at Mitchel Air Force Base, 21-22 March 1950, which was attended by Lt. Colonel A. Davis from your headquarters, the problem of assisting state authorities in the organization of the Ground Observer Corps was covered in considerable detail. Your representative was given a complete briefing of the plans for the organization of the Ground Observer Corps. The following papers were given to him for future reference on these subjects:

a. Listing of State Directors of Civil Defense.

b. Descriptive brochure on Civil Air Raid Warning System.

c. Descriptive brochure on Ground Observer System.

d. Target dates of implementation of Civil Air Raid Warning.

e. Target dates of implementation of Ground Observer Corps.

During the discussions held on the morning of 22 March, Lt. Colonel Davis had an opportunity to meet with representatives of state civil defense agencies who attended this conference and to listen to complete discussions of the public relations problems confronting the state authorities in carrying through their part of the program.

2. It is desired that you undertake the following action without delay:

a. Thoroughly inform all personnel serving with civilian components, as to the program for the organization of the Ground Observer Corps with a view to assisting local civil agencies.

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Publicity Program to Assist State Civil Defense Agencies in the Organization of the Ground Observer Corps

b. Advise all Reserve activities of the nature of the program and request their cooperation in assisting local civil agencies.

c. Institute an indoctrination program for all Air Force personnel within your command to take not less than one hour. Material for this period will be furnished by HADF.

d. Establish and maintain a working liaison with the following state authorities:

Connecticut	-	Mr. Edward J. Hickey
Maine	-	Col. Spaulding Bisbee
Massachusetts	-	Major F. J. Keane
New Hampshire	-	Mr. James F. O'Neil
New Jersey	-	Mr. Charles S. Weiler
New York	-	Brig. Gen. Clement H. Wright
Rhode Island	-	Mr. Chester A. Follett
Vermont	-	Mr. Andrew N. Monti (Acting State Director).

e. Assist state authorities in both state-wide and local publicity efforts to include preparation of releases, placement in news media, arrangements for spot radio announcements, and supply of necessary photo coverage to stimulate general and local interest.

f. Participate in state organizational activities to the broadest extent practicable for the purpose of demonstrating Air Force interest.

3. No activities should be undertaken in connection with the establishment of the Air Raid Warning System. All information with respect to the organization of the Ground Observer Corps is unclassified insofar as it applies to any protion of the system.

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Publicity Program to Assist State Civil Defense Agencies in the Organization of the Ground Observer Corps

Publicity items should not be disseminated which refer to the location of the external boundaries of the Ground Observer Corps System for the northeastern United States.

4. The following action will be taken by Eastern Air Defense Force:

a. Transmittal of data to your headquarters concerning factual matters regarding the progress of plans and organization of the Civil Defense System.

b. Transmittal of the names and addresses of the Ground Observer Corps supervisors to your headquarters as they are received.

c. Transmittal to each supervisor, of information required to answer questions raised by prospective observers.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

V.E. MURPHY
Lt. Col., USAF
Asst. Air Adj. Gen.

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

PIO 381 17 April 1950

SUBJECT: Public Relations Aspects of the Ground Observer Program

TO: Chief of Staff, Headquarters USAF, Washington 25, D.C.

1. Reference is made to letter Headquarters Eastern Air Defense Force File GEN-381, Subject: "Report of Conference Held 21-22 March on Public Relations Program to Assist State Civil Defense Agencies in Organization of the Ground Observer Corps", dated 23 March 195D, with indorsement this headquarters File PIO 381, 3 April 1950.

2. Experience with the Ground Observer Corps has shown that the states require assistance in recruiting volunteers if there is to be a civilian group that will function in the Air Defense System. The potential Observer must also be provided with sufficient information on the Air Defense System to prove the need for an Observer Corps in peacetime. Although these volunteers are members of state organizations, their activity is under operational control of the Air Force. It is more than probable that this large group will form opinions on all phases of the air defense system as a result of their activity in the Ground Observer Corps.

3. This command has underway a public information program designed to educate potential and present members of the Ground Observer Corps on their organization and the relationship of their work to the air defense system. This program is limited to the public information capabilities of this command and is confined to providing facts and background information regionally and, as far as possible, locally within the Ground Observer area.

4. In addition to the pronouncements of national spokesmen requested in the correspondence referred to in paragraph 1, it is requested that the following public relations actions be considered by your headquarters to aid recruiting at the local level:

a. Release of information on the Ground Observer Corps to National Media, i.e. Contact national magazines, books and national press and radio services. This headquarters or headquarters EADF will assist in gathering material. Articles could be prepared by this headquarters or EADF after learning the type of publication interested in the story.

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RIO 381
Subject: Public Relations Aspects of the Ground Observer Program

b. Development of graphic displays for use throughout the Ground Observer area, i.e. Motion picture and television trailers as well as cardboard or pictorial models depicting the ground observer at work in the air defense system.

c. Design and supply of posters, car cards, handouts, etc., in sufficient quantities to assist local recruiting. It is estimated that approximately 60,000 25" x 38" posters and approximately 60,000 11" x 14" window cards would cover the ground observer area. Distribution can be arranged through the ConAC air forces.

d. Establish contact with headquarters of national farm, labor, industrial, youth, civic, religious and fraternal organizations and provide them with information on the Ground Observer Corps so that they can, in turn notify local chapters of the need for volunteers and the necessity for cooperation.

5. The preparation and dissemination of information on the relationship of the Ground Observer Corps to the Air Defense System necessitates the use of generalities whenever reference is made to Ground Control Intercept units or Air Defense Control Centers. Security of this portion of the Air Defense System is covered in Air Force Regulation 205-4, 5 April 1949. It is the opinion of this headquarters that this regulation lacks sufficient clarity to provide uniformity of interpretation. It is requested that this regulation be reviewed and consideration be given to delineate more specifically the elements of the air defense system which require security.

CHARLES T. MYERS
Major General, U. S. Air Force
Vice Commander

1 Incl:
Ltr EADF, 23 Mar 50 w/1 Ind
& 2 incls.

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

IN REPLY
REFER TO: 381

15 December 1949

SUBJECT: Coordination with Canada on Ground Observer System

TO : Chief of Staff, United States Air Force, Washington 25, D.C.

1. Complete low altitude overage of the radar systems to be implemented by this Headquarters requires that the Ground Observer System should be augmented by coverage in Canada north of Lake Ontario, Lake Erie, and Lake Huron by the Canadian Ground Observer System. This Canadian system, in addition to effecting low coverage for the Canadian radar system, should implement early warning north of the Great Lake region. Without this coverage, there is no low altitude protection (warning) for such key cities as Detroit, Michigan; Toledo, Ohio/ Cleveland, Ohio; Erie, Pennsylvania; Buffalo, New York; and Rochester, New York.

2. The following action has been taken regarding the Canadian Ground Observer System. A representative of the RCAF Air Defense Group visited the U.S. Air Defense Command Headquarters during June 1949, and discussed the Ground Observer System as contemplated by the U.S. Air Defense Command. At this time arrangements were made to have responsible officials of the Bell Telephone Company of Canada visit the Air Defense Command to learn the technical implications of forming a Ground Observer Corps and implementing this corps into a workable Ground Observer System. In September 1949, three officials of the Bell Telephone Company of Canada visited the U.S. Air Defense Command (Eastern Air Defense Force) and were fully acquainted with the ground observer system, civil air raid warning system and construction and operation of air defense control centers and filter centers. During Exercise LOOKOUT, another RCAF representative was assigned to Headquarters Eastern Air Defense Force to observe Exercise LOOKOUT. He was given all material, fully instructed as to organizational procedures, and was escorted to air defense control centers and filter centers while they were in operation.

3. There are no known plans, documents, or directives at ConAC regarding the Canadian Observer System. It is, therefore, necessary that knowledge of Canadian plans for the establishment of a Ground Observer Corps should be obtained and made available to the Continental Air Command for augmentation of ConAC 1-49, and that coordination and necessary communications be established between ConAC and Canadian authorities.

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Coordination with Canada on Ground Observer System (Cont'd)

4. It is requested that this Headquarters be advised of Canadian plans as presently known and that authority be granted for communication direct with the proper Canadian authorities from ConAC for future planning., and coordination.

s/t CHARLES T. MYERS
Major General, United States Air Force.
Vice Commander

1st Ind

Dept of the Air Force, Hq USAF, Washington 25, D.C. 16 January 1950

TO: Commanding General, Continental Air Command, Mitchel Air Force Base, N.Y.

1. The Canada-U.S. Emergency Defense Plan approved by the Joint Chiefs of Staff, designates the Royal Canadian Air Force headquarters at Ottawa, Canada and the U.S. Air Defense Command as planning agents for the Air Defense of Canada and the United States. It authorizes direct communication between planning agents and such coordinated planning as is necessary for air defense. The authority and responsibility provided for in this plan now rests with the Commanding General, Continental Air Command as the Air Defense Commander.

2. The information requested in the basic communication is not available in this headquarters. It should be obtained directly from Headquarters Royal Canadian Air Force, Ottawa, Canada.

BY COMMAND OF THE CHIEF OF STAFF:

s/t S. E. ANDERSON
Major General, USAF
Director, Plans & Operations

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HEADQUARTERS WESTERN AIR DEFENSE FORCE
HAMILTON AIR FORCE BASE
HAMILTON, CALIFORNIA

78

WADF 384.51 30 January 1950

SUBJECT: Canadian Participation in the Ground Observer System

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

Attn: Colonel J. C. Kilborn

1. In order to increase the effectiveness of the aircraft detection and identification system in the northwestern part of the United States, it is desired that the Dominion of Canada organizae a Ground Observer System in the area shown on the attached map (Tab A) and that the system be integrated with the Ground Observer System currently being organized by Headquarters, Western Air Defense Force in the states of Washington, Oregon and Idaho.

2. The requirement for extending the Ground Observer System into southwestern Canada results from the course followed by the international boundary between the United States and Canada in the Georgia and San Jaun de Fuca Straits area. Unless the Ground Observer System is extended to include the area shown on the attached map, hostile aircraft approaching the Puget Sound area from the northwest at low altitudes will be afforded the opportunity of evading detection until they are within very close range of important targets in the northwestern United States. Radar detection of aircraft approaching the latter from the northwest is difficult except at high altitudes because of the terrain. Consequently, there is a considerable gap in the detection and identification system which can be most effectively and economically closed by the establishment of a Ground Observer System in the area indicated.

3. It is requested that the Canadian government be contacted through the Assistant for Civil Defense Liaison, Office of the Secretary of Defense, to determine if it will organize a Ground Observer System in the region of southeastern Vancouver Island and Vancouver, British Columbia. If the response of the Canadian Government is favorable, it is further requested that this headquarters be advised as to the procedure which should be followed in establishing liaison with the Canadian government agency which will implement the plan.

1 Incl
Map-Tab A

WILLIAM M. MORGAN
Brigadier General, USAF
Vice Commander

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

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IN REPLY REFER TO: OOM 381

22 July 1950

SUBJECT: Improvement of Means for Handling AC&W Information

TO : Director of Requirements, Headquarters USAF, Washington 25, D.C.

1. Methods now employed in transmission and display of information in our Aircraft Control and Warning nets are inadequate to use the full capabilities of our defensive radar and aircraft. The manual observing, telling, and plotting procedures in current use introduce errors, omissions, and delays into the operation of our AC&W net which seriously degrade the effectiveness of our defense system. A requirement exists, therefore, to improve the handling of information in the AC&W net.

2. Efforts to improve the above situation through changes in procedures, intensification of training, and other operational means, have resulted in some improvement but it is believed that further substantial improvement will be accomplished only through design and application of equipment which will comprise a partially automatic information handling system. The functions and characteristics of such a system are described below.

3. Equipment desired to permit partially automatic handling of AC&W information should perform the following functions:

a. Receive information from the GCI or early warning radar equipment.

b. Provide convenient means for filtering such raw data, at the earliest feasible point in the system.

c. Permit addition of other information into the system (e.g., height, identification, etc.).

d. Transmission of filtered data, together with the added information to Control Centers, overlap GCI stations, or other required places.

e. Provide means for combining information from two or more different GCI or other sources of information.

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f. Display the filtered information in appropriate form for use of the Fighter Controller, for the Duty Controller (for assignment for forces) and for the Air Defense Commander.

4. The general characteristics of the desired system are described below, together with the values believed to be possible of attainment at present or in the immediate future.

a. The new system should not require major changes in present doctrine or tractics of the AC&W.

b. The system should be as automatic as possible, with due regard to the fact that some functions can be performed more easily and expeditiously manually. It is believed that almost all of the functions of receiving, transmission, filtering, combining and displaying the information can be performed automatically with the exception of filtering.

c. Theequipment should be as reliable as possible. This means no erroneous information should be propogated along the system, and that the system should have a high degree of continuity of operation. It is believed that the present state of the art permits substantially correct information to be displayed during continuous operation.

d. The system should be as fast a s possible in operation, i.e., the minimum time should be required between the reception of information from the radar system and the display of such information on the various display boards. It is believed that present time can be of the order of 10 seconds or less.

e. The highest resolution possible, consistent with other requirements, is desired. It is believed that the present art permits a resolution on the ADCC display of 2 miles, with resolution on all other displays progressively better as the radar receiver is approached.

f. Accuracy of the information in the system should not be degraded beyond the limits of resolution established. This should be possible with present knowledge.

g. Combination of information from various sources should be automatic and should provide automatic means for computing most probable position of the plot when two or more observations of one plot are received.

h. The band width required for transmission of informa ion between radar stations and between the radar stations and ADCC should be as narrow as possible and certainly should not require more than a standard telephone voice channel.

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COMM 381, Improvement of Means of Handling AC&W Information (cont'd)

4. The system should be designed and put into operation as soon as possible. This means crash programs, with intensive applications and production programs. I consider this project to be exceedingly urgent and therefore I hope that an experimental model of this complete system can be demonstrated in the shortest possible time, but not later than 15 September 1950, and that Continental Air Command can be completely equippped not later than 15 September 1951.

5. It is requested that immediate action be taken to meet the above requirements by directing the appropriate development agency of the USAF to initiate immediately a crash program of development of a system which will meet the above requirements. This command will be glad to furnish assistance and coordination in this program, especially by providing operational information to the cognizant agency on request.

s/t CHARLES T. MYERS
Major General, U. S. Air Force
Vice Commander

for and in the
absence of:

EBNIS C. WHITEHEAD
Lieutenant General, USAF
Command.

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HEADQUARTERS
AIR DEFENSE COMMAND
MITCHEL AIR FORCE BASE, N. Y.

JB/203

OA 381

21 October 1948

SUBJECT: Security Control of Civil Air Traffic

TO : Chief of Staff, United States Air Force, Washington 25, D.C.

1. Reference is 1st indorsement by your headquarters, 21 May 1948, to letter this headquarters, file Y-381, subject: "Air Traffic and Air Communications Control", 3 May 1948, which designated the Commanding General, Air Defense Command, as the agent to represent the Chief of Staff, United States Air Force, in the formulation of basic policies and detailed plans for the control of civil air traffic in an emergency.

2. Attached for your approval is a copy of the proposed detailed plan for the control of civil air traffic in an emergency, which has been prepared in accordance with the above reference. This plan represents the joint efforts of representatives of the Civil Aeronautics Administration and the Air Defense Command. A copy of the plan is being forwarded to the Administrator of the Civil Aeronautics Administration for his approval.

3. In considering the attached plan for approval, it should be recognized that:

a. The document is entitled a "security control" plan to differantiate between the current activities of the Civil Aeronautics Administation which are based upon "safety control" as opposed to those associated with emergency air defense activities.

b. Approval of the plan will indicate the essentiality of and a desire on the part of the United States Air Force to support jointly with the Civil Aeronautics Administration the passage of legislation essential to the exercise of the desired "security control" over civil air traffic during emergencies.

c. Provision is made in the plan for the revision thereof as required by any immediate situation which may arise, through coordinated action by the United States Air Force and the Civil Aeronautics Administration. It is therefore advocated that unless there is a major difference of opinion on the basic concepts and policies reflected in the plan, approval be given to the plan as written.

d. Since the plan is a joint activity of the United States Air Force and the Civil Aeronautics Administration, a joint letter of approval, signed by or for the Chief of Staff, United States Air Force and the Administrator of the Civil Aeronautics Administration should be made an integral part of the approved plan.

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Security Control of Civil Air Traffic

4. Since the control of civil air traffic is essential to an effective air defense system, and because the implementation of the preliminary phases of the control plan will require considerable time before the plan can be considered effective, it is requested that processing of the inclosure through Headquarters United States Air Force be expedited as much as possible. Qualified representatives of this headquarters will be available for consultation on the various phases of the plan, at your convenience.

H. M. TURNER,
Major General, USAF
Vice Commander.

1 Inc.
Plan for Control of Civil
Air Traffic

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C O P Y

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23 November 1949

Mr. D. W. Rentzel, Administrator
Civil Aeronautics Administration
Washington 25, D.C.

Dear Mr. Rentzel:

The Eastern Air Defense Force of this command will undertake in the near future the task of intercepting with day fighters all unidentified aircraft penetrating the northeast defended zone from seaward, between a line extending from NNE of Bangor, Maine, to SSE of Norfolk, Virginia. The hours of operation will be from one hour before official sunrise to thirty minutes after official sunset. In order to provide pre-plot information to appropriate radar installations and control centers to accomplish this function, it will be necessary to establish identification circuits to CAA Oceanic Air Traffic Control Centers at Boston, New York, and Washington.

It is recommended that a joint conference be held in your offices at 1000, Monday, 28 November, with your representatives (including representatives from the OATC's at Boston, New York and Washington, if possible), Hq Continental Air Command, and Hq Eastern Air Defense Force, to determine overall requirements and finalize plans.

Sincerely,

HERBERT B. THATCHER
Brig. General, USAF
Deputy for Operations

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Lt Col H B Ferrill/mb-3220

Jan Feb Reg 5

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PDAR 452.05

24 Feb 1950

SUBJECT: Identification of Federally-Owned Aircraft by Air Defense Systems

TO : Director of Plans and Operations, Headquarters United States Air Force, Washington 25, D. C.

1. An effective air defense is primarily dependent upon rapid and accurate identification of aircraft approaching defended areas. Due to inadequacies of IFF Systems, identification of aircraft must, in the foreseeable future, be accomplished from information available from air traffic control agencies, namely, the Civil Aeronautics Administration and the Military Flight Service. This command and CAA are continuously engaged in developing adequate plans and policies for air traffic control as it affects the air defense of the United States.

2. Pursuant to the request of the Secretary of the United States Air Force, various civil agencies recently agreed to conduct all flying in certain critical areas above 2,000 feet under instrument flight rules. Lacking legislative authority to direct such action, the Federal Government can institute such a policy only through the cooperation of the various civil agencies.

3. Federally-owned aircraft, however, may be directed to comply with instrument flight rules at all times if the heads of the federal agencies concerned so direct. This action coupled with the agreement mentioned in paragraph 2 above would materially enhance the identification capability of the air defense of the United States.

4. Civil Aeronautics Administration has concurred in the proposals outlined above and has agreed to furnish the personnel and facilities required to implement same.

5. It is therefore recommended that your headquarters take the following action:

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POSR 452.05
Subject: Identification of Federally-Owned Aircraft by Air Defense System

a. Publish the attached Air Force Regulation, directing all United States Air Force aircraft to comply with instrument flight rules at all times in certain areas prior to or concurrent with CAA implementation of instrument flight rules for civil aircraft.

b. Initiate action to institute a similar policy for all other federally-owned aircraft.

FOR THE COMMANDING GENERAL:

V. E. MURPHY
Lt. Col. USAF

1 Encl.
AF Reg No. 60-
with attachment
Map Identification

J-F Reg

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AF Regulation)
No. 60-)

DEPARTMENT OF THE AIR FORCE
Washington, (Date)

104$_2$

FLYING

FLIGHT PROCEDURE FOR IDENTIFICATION IN AIR DEFENSE AREAS

General - 1
Purpose - 2
Policy - 3
Procedure - 4
Identification Zones - - - - - - - - - - - - - - - - 5
Rules for Flying in Identification Zones - - - - - 6
Designation of Identification Zones - - - - - - - - 7
Tactical Unit Training - - - - - - - - - - - - - - 8

1. General.

a. Identification of aircraft is a function vital to successful air defense. Existing IFF Systems are incapable of providing adequate identification; these systems serve only as an aid in identification. Identification of aircraft by air defense systems must depend primarily on the control of friendly traffic by CAA, USAF and other government and civil agencies.

b. On a cooperative basis, civil aircraft are now flown on IFR flight plans for flights conducted in or through the identification zones herein designated.

2. Purpose. The purpose of this regulation is to establish the policies forthe control of USAF aircraft necessary for identification so as to increase the air defense capability in the United States.

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3. Policy. It is the policy of the USAF to conduct all flights in identification zones under instrument flight rules regardless of weather conditions except as specified in paragraph 8 below.

4. Procedure. All personnel flying in identification zones herein specified will file an IFR clearance with CAA who has agreed to process such clearances so as to give existing air defense systems the information necessary for identification of aircraft.

5. Identification Zones

a. Definition - An identification zone is the air space above a specified geographic area which is established for ready identification of aircraft operating in or near an active air defense system.

b. Types of Identification Zones

(1) Oceanic. An oceanic identification zone is the air space above a geographic area of the Atlantic or Pacific Oceans, or the Gulf of Mexico in which rapid identification of aircraft is vital.

(2) Internal. An internal identification zone is a zone within the land boundaries of the United States in which rapid identification is vital.

(3) International Boundaries. Aircraft crossing certain portions of international boundaries require rapid identification.

6. Rules for Flying in Identification Zones.

a. In oceanic zones all USAF aircraft entering the zones from any direction will file IFR flight plans.

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b. In an internal zone all USAF aircraft entering the zone and all USAF aircraft flying within the zone will file IFR clearances, except as specified in paragraph 8 below.

c. USAF aircraft crossing the international boundaries of the United States between certain designated points will file IFR clearances.

7. Designation of Identification Zones. (See attached map)

a. As the air defense system is extended it will be necessary to designate identification zones. This process will continue until the system is complete. The identification zones listed below are effective immediately and new zones will be added by this headquarters as necessary:

(1) The following oceanic zones are designated:

(a) Atlantic - the area bounded by the line Eastport, Maine, (44°50'N-67°00'W), 40°00'N-64°00'W, 32°00'N-74°00'W, and 33°35'N-79°00'W.

(b) Pacific - the area bounded by the line - 48°20'N-124°40'W, 51°00'N-136°00'W, 50°00'N-132°00'W, 38°00'N-129°00'W, 27°00'N-121°30'W, 29°00'N-114°40'W, and the Pacific Coastline of U. S. and Lower California.

(2) The following internal zones are designated:

(a) Area bounded by Pacific Coast north of 43°00'N-124°30'W; the Canadian Border west of 49°00'N-114°00'W; and the line 49°00'N-114°00'W, 47°00'N-114°00'W, 47°00'N-114°30'W, 46°00'N-114°30'W, 44°00'N-117°30'W, 43°00'N-120°00'W and 43°00'N-124°30'W.

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(b) Area bounded by a circle of a 150 nautical mile radius centered at 35°53'N-106°18'W, (Los Alamos, N. Mex.) excluding Walker Air Force Base, New Mexico.

(c) Area bounded on the north by the line 37°50'N-86°22'W, 37°50'N-85°45'W, 38°09'N-85°45'W, and 38°14'N-82°50'W; on the south by the line 35°23'N-81°20'W, 35°12'N-81°34'W, 34°00'N-83°52'W, 34°00'N-84°30'W, and 33°32'N-85°00'W; and on the east and west by the arc of a circle center at 35°58'N-84°18'W with a radius of 150 nautical miles.

(3) The following international boundaries are designated identification zones. USAF aircraft entering the U. S. from Canada and crossing the Canadian border between 49°00'N-114°00'W and the Pacific Coast and between 49°00'N-95°00'W and the Atlantic Ocean must file IFR clearances.

8. Tactical Unit Training. Tactical training conducted within identification zones must be performed in a manner conducive to ready identification. The major air command exercising jurisdiction over the tactical units conducting such training and the Air Defense Force Commander concerned must take the necessary action to facilitate identification of these flights when conducted within identification zones.

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Reg. Manual

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ConAC REGULATION)
55-8)

HEADQUARTERS CONTINENTAL AIR COMMAND
Mitchel Air Force Base, N.Y., 29 March 1950

OPERATIONS

Aircraft Recognition in Air Defense

	Paragraph
Purpose	1
Scope	2
General	3
Recognition Zones	4
Recognition During Peace Alert	5
Recognition During Emergency and War Alert	6
Procedure	7

1. Purpose. The purpose of this Regulation is to establish the general policy for the recognition of aircraft by the air defense system.

2. Scope. This Regulation contains policy guidance for the two conditions of air defense system operation:

a. Peace Alert - operations conducted during peace time.

b. Emergency or War Alert - operations conducted during period of military national emergency declared by higher authority or operations conducted during time of war.

3. General. The prompt and accurate recognition of all aircraft in flight in specified, critical recognition zones surrounding and within areas being defended is essential to the accomplishment of the air defense mission.

a. Electronic recognition systems (IFF) do not always provide positive, completely reliable recognition; therefore, a system of control of air traffic and recognition of friendly aircraft by flight plan matching must be used in addition to IFF.

b. Air transportation of personnel and materiel during both peace and war is of great importance to the industrial, military and governmental effectiveness of this nation. Restrictions placed on flying necessary to achieve recognition of aircraft will be held to a minimum consistent with the requirement for air defense.

c. The Civil Aeronautics Administration is the agency having primary responsibility for the control of air traffic and the supply of flight plan data to the air defense system.

4. Recognition Zones. a. A recognition zone is the air space above a specified geographic area which is established for ready recognition of aircraft operating in or near an active air defense system. Normally, this will correspond to the defense area.

b. Headquarters United States Air Force and the Civil Aeronautics Administration will determine the size and location of recognition zones for all aircraft, based on requirements submitted by Headquarters Continental Air Command.

c. Headquarters Eastern Air Defense Force and Western Air Defense Force will submit their requirements for such recognition zones to this headquarters for coordination with higher headquarters.

5. Recognition During Peace Alert. a. During peace alert operations, the objective of the aircraft recognition system is to provide for recognition of aircraft in a minimum number of recognition zones.

b. The location, size, and number of these zones will be fixed by the following:

(1) The requirements for recognition during such alert periods.

*This Regulation supersedes ConAC Regulation 101-2, 30 August 1949.

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(2) The capabilities of the radar system.

(3) The traffic loads.

(4) The capability of the Civil Aeronautics Administration to undertake the additional workload.

c. The filing of prescribed flight plans during peace alert periods is on a request and cooperative basis for civil aircraft, since legal authority does not exist during peace to control civil flights during VFR weather.

d. Military aircraft will be required by regulations to file the necessary flight plans during peace alert. These regulations are to be issued in the near future.

e. The recognition of military aircraft engaged in tactical training during peace alert operations will not be based on Civil Aeronautics Administration flight plan data. Major USAF commands will make the necessary arrangements with the Air Defense Force commanders concerned to provide for the recognition of this type of air traffic before each flight.

6. Recognition During Emergency and War Alert. a. During emergency and war alerts, all aircraft not engaged in actual combat operations will be required to file IFR type flight plans when flying in recognition zones (legal authority for this action is being secured).

b. Close control of aircraft during emergency and war alert will be designed to meet the following requirements:

(1) Positive recognition in air defense areas.

(2) Safety of civil and noncombat military aircraft.

(3) Permit the Civil Aeronautics Administration to clear the air spaces in which actual or suspected air defense combat operations occur. This procedure will be vital to the effectiveness of combat operations as it will reduce the recognition, target assignment, and weapon mutual interference problems.

c. The recognition of military aircraft engaged in combat operations during emergency and war alert will be implemented by necessary arrangements made by major air commands conducting such operations with Air Defense Forces.

7. Procedure. a. The detailed operating procedures necessary for the recognition of aircraft are affected by the geography, air traffic density, radar deployment, Civil Aeronautics Administration organization and defense mission of each specific air defense area. Air Defense Force commanders, in coordination with Civil Aeronautics Administration regional headquarters, are responsible for the development of operating procedures for recognition in each area within the framework of the basic policies stated herein.

b. Air traffic will be uncontrolled except as it enters, operates in or passes through recognition zones. The size and number of zones during the peace alert period will be consistent with the air defense capability and during emergency and war periods will be as required for defense.

c. All flight plan data originating with the Civil Aeronautics Administration or Military Flight Service will be passed by the Civil Aeronautics Administration and Military Flight Service to the appropriate radar stations and/or air defense control centers. Air Defense Force commanders will determine the proper communication system and procedures for use of this data.

NOTE: The Civil Aeronautics Administration and/or Military Flight Service will provide necessary personnel (security controllers) at their traffic control centers.

d. Recognition of radar tracks normally will be made by specified radar stations. This recognition must be made in a minimum time (one minute) based on the coincidence of the observed track with flight plan data. The limits of deviation of the observed track from

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flight plan data allowed for recognition will be held to the lowest practical minimum. These limits should conform to Civil Aeronautics Administration requirements.

e. GCI radar stations receiving or plotting unrecognized radar tracks will intercept immediately or take other specific action as directed by the Air Division commander. The unrecognized track and the action taken will be reported to the air defense control center without delay.

f. Only hostile or friendly tracks will appear on air defense control center plotting boards during emergency or war operations after the actions outlined in paragraphs 7d and e, above, are taken. Erroneous hostile recognition may be corrected by air defense control centers as the interception proceeds, based on additional information received from either Civil Aeronautics Administration or the tracking radar station.

g. "Unknown" or "unidentified" tracks passed to air defense control centers during peace alert operation will be carried as "unknown" or will be intercepted for visual identification when and as authorized by this headquarters.
(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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Hq, Air Defense Comd, Mitchel AF Base, Mitchel Fld, N.Y.
OA 381 27 Oct 48
Subject: Joint Training in Air Defense

PLMS 381 1st Ind DEC 23

Hq, Tactical Air Comd, Langley AF Base, Langley Fld, Va.

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

1. Inasmuch as the Tactical Air Command will not be involved in the Air Defense exercise as contemplated when the basic letter was initiated, the views and opinions of personnel of this headquarters are submitted for consideration and correlation with those of the Strategic Air Command and the Air Defense Command in the formulation of a final plan.

2. Preliminary information available to this headquarters indicates that all jet fighter units capable of participating will be utilized in the northeast sector of the United States as countermeasures against strategic air attacks.

3. The expected capabilities of fighter groups formerly assigned to the Tactical Air Command to participate in the Air Defense exercise are as follows:

a. Due to a retarded transition program and the difficulties being experienced with F-86 aircraft, it is doubtful whether the First Fighter Group will be able to participate in an Air Defense exercise as early as May, 1949.

b. The 20th Fighter Group, equipped with F-84 aircraft, should be capable of limited participation. However, the unit is currently operating with approximately fifty percent of assigned aircraft as a result of personnel shortages. The in-commission rate, even at reduced operations, is approximately 35% and is not expected to improve to any great extent by May, 1949. The remainder of assigned aircraft are in stand-by storage.

c. The 31st Fighter Group is equipped with a full compliment of F-84 aircraft of which approximately one-third are in an operational status. The remainder of the F-84 aircraft are in stand-by storage. In addition to the operational F-84's the 31st Fighter

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Group has one squadron operating with F-51 aircraft. The reduced operations in F-84 aircraft results from the lack of personnel, parts, and particularly ground handling equipment. The capability of this unit to participate in the Air Defense exercise, except to a limited extent, will be determined by the availability of the above listed shortages.

d. The 332nd Fighter Group is fully operational with F-47N aircraft.

4. It is the opinion of personnel of this headquarters that the following phases of training should be emphasized prior to and during the Air Defense maneuver:

a. Airfield Organization: The units to be employed as intercepting fighters should receive training in maintaining personnel and equipment in a constant state of readiness for "scramble" interceptions. Consideration should be given to cockpit readiness and the dispersion of aircraft to facilitate take-off. An effort should be made to determine the best method of relaying the "scramble" order from the Control Center to pilots on alert to avoid ineffectual loss of time.

b. Interception Join-up: This phase of training will not create undue problems during clear weather but will be essential during increment weather and at night. The size of a tactical unit that can join-up and effect an interception most advantageously should be determined if possible, i.e.; pairs, fours, or larger tactical formations.

c. Control Techniques: Fighter units involved should be trained in ground to air controlling techniques. Consideration should be given to the broadcast system of control particularly when large numbers of bombers, in different formations, are penetrating the defense area. This system will require the broadcast of the overall air situation to the leaders of the interceptor formations with the attack to be at their discretion depending on position in the Air Defense sector.

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Hq, Air Defense Comd, Mitchel AF Base, Mitchel Fld, N.Y.
OA 381 1st Ind 27 Oct 48
Subject: Joint Training in Air Defense

d. Identification: Units should receive training so as to be familiar with identification procedures and related problems.

e. Tactics of Interception: Pilots of intercepting aircraft should receive training in attacking B-29 type aircraft. Gun cameras should be utilized by attackers and defenders and the results scrutinized by impartial observers to determine and improve the tactical weaknesses of each.

f. Return from Attack: Pilots of interceptor aircraft should receive training in the most expeditious return to home base and crews should be trained to facilitate aircraft readiness after return.

5. The phases listed above are likely to create definite problems in training for and participating in an Air Defense exercise. However, it is the opinion of personnel of this headquarters that training in these phases would be extremely beneficial to units concerned.

FOR THE COMMANDING GENERAL:

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1 November 1948

Major General Thomas S. Power
Deputy Commanding General
Strategic Air Command
Offutt Air Force Base
Fort Crook, Nebraska.

Dear Tommy,

You may or may not know that we are now engaged with Hqs USAF in drawing up a minimum acceptable Air Defense Program embodying both disposition of fighters throughout the country and permanently locating AC&W sites. Also in the Program is the control of electronic emissions, the control of military and non-military traffic, the identification pattern, ground observer, civil warning, electronic counter-measures and many other angles.

We have at present four or five concepts of how this whole job can be done and have made optimum presentations and minimum acceptable presentations. We have based all these studies on the assumption that the enemy will have reached the same degree of training in 1951 that SAC will achieve on that same date and also we have made the assumption that the enemy would have up to 75 atomic bombs available for use.

General Whitehead feels that the most realistic way to, on paper, test our plan is to have the Strategic Bomb professionals plan an attack against the United States. You all are professionals and if you can spare the time we would greatly appreciate SAC's plan on how the United States could be attacked. If you were the Red Air Commander and had 75 bombs at your disposal, knowing the domestic vulnerability and had his present or 1951 equipment, how would you ring the bell? Our conception of this plan is based over a 72 hour period with majority of attacks being conducted in daylight and with the last 25 available bombs being used practically as a repeat of the initial phased effort.

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Major General Thomas S. Power

We would greatly appreciate if you could have some of your price planners give us the pitch on this problem. It may lead to a more realistic approach to the problem of minimum accepted air defense.

Very truly yours,

HERBERT B. THATCHER
Brig. General, USAF
Deputy for Operations.

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10 November 1949

Brigadier General Herbert B. Thatcher
Deputy for Operations
Continental Air Command
Mitchel Air Force Base, New York

Dear Herb,

We received your interesting letter of 1 November and got quite a kick out of it. We certainly agree with you that the best way to plan your defenses is to have someone connected with the business work out the best way to attack you.

I have put our planners to work, and they will have an answer to you inside of two weeks. There is little question of our concept of how we would attack, but it will require a little time to assemble the intelligence data concerning bases to be used, capabilities of forces, etc.

We agree with all of your ground rules except the one which specifies that the majority of attacks will be delivered in daylight. If the Soviets are credited with the same degree of effectiveness in 1951 that we will have at that time and if they take advantage of the target information that they can easily procure on our vital installations, there is no question in our minds that their attacks would be delivered at night - unless, of course, they figured on complete surprise for the initial attack.

Since this study is to be used to assist in determining the nature of the U. S. defenses, our planners will not consider programmed or existing United States defenses, except from the point of view of using the best routes to avoid detection and minimize exposure to any defenses which might be installed.

If the above approach is not satisfactory, will you please shoot us a wire.

Sincerely,

THOMAS S. POWER
Major General, USAF
Deputy Commander

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HEADQUARTERS
EASTERN AIR DEFENSE FORCE
MITCHEL AIR FORCE BASE, NEW YORK

125

EADF 381 16 November 1949

SUBJECT: Initiation of Active Air Defense for Vital Eastern Coastal Zone

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

1. It is desired to intercept with day fighters all unidentified aircraft penetrating the southeast boundary of the northeast defended zone between a line extending from NNE of Bangor, Maine and SSE of Norfolk, Virginia from one hour before official sunrise to thirty minutes after official sunset, beginning 1 December 1949. This action is to be undertaken for the following reasons:

a. At present this is the only portion of the zone boundary where information can probably be obtained to permit identification of aircraft.

b. To provide training under operational conditions and to evaluate identification procedures.

2. It is requested that the following action be taken by your headquarters:

a. Instruct First Air Force to take such action as may be necessary to man the 26th Air Division (Defense), the Hq 502d Aircraft Control and Warning Group, the Roslyn and Grenier Control Centers, and radar stations Nos. 1, 2, 4, 5, 10, 11, 12, 13, and 15 to a strength which will enable continuous operation on a seven-day week basis from one hour and thirty minutes before official sunrise to thirty minutes after official sunset by 25 November 1949.

b. Prescribe aircraft commitments for the 33d, 52d and 4th Fighter Wings as requested in letter this headquarters, subject: "ConAC Fighter Forces Committed to EADF for Emergency Air Defense Operations", 21 October 1949.

c. Establish maintenance and supply priorities for the stations indicated that will insure necessary operational capabilities.

d. Install by 25 November 1949, CAA identification circuits to the Oceanic Air Traffic Control Centers at Boston, New York and Washington less circuit 283-B to Schenectady and circuit 285 to Washington as shown on the wire diagram submitted as Inclosure 1 to letter this headquarters, subject "Wire Plan for EADF, Fiscal Year 1950", 27 October 1949.

e. Complete arrangements with CAA for the manning of the CAA identification circuit terminals referred to in paragraph d above from one hour and thirty minutes before official sunrise to thirty minutes after official sunset beginning 25 November 1949.

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Initiation of Active Air Defense for Vital Eastern Coastal Zone

f. Assign to this headquarters for operational control the 26th Air Division (Defense) and the 33d, 52nd and 4th Fighter Wings.

3. In view of the fact that the initiation of this project is of primary importance in the establishment of an effective air defense it is requested that necessary action be taken by your headquarters without delay.

s/t ROBERT M. WEBSTER
Major General, U. S. Air Force
Commanding

DO 381 1st Ind HDT/ajw

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York 2 Dec 1949

TO: Commanding General, Eastern Air Defense Force, Mitchel Air Force Base, N.Y.

1. The concept of initiation of active air defense with the eastern coastal zone is approved in principle. Sufficient operational control has been authorized the Eastern Air Defense Force to accomplish this function. It is desired that in the implementation of this active air defense, that cognizance be taken of the responsibilities and functions of the ConAC Air Forces so as not to interfere with the activation, deployment, manning and equipping of the Aircraft Control and Warning units now in being and the new units as planned.

2. It is suggested that a phased, timed program be developed for this initiation which is in consonance with the mission of the ConAC Air Forces. Such a program starting on 12 January calling for a six (6) hour day, five (5) day week operation of the entire Lash-Up II facilities with particular emphasis on the northeast coast, appears feasible. On 15 March, the expansion of this plan to include a pre-dawn to after-dusk operation as outlined in basic on a five (5) day week, appears feasible. On 1 July, expansion to a seven (7) day week on a pre-dawn to after-dusk program, appears feasible.

3. It is desired that you work out with the ConAC Air Forces, the details of such plans based upon the above, and implement. Headquarters, Continental Air Command, will arrange for installation of communication lines as are required. Commanding General, Eastern Air Defense Force will make the necessary detailed arrangements with the CAA to improve the identification plan phased with the above.

4. It is further desired that maximum use of the Naval and Air National Guard fighters be made in this active air defense system. This Headquarters should be advised if any action on these matters are required by Continental Air Command.

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1st Ind to CG EADF, file DO 381, par 2 continued.

5. The above is in consonance with the objectives of the present air defense systems which are: (1) the achievement of unit training and systems training; (2) the activation and training of new units; (3) the expansion of Lash-Up II into Plan 1-49 as soon as possible; (4) systems test and improvement of the identification system; (5) the retention of sufficient personnel at all radar stations to allow them to continue operation, and to supply cadres for newly activated units; (6) that the complete air defense system, when provided the necessary personnel augmentation, be capable of immediate full-time operation in the event of a full-scale alert.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

HERBERT B. THATCHER,
Brigadier General, USAF
Deputy for Operations

Info cys:
1st AF, 4th AF, 9th AF,
10th AF and EADF

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May 4, 1949

SUBJECT: Statement of the Problem of the Defender Against Atomic Carriers

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

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

1. A requirement exists, from an active air defense point of view, for determination of the effects of conventional fighter and anti-aircraft tactics against atomic bomb-carrying aircraft. Consideration, based upon exhaustive studies now under way, is being given to disaster procedures for the atomic carrier, but the United States monopoly, however short-lived, has caused a neglect of the tactical procedures of defensive forces. It is conceivable that conventional procedures may be suicidal to the defender.

2. In consideration of this requirement, your remarks and recommendations are requested on the following subjects:

a. Early detection of enemy air strikes which are an effort to deliver atomic weapons (apart from air strike with conventional weapons).

b. Detection of single atomic carriers within a group of enemy aircraft, either by:

(1) Ground detection equipment which is an element of the aircraft warning and control system, or

(2) Airborne detection equipment installed in aircraft of the defensive force.

c. Optimum deployment of defense forces to attack enemy atomic strikes at the outer edge or outside of the general defense area.

d. Re-evaluation of anit-aircraft artillery deployment for local defense of vital target areas. (With respect to this subject, it appears that present AAA deployment in centers of dense population merely assures brining the atomic carrier down within the area you wish to defend. Destruction of an atomic carrier over New York City guarantees the delivery of an "A" bomb on New York although the ultimate target was meant to be Washington, D.C.)

e. Development of a weapon (air to air or surface to air) which has a detonating effect on the atomic weapon carried within the delivery vehicle.

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Ltr to CG, ADC, thru CG, ConAC, subj: Statement of the Problem of the Defender Against Atomic Carriers

f. Consideration of survival technique for interceptor pilots encountering atomic clouds or otherwise subjecting themselves to high radiation.

3. For your information, upon receipt of your comments, a project will be established at the Air University to further investigate this requirement.

BY COMMAND OF THE CHIEF OF STAFF:

CARL A. BRANDT
Major General, USAF
Chief, Operational Requirements Division
Directorate of Training & Requirements

1st Ind

HQS CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York
10 May 1949

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

W. R. PURPUS
Major, USAF
Asst Adj Gen

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Statement of the Problem of the Defender Against Atomic Carriers

DA 381 (4 May 49) 2nd Ind BKH/203

HQ AIR DEFENSE COMMAND, Mitchel Air Force Base, New York, 17 May 1949

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

TO: Director of Training and Requirements, DCS/O, Headquarters United States Air Force, Washington 25, D.C.

1. With respect to the specific subjects enumerated in paragraph 2, basic communication, the following comments and recommendations are submitted:

a. With respect to paragraph 2a and b, basic communication, an investigation into this subject conducted by the Special Weapons Group concludes that the detection of atom bomb-bearing aircraft or flights containing atom bomb-bearing aircraft from non-bearing aircraft and flights thereof is not technically feasible, although investigations on this line are continuing. The Air Defense Command subscribes to this view and recommends that this subject be the subject of continuing study for technical means of detection as well as leading toward the concentration of intelligence efforts to determine what enemy aircraft are most likely to be carrying A-Bombs and from what bases.

b. With respect to paragraph 2c, basic communication, all of the long-range plans contemplated by this headquarters consider this factor among the many others involved.

c. With respect to paragraph 2d, basic communication, present-day antiaircraft artillery undoubtedly suffers from the disadvantages enumerated. The development of ground-to-air guided missiles possessing an effective radius of about thirty miles should go a long way toward solving this problem. The air bursts of atomic weapons at high altitude would not have the same effect on ground targets that would be obtained from ground or low altitude bursts. This fact serves to offset to a degree the parenthetical statement contained in paragraph 2d.

d. With respect to paragraph 2e, basic communication, it is believed that current developments in aircraft armament should consider this possibility in addition to the damage to the aircraft itself. In the view of the Air Defense Command this serves to increase the vulnerable area of the bomber to the fighter weapons. Special weapons designed solely to explode the air bomb are not believed freasible by the Special Weapons Group.

e. With respect to paragraph 2f, basic communication, it is believed that survival techniques for interceptor pilots can and should be studied and improved. This should be coupled with effective long-range armament which would, when developed, materially contribute to the solution of this problem.

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Statement of the Problem of the Defender Against Atomic Carriers

2. The problems delineated in basic letter are considered highly important, and worthy of immediate and continuing attention. It is believed that an Air University study is proper in order clearly and accurately to outline the problems, and to recommend proper courses of action for determining the required answers.

GORDON P. SAVILLE
Major General, USAF
Commanding

DO 381 (4 May 49) 3d Ind 18 May 1949

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

TO: Director of Training and Requirements, DCS/O, Headquarters, United States Air Force, Washington 25, D.C.

NEAL J. O'BRIEN
Colonel, USAF
Adjutant General

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Hq. Air Defense Command
By Authority of: CG
Date 15 [illegible]
Initials

EASTERN AIR DEFENSE LIAISON GROUP
Port Slocum, New York

15 April 1949

DAE 381

SUBJECT: Standing Operating Procedure for Naval Intereceptor Aircraft in Air Defense.

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

1. Following the Air Defense Briefing conducted at Headquarters Eastern Sea Frontier by Brig. Gen. Y. H. Taylor on 11 March 1949, Admiral Kincaid expressed his desire to cooperate to the fullest in making naval intereceptor aircraft available to the Commanding General, Air Defense Command, for participation in air defense operations in emergencies or training exercises when land-based. He also requested that the Air Defense Command formulate Standing Operating Procedures to be used by naval intereceptor air groups when employed in air defense operations.

2. Forwarded for your approval are five (5) copies of a recommended Standing Operating Procedure (Incl 1) which has been prepared by this office in cooperation with representatives of the Commander, Eastern Sea Frontier, and the Commanding General, First Air Force. It is recommended that the approved Standing Operating Procedure be issued as an Appendix to the current SHEADP.

3. The Standing Operating Procedure has been prepared to serve as an interim guide for such forces of the Commander, Atlantic Fleet, and the Commander, Eastern Sea Frontier, as may be allocated by them for air defense operations in the Continental United States in the event of an emergency. It is recommended that it be approved as such pending the publication of the Standing Operating Procedure for all air intereceptor forces that may be employed in air defense operations which is currently being prepared by the 539th Aircraft Control and Warning Group, Orlando, Florida. If approved by your Headquarters, it is also recommended that the attached Standing Operation Procedure be coordinated with the 539th Aircraft Control and Warning Group for possible inclusion, in part, in the Standing Operating Procedure which that group is preparing.

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Subj: Standing Operating Procedure for Naval Interceptor Aircraft in Air Defense (cont'd).

4. The attached Standing Operating Procedure is limited to those air interceptor forces of the Atlantic Fleet that may be available in the northeastern United States, and has not been coordinated with the Western Air Defense Liaison Group nor the Western Sea Frontier. It is anticipated that additional naval air stations, where naval interceptor aircraft may be land-based, will be included in the scope of this document upon the expansion of the Air Defense System.

5. In order to make use of naval interceptor forces which may be made available for air defense operations in the event of an emergency in the near future, it is recommended that the Commanding General, First Air Force, be authorized and directed to install the required "scramble lines" as illustrated in Annex 2 of the Standing Operating Procedure.

6. Attached as Incl 2 is a copy of a SECRET letter from the Commander, Eastern Sea Frontier, relative to the supply of data on naval interceptor forces to Air Defense Command. Reference is made especially to par 3 of that letter which indicates that the Eastern Air Defense Liaison Group will receive such data until such time as the group requests a different routing. The information to be furnished by the Eastern Sea Frontier will list as "Available" air defense operations those naval interceptor aircraft which can be in position to take off on combat operations within one (1) hour from the receipt of an alert. The term "Available" has therefore been included in par 5b, "Types of Alerts," of the recommended Standing Operating Procedure.

7. The three (3) VHF radio frequencies listed in par 6a of this Standing Operating Procedure are currently installed as tactical frequencies in the ARC-1 radio sets of the naval interceptor type aircraft. JANAP 141 lists five (5) other VHF frequencies as those alloted to air defense operations. It is recommended that the equipment needed to make immediately available those five air defense frequencies be kept on hand by the units concerned for all interceptor type aircraft of the U. S. Air Force and U. S. Navy.

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Subj: Standing Operating Procedure for Naval Interceptor Aircraft in Air Defense (cont'd).

8. Attached as Incl 3 is a recommended Distribution List for the approved Standing Operating Procedure for naval interceptor aircraft.

Milton H. Ashkins

MILTON H. ASHKINS
Colonel, USAF

3 Incls:
1 - SOP (5 cys).
2 - SECRET ltr, Hq ESF.
3 - Recomm Distr List.

Info Cy To:
Dir, Plans & Requirements, Hq CAC

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APPENDIX G

STANDING OPERATING PROCEDURES

FOR

NAVAL INTERCEPTOR AIRCRAFT

INDEX

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APPENDIX G

STANDING OPERATING PROCEDURES
FOR NAVAL INTERCEPTOR AIRCRAFT WHEN EMPLOYED
IN THE AIR DEFENSE OF THE
CONTINENTAL UNITED STATES

1. PURPOSE. The purpose of this Appendix is to prescribe interim standing operating procedures for all naval air groups which may be employed in the air defense of the United States. These procedures will be revised, as required, to conform with the Joint Doctrine and Procedures for the Air Defense of the United States as published by the Joint Chiefs of Staff.

2. SCOPE. This Appendix is limited to, and prescribes, the Standing Operating Procedures for all naval air groups which may be employed in the air defense of the Continental United States.

3. GENERAL.

a. U. S. Navy air groups possessing important air defense capabilities will be employed operationally in air defense as temporary or reinforcing forces. These forces will be employed in such a manner as not to jeopardize their primary mission and will not be redeployed except by specific agreement of their parent commands.

b. The Air Defense System referred to herein is a structure of interdependent elements integrated to accomplish an assigned operational task of air defense.

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4. ORGANIZATION. The Air Defense Command is that major division of the Continental Air Command, U. S. Air Force, charged with the execution of the U. S. Air Force responsibility for the air defense of the United States. The Commanding General, Air Defense Command, exercises operational control over all forces allocated to the air defense of the Continental United States. He will exercise such control through his subordinate commands which consist of the Eastern Air Defense Command, the Western Air Defense Command, and the various Air Defense Divisions assigned to each. (See Annex 1 to Appendix G.) The Air Defense Division Commander is responsible for air defense operations within his area. There is an integrated Aircraft Control and Warning (AC&W) System within his area of responsibility through which he effects operational control. The AC&W System is under the administrative command of a Continental Air Command numbered Air Force commander, and is comprised of Air Defense Control Centers (ADCC), Ground Control Intercept (GCI) stations, Early Warning (EW) stations, and supplemental gap-filling radars. During periods of emergency or training exercises, fighter units of the U. S. Air Force commanded by the Continental Air Command numbered Air Force commanders will be allocated by the Commanding General, Continental Air Command, to the Commanding General, Air Defense Command, for operational control. Similarly, interceptor type aircraft, which may be made available by the U. S. Navy, will be controlled operationally by the Commanding General, Air Defense Command. The Commanding General, Air Defense Command, will

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reallocate the interceptor type aircraft of the U. S. Air Force and U. S. Navy to the Eastern and Western Air Defense Commands for further allocation to the Air Defense Divisions for operational control as required.

5. OPERATIONS.

a. Assignment of Naval Air Stations to GCI Stations. Naval air stations, rather than specific air groups, will be assigned to units of the AC&W System for receiving alerts. This has been done because, in the course of naval operations, naval air groups are frequently rotated from land-based status to sea-based status. The naval stations listed below are currently used for such rotation of air groups in the Atlantic Fleet. With the exception of Atlantic City NAS, each of these naval air stations will be connected by a "scramble line" to both an ADCC and a GCI station. (See Annex 2 to Appendix G.) Responsibility for ordering the types of alert to naval air stations rests with the Controller of the ADCC's to which they are assigned. Normally, however, this responsibility is delegated by an ADCC to one of its subordinate GCI stations. In the case of Atlantic City NAS, the GCI station "Channel" will relay all alert messages from the ADCC indicated. The Naval Air Station Operations Duty Officer at each naval station listed below may receive alerts from either the GCI station or the ADCC indicated.

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Naval Stations	GCI Stations	ADCC
Quonset Point NAS, R. I.	SIMPSON	GROSS
Charleston NAAS, R. I.	SIMPSON	GROSS
Atlantic City NAS, N. J.	EXPEND	COMPRESS (to be relayed by "Channel")
Norfolk NAS, Va.	SUGGEST	SHAPELY
Oceana NAAS, Va.	SUGGEST	SHAPELY

b. Types of Alert. The types of alert status that will be specified and the actions to be taken by the receiving unit for each type of alert are as follows;

(1) Scramble - Aircraft take off immediately (2 minutes maximum).

(2) Stations - Aircraft in position at downwind end of active runway with pilots in aircraft.

(3) Ready - Aircraft in position to take off in 8 minutes.

(4) Standby - Aircraft in position to take off in 20 minutes.

(5) Available - Aircraft in position to take off in 1 hour.

(6) Released To 00:00 - Aircraft released from air defense operations until time stated.

c. Issuance of Alerts.

(1) Responsibility for ordering the types of alert to naval air stations rests on either the Controller at an ADCC or one of its subordinate GCI

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stations, in accordance with the directives of the Commanding General of the appropriate Air Defense Division.

(2) In most cases, each GCI station Controller will issue alerts to the naval air station assigned in par 5a above. When this is done, the GCI station Controller will give the following information to the Naval Air Station Operations Duty Officer over the "scramble line":

(a) Call word of interceptor group.

(b) Number of aircraft to be alerted.

(c) Type of alert.

(d) Initial vector and altitude (for scramble alert only).

(3) In the event the Controller of the ADCC desires to place naval interceptor aircraft based at a naval air station under the direction of a GCI station other than that to which the naval air station is assigned herein, he will give the following information to the Naval Air Station Operations Duty Officer over his "scramble line":

(a) Call word of interceptor group.

(b) Number of aircraft to be alerted.

(c) Type of alert.

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(d) Initial vector and altitude (for scramble alert only).

(e) Call word of the GCI Controller to be called when the interceptor aircraft become airborne.

(4) The information stated in pars 5c (2) and (3) above, as that to be given by the Controller to the Naval Air Station Operations Duty Officer, collectively is known as an Alert Message. In the event that the Controller desires to alert more than one air group, a separate Alert Message will be given for each air group concerned. This does not preclude the issuance of more than one Alert Message per transmission over the "scramble line" by the Controller.

d. Action by Naval Air Station Operations Duty Officers. The Duty Officer of a Naval Station Operations Office or his designated alternate, upon receipt of such a message as that described in par 5b above, will immediately notify the unit(s) concerned of the status of alert. All station commanders concerned will be responsible for the establishment of proper procedures by the appropriate units for the expeditious and accurate execution of the action prescribed for the type of alert ordered.

e. Action by Naval Air Group Duty Officers. Upon receipt of an alert message, each Naval Air Group Duty Officer will

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take the necessary action in order that his air group will immediately assume the status of alert specified by that Alert Message.

f. Action by Naval Interceptor Group Leaders.

(1) When airborne, the leader of each separate interceptor group will proceed on the vector state in the Alert Message and begin climbing to his assigned altitude.

(2) When scrambled by the GCI station Controller, the interceptor leader will call that Controller on VHF Channel B or Button 2 as soon as practicable after becoming airborne.

(3) When scrambled by the ADCC Controller, the interceptor leader will call the GCI Controller specified in the scramble message on VHF Channel B or Button 2 as soon as practicable after becoming airborne.

(4) The interceptor group leader will establish the highest possible rate of climb and will continue to climb until the altitude specified in the Alert Message has been reached, or until instructed differently by the GCI station Controll

(5) If radio contact is not made within three (3) minutes after becoming airborne, the interceptor group will climb to altitude over base.

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(6) If radio contact is not made by the time altitude is reached, the aircraft will return to base and land.

(7) The interceptors will be directed by the GCI Controller to whom they are assigned when scrambled from the time initial radio-telephone contact is made until they are either released to return to base or instructed to contact another GCI Controller for control.

6. AIR-GROUND COMMUNICATIONS PROCEDURES.

a. Radio Frequencies. Stations of the AC&W System will guard the three (3) frequencies listed below, which are those used by naval interceptor aircraft while engaging in air defense operations. All GCI stations will guard these frequencies so that operational control may be passed from one station to another. Each naval interceptor group will use Channel B or Button 2 in establishing initial radio contact. The frequency on which this channel is set is 126.18 MC. When this initial radio contact is made, the GCI station will specify which of the three "Channels" or "Buttons" listed below will be used for the operational control of that group for that mission.

Button 5	143.28 MC
Button 6	143.64 MC
Button 7	142.02 MC

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b. Radio-Telephone Procedure.

(1) The terminology used between these naval interceptors and the GCI stations during interception will be as published in JANAP 142(A).

(2) The call words of the AC&W stations that will "scramble" and control naval interceptors based at each naval air station are as listed and explained in par 5a above. These call words are specified in the current First Air Force Communications Operation Instructions publication. It will be the responsibility of the Chief Controller at each ADCC to disseminate future changes in these call words to the naval air groups assigned to him for operational control, upon receipt of revisions to the current First Air Force Communications Operation Instructions.

(3) Radio discipline will be exercised at all times.

7. MISCELLANEOUS.

a. Procedure for direction finding (HOMER) operations will be as published in JANAP 130 and FM 1-46. Each pilot will have in addition to the facilities of the AC&W System, the Homer beacons of his own station and such other radio aids to air navigation as may be available at that time.

b. Procedure for air or sea rescue operations will be as published in JANAP 107.

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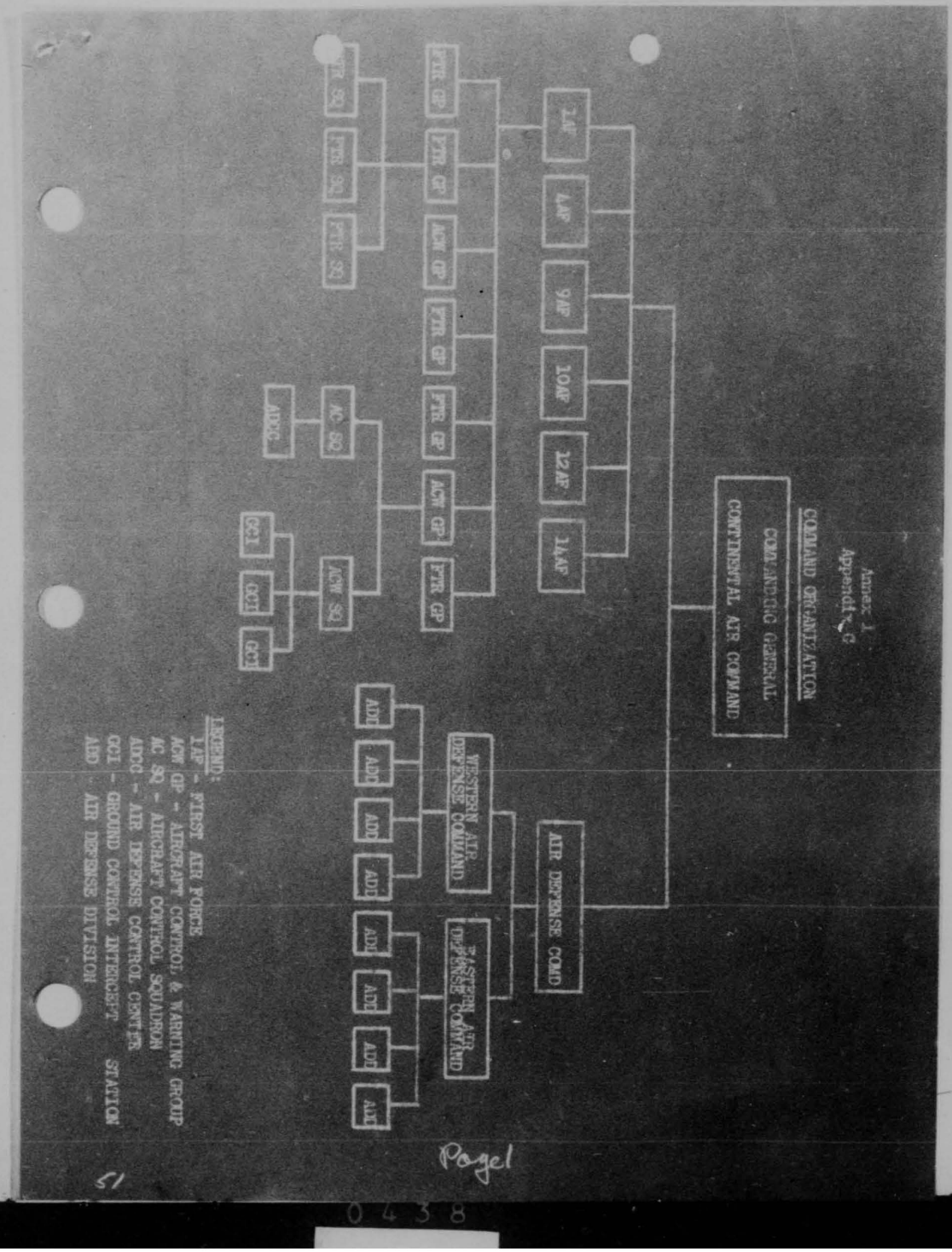
Annex 1
Appendix C

COMMAND ORGANIZATION



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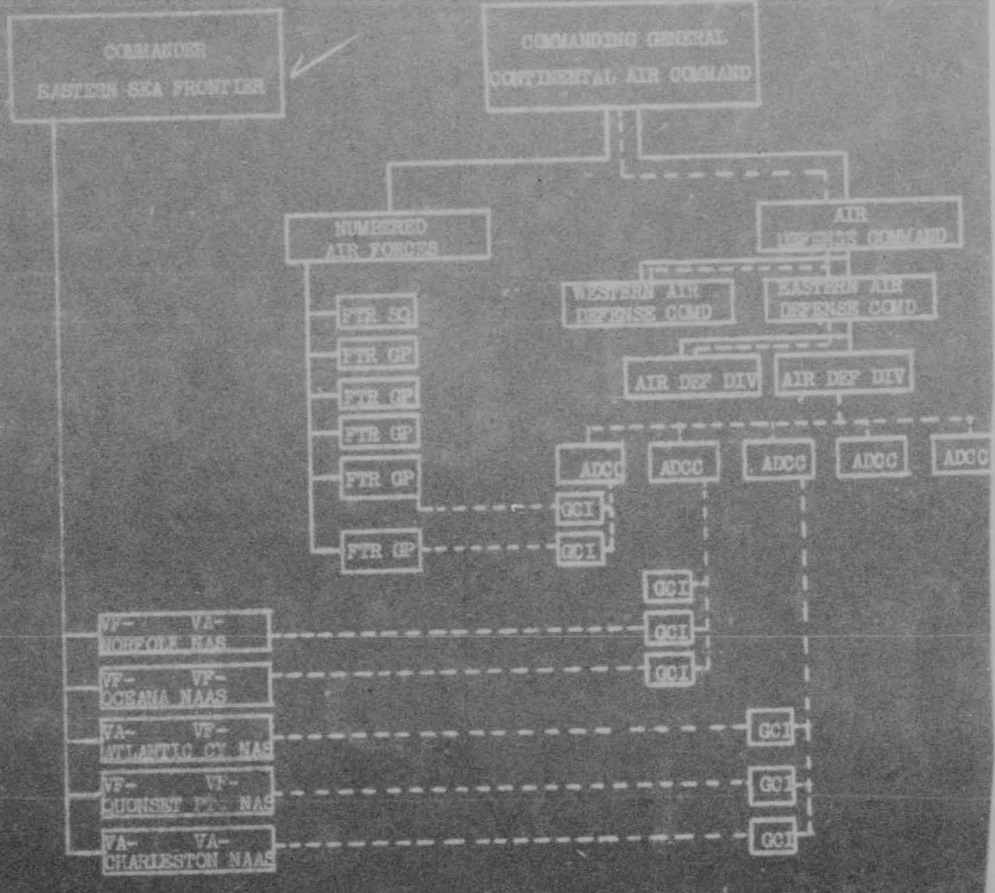
Annex 1
Appendix G

ORGANIZATION FOR OPERATIONAL CONTROL



LEGEND:
COMMAND _____
OPERA. CONTROL - - - - - -
ADCC - AIR DEFENSE CONTROL CENTER
GCI - GROUND CONTROL INTERCEPT STATION
VF - FIGHTER SQUADRON
VA - ATTACK SQUADRON

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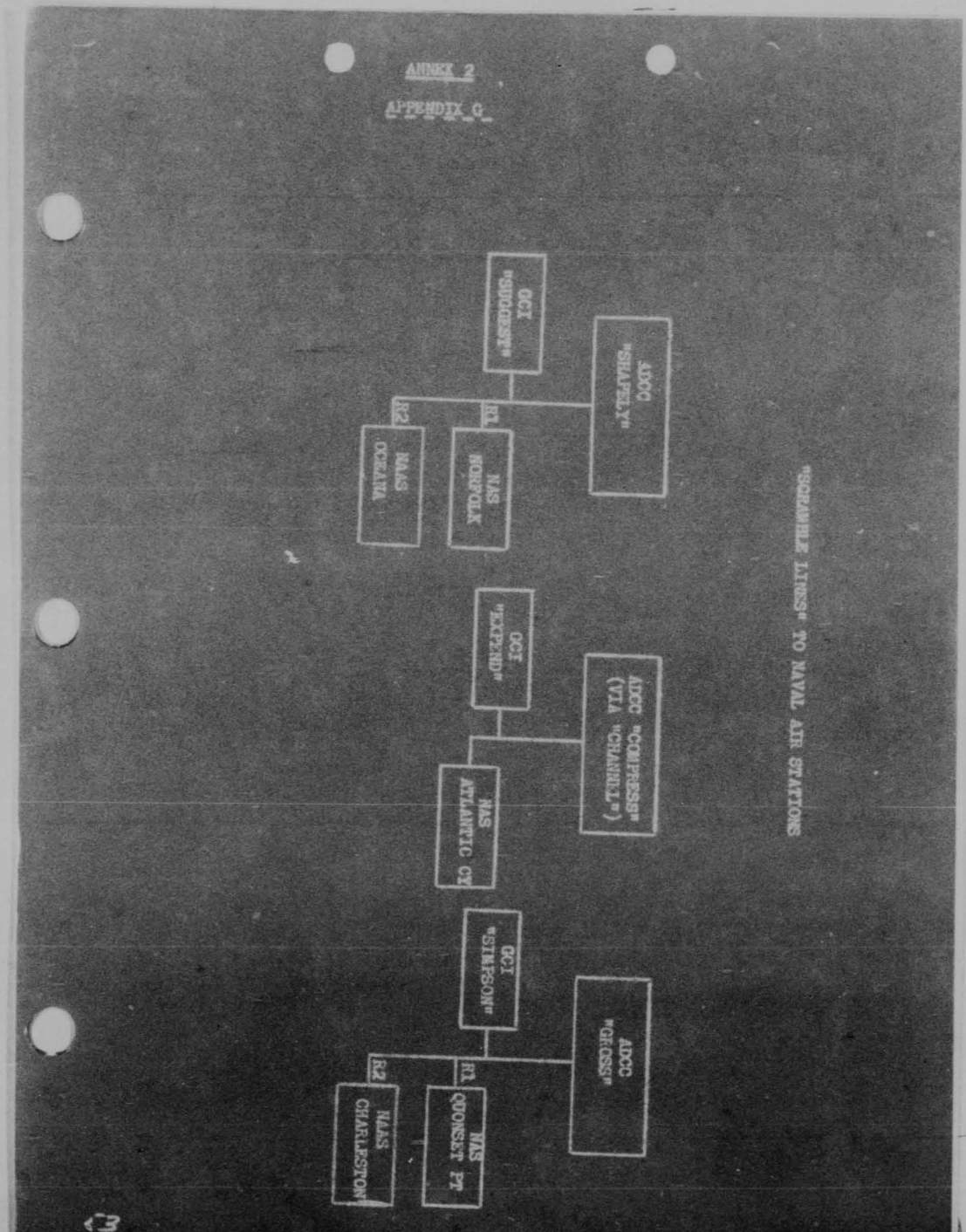
ANNEX 2

APPENDIX G



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HEADQUARTERS
COMMANDER EASTERN SEA FRONTIER
90 Church St.
New York, N.Y.

ESF-34/A8/(rcm)
Serial: 0060

12 April 1949

S E C R E T

From: Commander Eastern Sea Frontier.
To : Commander in Chief US Atlantic Fleet.

Subj: Supply of Data to the Air Defense Command.

Refs:
(a) CNO restricted ltr serial 300P34 of 3-8-49.
(b) Proposed Joint Doctrine and Procedures for Air Defense of the United States, dated 10 February 1949.
(c) CESF restr. ltr, ESF-34/A8/(ds) serial 155 of 30 March 1949.
(d) CESF secret ltr, ESF-34/A8/(ds) serial 0055 of 30 March 1949.

1. Reference (a) designated Commander Eastern Sea Frontier as the command to supply the data requested in paragraph 3401(1) of reference (b).

2. By references (c) and (d), promulgated after conferences with officers on the staffs of Commander in Chief U. S. Atlantic Fleet, Commander Air Force, U. S. Atlantic Fleet and the Eastern Air Defense Liaison Group of the U. S. Air Force, commands having the necessary data were instructed to forward to Commander Eastern Sea Frontier the required information.

3. The required information will be compiled by Commander Eastern Sea Frontier and forwarded to the Air Defense Liaison Group, Fort Slocum, New York, via teletype each week. The information will be relayed to Fort Slocum by the U. S. Army New York Communication Center, Fort Wadsworth, New York, until such time as this group requests different routing.

4. Transmission by United States registered mail or registered guard mail is authorized in accordance with article 7-5, United States Navy Security Manual for Classified Matter.

/s/ T. C. KINKAID

/t/ T. C. KINKAID

CC:
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DCNO Air
ComAirLant
EastAreaDefense Liaison Gp
CGFMFLant
CNATra
CNAResTra
Special Joint Planning Group
CGAirFMFLant
CGMarCorpsAirReserve
ComOpDevFor
ComTraComdLant

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AHNRC(19) 381 (15 Jun 49)

SUBJECT: Use of First Army Antiaircraft Units in an Air Defense Mission.

18 JUN 1949

TO: Commanding General, Air Defense Command
Mitchel Air Force Base, Long Island, New York

1. Reference is made to the conference held at this headquarters on 6 May 1949 between Major General G. P. Saville, USAF and Lt. General W. B. Smith, Commanding General, First Army, relative to the employment of First Army antiaircraft artillery units in the air defense.

2. Attached herewith as Inclosure #1 is a list of National Guard antiaircraft artillery units now activated in First Army Area. Organized Reserve Corps antiaircraft artillery battalions, now activated in First Army Area, have not completed a stage of organization and equipping to warrant their inclusion in assigned air defense missions. Subject to certain limitations, the listed National Guard units are considered available for use in air defense missions in the First Army Area prior to federalization. It is estimated that eight (8) hours after an alert the units listed in Inclosure #1 can be ready to move from their home stations.

3. Attention is directed to the fact that, prior to a call to Federal Service, the employment of the units listed in Inclosure #1 is subject to approval of the governors of the several States and, then, their use must be restricted to air defense missions within the state boundaries to which the unit is assigned. These are combat type units and cannot be committed to a static air defense employment because Department of the Army mobilization plans now in effect require these units to be progressively staged out of First Army Area upon a call to Federal Service.

4. There are no Regular Army antiaircraft units now assigned to First Army. The General Reserve Troop Basis, dated 15 April 1949, includes the following antiaircraft units to be stationed at Fort Devens, Mass., at an unknown future date:

18th AAA Group Hq & Hq Battery
50th AAA AW Bn Mbl (40mm)
54th AAA AW Bn SP (40mm)
551st AAA AW Bn SP (40mm)
69th AAA Gun Bn (90mm)
504th AAA Opns Det

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AHFKC(19) 381 (15 Jun 49)
SUBJECT: Use of First Army AA Units in an Air Defense Mission. (cont'd)

5. This headquarters desires recommendations for the employment of the units listed in Inclosure #1 in the air defense of the First Army Area. Recommendations submitted should include the following:

a. Location of the targets to be defended in order of priority.

b. Type of defense required, against:

(1) High or low altitude air attacks.

(2) Guided missiles.

(3) Airborne attack.

c. Location of brigade, group and battalion headquarters units.

d. Location of gun and automatic weapons batteries.

e. Location of operation detachments to include communication channels from the Air Defense Command.

f. "Rules of fire" or a standing operating procedure for units employed in the air defense of the First Army Area.

FOR THE ARMY COMMANDER:

W. G. WYMAN
Major General, GSC
Chief of Staff

1 Incl:
List of AA Units
in First Army

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FIRST ARMY ANTIAIRCRAFT ARTILLERY UNITS

	UNIT	TYPE OF ARMAMENT	HOME STATION
MAINE	240th AAA Gp, Hq&Hq Btry		Broadway Armory, South Portland, Me.
	703rd AAA Gun Bn	90mm	
	Hq & Hq Btry		Broadway Armory, South Portland, Me.
	Med Det		Broadway Armory, South Portland, Me.
	Btry A		Broadway Armory, South Portland, Me.
	Btry B		Lincoln St. Armory, Bath, Me.
	Btry C		Curtis St. Armory, Brunswick, Me.
	Btry D		Naval Air Station(Owlshead) Rockland, Me.
	314th AAA AW Bn	40mm	
	Hq & Hq Btry		Main St. Armory, Bangor, Me.
	Med Det		Main St. Armory, Bangor, Me.
	Btry A		Outer Brewer St. Armory, Brewer, Me.
	Btry B		Outer Congress St. Armory, Belfast, Me.
	Btry C		South St. Armory, Calais, Me.
	Btry D		Spring St. Armory, Millinocket, Me.
N. H.	197th AAA Gp, Hq&Hq Btry		State Armory, Green St, Concord, N. H.
	744th AAA Gun Bn	90mm	
	Hq & Hq Btry		State Armory, Union Ave, Laconia, N. H.
	Med Det		State Armory, Union Ave, Laconia, N. H.
	Btry A		State Armory, Green St, Concord, N. H.
	Btry C		State Armory, Union Ave, Laconia, N. H.
	210th AAA AW Bn	40mm	
	Hq & Hq Btry		State Armory, Green St, Berlin, N. H.
	Med Det		State Armory, Green St, Berlin, N. H.
	Btry A		State Armory, Green St, Berlin, N. H.
	Btry D		State Armory, Memorial St, Franklin, N.H.
MASS.	104th AAA Brig, Hq&Hq Btry		South Armory, 18 Irvington St, Boston, Mass.
	173rd AAA Opns Det		South Armory, 18 Irvington St, Boston, Mass.
	211th AAA Gp, Hq&Hq Btry		South Armory, 18 Irvington St, Boston, Mass.
	220th AAA Gp, Hq&Hq Btry		State Armory, 72 Bank St, Fall River, Mass.
	772nd AAA Gun Bn	90mm	
	Hq & Hq Btry		State Armory, Broadway, Chelsea, Mass.
	Med Det		State Armory, Broadway, Chelsea, Mass.
	Btry A		State Armory, Broadway, Chelsea, Mass.

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	UNIT	TYPE OF ARMAMENT	HOME STATION
MASS.	704th AAA Gun Bn	90mm	
	Hq & Hq Btry		South Armory,18 Irvington St,Boston,Mass.
	Med Det		South Armory,18 Irvington St,Boston,Mass.
	Btry A		South Armory,18 Irvington St,Boston,Mass.
	Btry B		South Armory,18 Irvington St,Boston,Mass.
	Btry C		South Armory,18 Irvington St,Boston,Mass.
	Btry D		State Armory,96 Central St, Hingham,Mass.
	747th AAA AW Bn	40mm	
	Hq & Hq Btry		State Armory,72 Bank St, Fall River,Mass.
	Med Det		State Armory,72 Bank St, Fall River,Mass.
	Btry A		State Armory,72 Bank St, Fall River,Mass.
	Btry B		State Armory,72 Bank St, Fall River,Mass.
	Btry C		State Armory,72 Bank St, Fall River,Mass.
	Btry D		State Armory,72 Bank St, Fall River,Mass.
	685th Gun Bn	90mm	
	Hq & Hq Btry		Town Hall, Bourne, Mass.
	Med Det		Town Hall, Bourne, Mass.
	Btry A		State Armory, Middleboro, Mass.
	Btry B		State Armory, 76 Court St, Plymouth,Mass.
	Btry C		Town Hall, Falmouth, Mass.
	Btry D		American Legion Hall, Hyannis, Mass.
	126th AAA Gun Bn	90mm	
	Hq & Hq Btry		State Armory,Sycamore St,New Bedford,Mass.
	Med Det		State Armory,Sycamore St,New Bedford,Mass.
	Btry A		State Armory,Sycamore St,New Bedford,Mass.
	Btry B		State Armory,Pleasant St, Taunton, Mass.
	Btry C		Town Hall, Braintree, Mass.
R. I.	243rd AAA Gp, HqsHq Btry		Cranston St. Armory, Providence, R.I.
	243rd AAA AW Bn	40mm	
	Hq & Hq Btry		Cranston St. Armory, Providence, R.I.
	Med Det		Cranston St. Armory, Providence, R.I.
	Btry A		Cranston St. Armory, Providence, R.I.
	Btry B		Newport Armory, Newport, R.I.
	Btry C		Bristol Armory, Bristol, R.I.
	Btry D		Woonsocket State Armory, Woonsocket, R.I.
	705th AAA Gun Bn	90mm	
	Hq & Hq Btry		Cranston St. Armory, Providence, R.I.
	Med Det		Cranston St. Armory, Providence, R.I.
	Btry A		Riverdale Armory, Natick, R. I.
	Btry B		East Greenwich Armory,East Greenwich,R.I.
	Btry C		Pawtucket Armory,172 Exchange St,Pawtucket
	Btry D		Westerly Armory, Westerly, R. I.

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	UNIT	TYPE OF ARMAMENT	HOME STATION
R. I.	169th AAA AW Bn(SP)	40mm	
	Hq & Hq Btry		Armory of Mounted Commands,Providence,R.I.
	Med Det		Armory of Mounted Commands,Providence,R.I.
	Btry A		St Varnum, Narragansett, R. I.
	Btry B		Armory of Mounted Commands,Providence,R.I.
	Btry C		Pawtucket Armory, Pawtucket, R. I.
	Btry D		Armory of Mounted Commands,Providence,R.I.
CONN.	103rd AAA Brig, HqsHq Btry		State Armory,836 Farmington Ave,W.Hartford
	172nd AAA Opns Det		State Armory,836 Farmington Ave,W.Hartford
	208th AAA Gp, HqsHq Btry		State Armory,869 Orange St,New Haven,Conn.
	242nd AAA Gp, HqsHq Btry		State Armory,1494 Main St,Bridgeport,Conn.
	745th AAA Gun Bn	90mm	
	Hq & Hq Btry		State Armory, McKinley Ave, Norwich, Conn.
	Med Det		State Armory, McKinley Ave, Norwich, Conn.
	Btry A		State Armory, McKinley Ave, Norwich, Conn.
	Btry B		State Armory, West Hartford, Conn.
	Btry C		State Armory, New London, Conn.
	Btry D		State Armory,869 Orange St,New Haven,Conn.
	211th AAA AW Bn(SP)	40mm	
	Hq & Hq Btry		State Armory,1494 Main St,Bridgeport,Conn.
	Med Det		State Armory,1494 Main St,Bridgeport,Conn.
	Btry A		State Armory,1494 Main St,Bridgeport,Conn.
	Btry B		State Armory,1494 Main St,Bridgeport,Conn.
	285rd AAA AW Bn	40mm	
	Hq & Hq Btry		State Armory,1494 Main St,Bridgeport,Conn.
	Med Det		State Armory,1494 Main St,Bridgeport,Conn.
	Btry A		State Armory,1494 Main St,Bridgeport,Conn.
	Btry B		State Armory,1494 Main St,Bridgeport,Conn.
	238th AAA Gun Bn	90mm	
	Hq & Hq Btry		State Armory, New London, Conn.
	Med Det		State Armory, New London, Conn.
	Btry A		State Armory, Mystic, Conn.
	Btry B		State Armory, Groton, Conn.
	Btry C		State Police Barracks, Westbrook,Conn.
	Btry D		Camp McConaughty, Niantic, Conn.
N. Y.	102nd AAA Brig, HqsHq Btry		29 West Kingsbridge Rd, New York 63,N.Y.
	102nd Opns Det		29 West Kingsbridge Rd, New York 63,N.Y.
	142nd AAA AW Bn(SP)	40mm	
	Hq & Hq Btry		120 West 62nd St, New York 23, N. Y.
	Med Det		120 West 62nd St, New York 23, N. Y.
	Btry A		120 West 62nd St, New York 23, N. Y.
	Btry B		120 West 62nd St, New York 23, N. Y.
	Btry C		120 West 62nd St, New York 23, N. Y.
	Btry D		120 West 62nd St, New York 23, N. Y.

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	UNIT	TYPE OF ARMAMENT	HOME STATION
N. Y.	212th AAA Gp, Hq&Hq Btry		120 West 62nd St, New York 23, N. Y.
	773rd AAA Gun Bn	90mm	
	Hq & Hq Btry		120 West 62nd St, New York 23, N. Y.
	Med Det		120 West 62nd St, New York 23, N. Y.
	Btry A		120 West 62nd St, New York 23, N. Y.
	Btry B		120 West 62nd St, New York 23, N. Y.
	Btry C		120 West 62nd St, New York 23, N. Y.
	Btry D		120 West 62nd St, New York 23, N. Y.
	223rd AAA Gp, Hq&Hq Btry		357 Sumner Ave, Brooklyn 21, N. Y.
	245th AAA Gun Bn	120mm	
	Hq & Hq Btry		355 Marcy Ave, Brooklyn,6, N. Y.
	Med Det		355 Marcy Ave, Brooklyn,6, N. Y.
	Btry A		355 Marcy Ave, Brooklyn,6, N. Y.
	Btry B		355 Marcy Ave, Brooklyn,6, N. Y.
	Btry C		355 Marcy Ave, Brooklyn,6, N. Y.
	Btry D		355 Marcy Ave, Brooklyn,6, N. Y.
	715th AAA Gun Bn	90mm	
	Hq & Hq Btry		357 Sumner Ave, Brooklyn,21, N. Y.
	Med Det		357 Sumner Ave, Brooklyn,21, N. Y.
	Btry B		357 Sumner Ave, Brooklyn,21, N. Y.
	Btry C		357 Sumner Ave, Brooklyn,21, N. Y.
	369th AAA Gp, Hq&Hq Btry		2366 Fifth Ave, New York 35, N. Y.
	369th AAA Gun Bn	90mm	
	Hq & Hq Btry		2366 Fifth Ave, New York 35, N. Y.
	Med Det		2366 Fifth Ave, New York 35, N. Y.
	Btry A		2366 Fifth Ave, New York 35, N. Y.
	Btry B		2366 Fifth Ave, New York 35, N. Y.
	Btry C		2366 Fifth Ave, New York 35, N. Y.
	Btry D		2366 Fifth Ave, New York 35, N. Y.
	870th AAA AW Bn(SP)	40mm	
	Hq & Hq Btry		2366 Fifth Ave, New York 35, N. Y.
	Med Det		2366 Fifth Ave, New York 35, N. Y.
	Btry A		2366 Fifth Ave, New York 35, N. Y.
	Btry B		2366 Fifth Ave, New York 35, N. Y.
	Btry C		2366 Fifth Ave, New York 35, N. Y.
	Btry D		2366 Fifth Ave, New York 35, N. Y.
	105th AAA Brig, Hq&Hq Btry		145 Culver Rd, Rochester, N. Y.
	105th AAA Opns Det		145 Culver Rd, Rochester, N. Y.
	207th AAA Gp, Hq&Hq Btry		195 Washington Ave, Albany 6, N.Y.
	7th AAA AW Bn	40mm	
	Hq & Hq Btry		195 Washington Ave, Albany 6, N.Y.
	Med Det		195 Washington Ave, Albany 6, N.Y.
	Btry A		195 Washington Ave, Albany 6, N.Y.
	Btry B		195 Washington Ave, Albany 6, N.Y.
	Btry C		195 Washington Ave, Albany 6, N.Y.
	Btry D		195 Washington Ave, Albany 6, N.Y.

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	UNIT	TYPE OF ARMAMENT	HOME STATION
N. Y.	536th AAA Gun Bn	90mm	
	Hq & Hq Btry		Steuben Park Armory, Utica, N. Y.
	Btry A		Parkway East Armory, Utica, 3, N. Y.
	Btry B		Parkway East Armory, Utica, 3, N. Y.
	Btry C		Parkway East Armory, Utica, 3, N. Y.
	Btry D		Parkway East Armory, Utica, 3, N. Y.
	127th AAA AW Bn(SP)	40mm	
	Hq & Hq Btry		900 Main St East, Rochester 5, N. Y.
	Med Det		900 Main St East, Rochester 5, N. Y.
	Btry A		145 Culver Rd, Rochester 7, N. Y.
	Btry B		900 Main St East, Rochester 5, N. Y.
	Btry C		900 Main St East, Rochester 5, N. Y.
	Btry D		900 Main St East, Rochester 5, N. Y.
	209th AAA Gp, HqsHq Btry		145 Culver Rd, Rochester 7, N. Y.
	72nd AAA Gun Bn	90mm	
	Hq & Hq Btry		29 Masten Ave, Buffalo 4, N. Y.
	Med Det		29 Masten Ave, Buffalo 4, N. Y.
	Btry A		29 Masten Ave, Buffalo 4, N. Y.
	Btry B		State Armory, Batavia, N. Y.
	Btry D		145 Culver Rd, Rochester 7, N. Y.
J.	372nd AAA Gp, HqsHq Btry		Sussex Ave & Jay St, Newark, N. J.
	310th AAA AW Bn	40mm	
	Hq & Hq Btry		Montgomery St & Summit Ave, Jersey City, NJ.
	Btry D		Montgomery St & Summit Ave, Jersey City, NJ.
	311th AAA AW Bn	40mm	
	Hq & Hq Btry		Sussex Ave & Jay St, Newark, N. J.
	Med Det		Sussex Ave & Jay St, Newark, N. J.
	Btry A		Sussex Ave & Jay St, Newark, N. J.
	Btry B		Market St Armory, Paterson, N. J.
	Btry C		Montgomery St & Summit Ave, Jersey City, NJ.
	Btry D		Sussex Ave & Jay St, Newark, N. J.
	650th AAA AW Bn(SP)	40mm	
	Hq & Hq Btry		Montgomery St & Summit Ave, Jersey City, NJ
	Med Det		Montgomery St & Summit Ave, Jersey City, NJ
	Btry A		Montgomery St & Summit Ave, Jersey City, NJ
	Btry B		Montgomery St & Summit Ave, Jersey City, NJ
	Btry C		Montgomery St & Summit Ave, Jersey City, NJ
	Btry D		Montgomery St & Summit Ave, Jersey City, NJ
	122nd AAA Gun Bn	90mm	
	Hq & Hq Btry		Absecon Blvd & NY Ave, Atlantic City, N.J.
	Med Det		Absecon Blvd & NY Ave, Atlantic City, N.J.
	Btry A		State Camp Ground & Arsenal, Sea Girt, N.J.
	Btry B		Absecon Blvd & NY Ave, Atlantic City, N.J.
	Btry C		Haddon Ave & Nickle St, Camden, N. J.
	Btry D		Armory Drive, Trenton, N. J.

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SECRET

Use of First Army Anti-Aircraft Units in an Air Defense Mission.
AAF 381 (13 Jun 48) 1st Ind.

HEADQUARTERS AIR DEFENSE COMMAND, Mitchel Air Force Base, New York

TO: Commanding General, First Army, Governors Island, New York 4, N. Y.

1. In preparing a response to the basic communication, a number of limitations must be considered, viz:

a. No authorized policy or approved plan for the employment of antiaircraft artillery units in the overall air defense of the United States is available at present. For the deployment of such units in any particular area of the country, it is submitted that the best results will be gained only when such deployment is considered in relation to the overall plan. Pending such an approved plan, which is now being prepared by this headquarters for JCS approval, it is necessary to confine present planning activity to the M-day mission of antiaircraft units.

b. Consideration of targets to be defended by First Army antiaircraft units must be confined to the First Army area.

c. Restrictions on the interstate movements of National Guard units prior to federalization.

2. Subject to limitations as outlined above and based on the best information available, the following response to the basic communication regarding employment of National Guard antiaircraft units is submitted:

a. The plans for deployment of antiaircraft units with limitations outlined in paragraph 1 above, are twofold, viz:

(1) Basic Plan (Inclosure #2). This plan is based on the assumption that antiaircraft units will be deployed under conditions permitting crossing of state boundaries.

(2) Alternate Plan (Inclosure #3). This plan is based on the assumption that antiaircraft units will be deployed under conditions prohibiting the crossing of state boundaries.

b. Targets to be defended are included in Inclosures 2 and 3.

c. Defense against high and low altitude air attacks is required.

CSGPO
CSAG
Comp
Aud
Budg
Fin
Prog
Stat
DPA
Chap
JA
Chrs
Surg
WAC
DO
Air D
Civ
Int
Ops
PM
Mat
Engr
Ord
QM
Trans
DCE
Elect
Rad
Others

NOTE: *The handling of classified correspondence in this headquarters is governed by ADC Staff Memo 80-18 and AR 380-5.*

Register No. 2570
Date Rec'd 9 AUG 1948
By

ADC FORM 80-AG 9
17 May 1948

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Use of First Army Antiaircraft Units in an Air Defense Mission. (Cont'd)
AAD 381 (10 Jan 45) 1st Ind.

d. Defense against guided missiles would be required if such weapons are employed and it is within the capabilities of the antiaircraft weapons to engage the missiles.

e. Defense against airborne attack will likewise be a mission of antiaircraft weapons for both air and ground fire if such attacks come within range of antiaircraft fire.

f. This command considers the location of headquarters units a prerogative of the Army Commander and consequently outside the scope of ADC responsibility for antiaircraft artillery.

g. The location of gun and automatic weapons batteries is considered a tactical function of Antiaircraft Artillery Commanders and therefore not a function of Air Defense Command.

h. Specific locations of AAOR's are believed a coordinated function of the Army and ADC Commanders and must be predicated on tactical site surveys for each AAOR. Air Defense Command interest in this plan is manifestly concerned with the communications aspect, since this command will provide the communications from ADC installations to the AAOR.

i. "Rules of Fire" or standing operating procedures must be based on JCS plans and policies mentioned in paragraph 1, above. Therefore, more direct reply to paragraph 5f, basic communication, is presently feasible. However, for your information, there is attached (Inclosure 4) the Joint Doctrine and Procedures for the Air Defense of the United States, which bear on the matter of "Rules of Fire" and standard operating procedures for antiaircraft artillery. This pamphlet has been submitted to JCS for approval.

GORDON P. SAVILLE
Major General, USAF
Commanding

4 Incls:
Added - 3 Incls.
2 - Deplmt of AA Units, Basic Plan
3 - Deplmt of AA Units, Alternate Plan
4 - Procedures & Policies for U.S. Air Defense.

CG
CofS
A Insp
PM
AG
Comp
Aud
DPA
Chap
Surg
TAG
D
Civ
Cml
Int
Ops
DM
A Mat
Engr
Ord
QM
Trans
DCE
Comm
Elect
Rad
Others

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17 May 1945

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SECRET

EASTERN AIR DEFENSE LIAISON GROUP
Fort Slocum, New York

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DAE 381 27 April 1949

SUBJECT: Answers to Questions Pertaining to Air Defense

TO : Commanding General, Fifth Army, 1660 E. Hyde Park Boulevard, Chicago 15, Illinois.

1. Reference is made to the questions asked by the Commanding General, Fifth Army, and staff after the briefing on air defense matters conducted by the Eastern Air Defense Liaison Group at your Headquarters on 14 April 1949.

2. The location of selected and proposed aircraft control and warning sites in the Fifth Army area are being forwarded by separate SECRET letter, this office, DAE 381, 27 April 1949, subject: "List of Aircraft Control and Warning Installations."

3. Comments by Headquarters Air Defense Command on the questions which your headquarters requested further clarification are attached as Incl 1.

4. This office will be pleased to answer any further questions pertaining to air defense matters which may arise in the future.

s/t JOHN B. F. DICE
Colonel, USAF
Acting Chief, Eastern Air
Defense Liaison Group

2 Incls:
1 - Comments by Hq ADC on Questions asked by 5A (dup)
2 - Ltr, EADLG, 22 Apr 49, Subj: Inter-Serv Contracts. (Omitted)

Info Cys to:
CG, ADC
CG, 10AF

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SECRET

COMMENTS BY HEADQUARTERS AIR DEFENSE COMMAND ON QUESTIONS ASKED BY COMMANDING GENERAL, FIFTH ARMY, AND STAFF.

1. QUESTION: Will the Fifth Army be responsible for the local security of aircraft control and warning group sites?

   COMMENT: No. Local security is a command responsibility. Sufficient personnel will be assigned to each aircraft control and warning group detachment to provide for their own local security.

2. QUESTION: Clarification of SECRET letter, Department of the Army, TAGO AGAO-S 381 (10 Dec 48) CSG PO-M, 29 Dec 48, subj: "Joint Agreements Providing for the Coordination by Mutual Cooperation," is requested. This reference letter specifies that the Zone of Interior Army Commanders can deal only with numbered Air Forces or Naval Districts.

   COMMENT: Headquarters Air Defense Command telephoned Headquarters USAF and requested clarification of reference letter, par 2 above. Headquarters Air Defense Command stated that the USAF policy on inter-Service contacts was based upon USAF Regulation 23-1, 11 Jan 49, subj: "Air Commands and Air Forces," and Continental Air Command Regulations 23-1 to 6, 31 Jan 49, subj: "Continental Air Command Air Forces." These reference regulations specify that the Continental Air Command unmbered Air Forces are the USAF contact points for <u>any agency or anyone</u> in the United States who has business with the USAF but who are not familiar with which specific USAF agency to contact. Inference is neither made nor intended that these Continental Air Command numbered Air Forces solve all problems presented. Such numbered Air Forces will normally act as an administrative center for reaching the proper USAF office or representative designated as responsible for action in each specific instance. In matters pertaining to air defense in your Army area, the Eastern Air Defense Liaison Group has been designated as the responsible agency of the Air Defense Command. Letter, Eastern Air Defense Liaison Group, DAE 381, 22 Apr 49, subj: "Inter-Service Contacts," was prepared by this office at the direction of Headquarters Air Defense Command. (See Incl 2 to basic letter.)

   It is recommended that your Headquarters request the Department of the Army for clarification of reference letter, par 2 above, since the Continental Air Command numbered Air Forces were relieved of air defense responsibilities effective 1 Mar 49.

3. QUESTION: When will an Air-Antiaircraft Artillery Standing Operating Instructions be published by Headquarters Air Defense Command?

   COMMENT: Headquarters Air Defense Command states that Air-Antiaircraft Artillery Standing Operating Instructions will not be published and disseminated until certain differences are resolved by the Joint Chiefs of Staff. A copy of "Joint Doctrine and Procedures for the Air Defense of the United States" was left at your head-

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quarters by the Eastern Air Defense Liaison Group. This document presents both the USAF-USN view and the U. S. Army view pertaining to the employment of antiaircraft artillery. Headquarters Air Defense Command believes that until the decision is made by the Joint Chiefs of Staff, any standing operating instructions pertaining to the employment of antiaircraft artillery would be premature.

4. QUESTION: Will priority areas on the US-Canadian border by jointly defended by US-Canadian antiaircraft artillery forces?

COMMENT: Plans for the employment of Canadian antiaircraft artillery forces are not known. Plans for the employment of U.S. Army antiaircraft artillery forces cannot be finalized until the Joint Chiefs of Staff resolve certain differences between the U. S. Army-USAF and USN, as stated in COMMENT, par 3 above.

5. QUESTION: Fifth Army Headquarters has selected two tentative locations for the Antiaircraft Artillery Operations Room (AAOR) in the projected employment of one antiaircraft artillery group in the Fifth Army Area. Either of these two locations are suitable from an antiaircraft artillery point of view. Based on the proposed locations of aircraft control and warning instations, does Headquarters Air Defense Command have any preference as to where the Antiaircraft Artillery Group Commander locates his AAOR?

COMMENT: Headquarters Air Defense Command does not have any preference as to which of the two tentative proposed locations are selected as the site for the AAOR. It is believed that the communications aspect in the locations of an AAOR is secondary to the primary functions of collecting, evaluating and disseminating intelligence and of exercising fire direction when, and as, necessary.

6. QUESTION: Will early warning coverage be required in addition to gun-laying radars?

COMMENT: Present plans include providing early warning radar coverage in addition to that provided by antiaircraft artillery gun-laying radars. Such coverage to be provided by USAF units is considered desirable to extend the surveillance provided by gun-laying radars.

7. QUESTION: Have any plans been made for the general establishment of search radar coverage to include location and types?

COMMENT: Three plans: LASHUP II, INTERIM and FIRST AUGMENTATION, have been prepared. The location and types of radar proposed in these plans are being forwarded to your Headquarters by separate letter. The concept and details of these plans were explained in the briefing on air defense matters.

8. QUESTION: Who will be responsible for control of search radar and dissemination of early warning information (USAF or AAA)?

COMMENT: USAF is establishing the early warning radar net. Control will be

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decentralized to the Air Defense Control Centers. T
is a USAF responsibility.

9. QUESTION: Who has command of all radars in this section?

COMMENT: The early warning radars will be manned by aircraft control and warning group personnel. The unit commander of each such aircraft control and warning detachment is in command of the particular early warning radar to which assigned. The senior antiaircraft artillery commander in each area will be responsible for the manning and control of antiaircraft artillery gun-laying radars.

10. QUESTION: Will all radar equipment in this area be required to use IFF and, if so, what models?

COMMENT: Yes. Mark III for all early warning radars.

11. QUESTION: Is there any possibility of radar interference with other activities in the area (guided missiles projects, ordnance projects, Navy projects or Air Force projects?)

COMMENT: The status of guided missiles, ordnance and/or Navy projects in the Fifth Army area is not known. With regard to radar interference between the gun-laying radars and aircraft control and warning radars, it is hoped that there will be sufficient spread in the frequencies and distance between radars to preclude interference due to close coordination by the Joint Communications Board in assigning frequencies. It is not unlikely, however, that some minor radar interference may be encountered which can often be corrected by a change of frequency or location of one of the radar sets. This contingency is being considered by Headquarters Air Defense Command.

12. QUESTION: How many radars are present in this area and where are they located? Request 1/1,000,000 map with radar locations plotted on it for the Fifth Army area.

COMMENT: Grid coordinates of present and projected radar sites are being forwarded to your headquarters by separate letter.

13. QUESTION: What frequencies will be given for the antiaircraft artillery gun-laying radars to keep out mutual interference?

COMMENT: Frequency assignments are coordinated by the Joint Communications Board. Request for frequency assignment should be submitted by the operating unit stating the location and type of equipment to be operated in a particular area.

14. QUESTION: Will antiaircraft artillery gun-laying radars be used for other purposes not connected with the immediate antiaircraft artillery mission?

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COMMENT: Normally, the antiaircraft artillery gun-laying radars will be used only for their employment with antiaircraft artillery. This should not, however, be construed as to preclude their emergency use to check calibration of Ground Control Intercept radars height finder readings. Another emergency use for gun-laying radars might be to furnish the Ground Control Intercept station with emergency altitude readings for intercepts between about 70,000 and 75,000 yards from the objective. This latter emergency use of gun-laying radars would be in an abnormally exceptional case where the Ground Control Intercept station altitude determining devices were inoperative. The two instances cited above indicate two of several such emergency uses of gun-laying radars which may be utilized to advantage. In no case, however, will such emergency use of gun-laying radar interfere with their primary mission of furnishing elements of firing data to permit engaging hostile aircraft at the maximum effective range of the weapons.

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HISTORY

of the

CONTINENTAL AIR COMMAND

for

1 January - 30 June 1950

VOLUME FOUR: PERSONNEL

NOTE: Chapters One through Five were prepared by Mr. Thomas A. Sturm; Chapters Six and Seven were compiled by Mr. J. J. Lichman.

Directorate of Historical Services
Office of the Air Adjutant General
Continental Air Command

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CHAPTER ONE

INTRODUCTION

> We have our share of major problems in the personnel field - many of which are peculiar to our service ... By and large, the necessary readjustments have now been accomplished and we are concentrating upon bringing our existing organization in the highest possible state of readiness and effectiveness ... Our ceiling strength is limited and the procurement of numbers, except in certain technical and professional fields, is not now a pressing consideration. The emphasis is upon training - improving the quality of the personnel we have and raising the requirement for those we procure.
>
> - General Strother 1/

I

Critical shortages of technicians - radar and electronics specialists, aircraft mechanics, cryptographers, 2/ et al - continued to haunt Continental Air Command officials charged with the manning of the several types of units within the command during the first six months of 1950. In this respect, there was little change in the manpower picture between this period and the preceding year. Other recurring personnel problems were overall shortages of senior grade officers and officers trained in the

---

1/ Statement by Major General D. C. Strother, Assistant DC/S Personnel, Hq USAF, in speech delivered at Macon, Ga. on occasion of First Annual Armed Forces Day. Recorded in Air Force Public Relations Letter, Vol IV, No.II, 26 May 1950

2/ Ltr, Hq ConAC to CO 28th Comm Sq, Sub: Shortage of Cryptographic Technicians SSN 806 and IRS, O&T to Comm and DO, 28 February 1950

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professions - medicine, law, and engineering[3] - and instability of personnel brought about by overseas, school and priority manning requirements. The major cause of these "headaches" was, of course, an unrealistic personnel ceiling imposed on the air arm for economic reasons.[4] Other contributing factors were a general shortage of scientifically trained officers and airmen and improper assignment of men to positions where their capabilities served both them and the Air Force to the best advantage.

II

To accomplish its many and varied missions, the Continental Air Command began this period with an assigned strength of 7,579 officers, 45,715 enlisted men and 7,803 civilians.[5] At the end of the period there were 7,017 officers, 46,298 airmen and 8,859 civilians on the muster.[6] Compared to the number of personnel Headquarters, United States Air Force authorized the Continental Air Command, this representation was favorable. Manning trends

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3/ 1. Ltr, Hq ConAC to Dir of Mil Pers, Hq USAF, Sub: Special Requisition for Officer Shortages, [February] 1950
2. Ltr, Hq ConAC to Dir of Mil Pers, Hq USAF, Sub: Critical Shortage of Air Installations Field Grade Officers, 9 March 1950
3. Ltr, DAF to CG ConAC, Sub: Shortage of Air Installations Officers, 28 March 1950

4/ See Secretary for Defense Johnson's Remarks - Air Force Public Relations Letter, Vol IV, No. 2 20 January 1950

5/ Chart #1, Summary of Authorized and Assigned Personnel, ConAC, page 3

6/ At the end of June 1950 the AF strength was 416,000 officers and airmen. This figure was to be maintained during FY 1951. (See document #4)

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CHART #1

MONTHLY SUMMARY OF AUTHORIZED AND ASSIGNED PERSONNEL

	OFFICERS				AIRMEN				CIVILIANS		
	AUTHORIZED		ASSIGNED	(Over)	AUTHORIZED		ASSIGNED	(Over)	AUTH	EMPL	(Over)
	T/O&E	Non T/O		Short	T/O&E	Non T/O		Short			Short
JANUARY											
Permanent Party	3,350	4,793	7,579	564	21,751	24,230	45,715	268	8,687	7,303	884
Pipeline		153	965				12,345				
FEBRUARY											
Permanent Party	3,388	4,736	7,499	625	21,865	23,808	45,909	(236)	8,687	7,995	692
Pipeline		153	793				11,083				
MARCH											
Permanent Party	3,374	4,650	7,468	556	21,839	24,100	45,616	323	8,687	8,357	330
Pipeline		153	936				8,981				
APRIL											
Permanent Party	3,468	4,610	7,489	589	22,562	24,546	46,427	681	8,576	8,376	200
Pipeline		153	887				9,036				
MAY											
Permanent Party	3,671	4,608	7,425	854	23,925	24,694	46,238	2,381	8,988	8,621	367
Pipeline		153	967				9,468				
JUNE											
Permanent Party	3,577	3,778	7,017	338	23,127	22,895	46,298	(276)	8,374	8,859	15
Pipeline			610				5,293				

(Source - ConAC Monthly Report of Personnel Strength FS-P26)

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seemed to be (1) a decrease in officer authorized strength with an accompanying decrease in assigned strength; (2) an increase in both authorized and assigned airman strength with authorized strength keeping ahead of assigned until June; and (3) an increase in civilian authorization and an extreme increase in civilians employed. Thus, if an analysis were to be prepared purely on the basis of strength figures, the Continental Air Command, it would be adjudged, was reasonably manned with "bodies" during the months January through June 1950. It was, perhaps, even "fat" with personnel if the large number of persons in the "pipeline" awaiting assignment were to be added to the assigned strength. Yet, such an analysis could not present an accurate portrayal of the manning problem of the command, and the above figures must be accepted only for what they indeed were - an accounting of a goodly number of government servants who, qualified for the jobs they held or otherwise, were contained within the Continental Air Command.

Regular readers of these volumes will at once recognize the reasons why strength figures do not, of themselves, afford a realistic account of the command's manning problems. For one thing, it is impossible to tell from them if the authorized strength of the command was sufficient for the organization to carry out its grave responsibilities of air defense, tactical air support, organization and training of the reserve forces and the galaxy of other services which it performs for the parent air headquarters and the American people.

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And it is equally unlikely that the future researcher into the personnel policies and tribulations of the command could learn from them whether the Continental Air Command was, during this period, staffed with trained and qualified men, each in his proper assignment, or whether the command was nought but a final, peaceful resting place for the untrained, incompetent, aged and infirm. It is to be recognized, then, that there is more to the story of personnel than the mere recital of strength figures. Unlike an F-84 or a B-45 which is put together according to certain specifications and whose characteristics can by analyzed with reasonable accuracy, "a man is a man for a' that " and two men seemingly alike on paper do not demonstrate the same similarities when aloft on combat missions. Therefore, to get at the real facts of the tale, it is necessary to examine the types of positions to be filled in the operation of the command and the quality of incumbents in and the prospects of applicants for those positions.

III

Assigned strength kept fairly well abreast of authorized strength during this period, yet personnel officers were constant in their demands that the Continental Air Command be allocated additional men. Were they brewing "tempests in teapots" or were they correctly analyzing the needs of the several units? The answer to this question is found in the fact that these same officials were equally insistent that the Continental Air Command be

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relieved of certain excess already on the manning registers - persons for whom the command had no assignments and who could not be readily trained into technical fields where the majority of the job-vacancies existed.[7/] More precisely, the complaint of manning officials was that while the percentage of bodies assigned in relation to bodies authorized was reasonably adequate, too many of the bodies were congregated in clerical and administrative positions and too few of them were in fatigue garb on-the-line repairing aircraft or operating and maintaining the highly technical equipment contained within the air defense system. Even to the most casual student of military affairs, it is evident that a specialist in administration, no matter how efficiently he can type, take dictation, or dispatch papers to their proper destinations, can never substitute for an aircraft mechanic and take jet fighters apart and put them together again satisfactorily - at least, not to the satisfaction of the gentlemen who fly the planes. While there was much the command was able to do to alleviate its "overage-shortage" problem (changing some of its "dark horses" to "white horses", so to speak) transforming "cows to horses" was beyond the command's powers of legerdemain. There were simply not enough skilled technicians assigned the command to permit it to carry out its mission assignments in the most effective manner during this period and skill requirements for certain technical job vacancies were too complex to permit filling them

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7/ Ltr, Hq ConAC to DC/S Personnel, Hq USAF, Sub: Airmen Training and Stabilization, 21 January 1950, (See Sup. Doc. #98, Chapter IV)

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with persons trained on-the-job; that was the crux of the problem. Hence, pleas emanating from the several units for additional manning in these categories pointed out the route for Continental Air Command manning officials to follow toward resolving the command's major personnel problems.

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CHAPTER TWO

MAJOR MANPOWER REQUIREMENTS AND MANNING PROCEDURES

Air Force planning and troop space programming must continue apace with the increased responsibilities of the Air Force in the National Defense program, resulting in authorizations in excess of ability to man completely. 8/

I

The clandestine seepage of atomic explosive particles through the Iron Curtain in 1949 set the United States to putting its system for air defense in order. For Continental Air Command this required speeding up the Lashup program,[9] establishing two major air defense forces headquarters and several air division (defense) headquarters and the manning of these units with qualified, administrative, and technical persons.[10] That the latter type of personnel was critically short within the United States Air Force was understandable, considering the high degree of technical skill represented and the demand for this skill in all the armed services as well as civilian enterprises.[11] The only satisfactory answer to

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8/ Ltr, Dept of the AF to CG ConAC, Sub: Reduced Manning Levels, 27 January 1950

9/ The erection and manning according to pre-arranged schedules of aircraft detection and warning stations.

10/ Ltr, Major General Myers, VC ConAC to General Edwards, 8 February 1950

11/ SECRET 3d Ind., Hq USAF to CG ConAC, 24 February 1950 to SECRET ltr, General Myers to DC/S Personnel, Sub: Critical Personnel Requirements, ConAC, 3 January 1950. This document gives the complete account of the command's shortages in the radar mechanic and maintenance fields.

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manning these units, in the opinion of one base commander entailed long-range planning;[12] however, the need for skilled technicians was immediate and lack of them did not absolve the Continental Air Command from the responsibility of creating an air defense system in-being.

Statistical Chart #2 (included in the supporting documents) will acquaint the reader in detail as to the manner in which the Continental Air Command apportioned personnel allocated it among its several units during this period.[13] In general, it will be observed that the fighter units were manned to 100 per cent strength and over, that the troop carrier units were approximately 80 per cent manned, and that the headquarters and aircraft control and warning units were considerably short of their authorized strengths throughout the period. It is easily deduced from this that the "flying" units were given manning priority. While that does not imply that these units had a properly trained man in each job, it does indicate that they were, generally speaking, much better off than were either the headquarters or aircraft control and warning

---

12/ Ltr, Hq 325th Ftr Wg, All-Weather, to CG 4th AF, Sub: Training for Radar Personnel, 2 March 1950, with several indorsements. This unit proposed that selected newly graduated high school students be given certain special opportunities to qualify for radar specialists. Hq USAF, however, said this scheme lacked realism and went on to state what it was doing to solve this problem.

13/ Charts #2(a) and #2(B) - Military Strength (Officers and Airmen) of the Continental Air Command - Authorized and Assigned by Type Organization. This chart was compiled in the Directorate of Historical Services from statistics contained in Office of Statistical Services' publications: Monthly Report of Personnel Strength (FS-P2B) January-June 1950.

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units in the matter of bodies available. Why the extreme neglect of the aircraft control and warning units? The logical answer appeared to be that there were just not enough persons trained in the complex procedure of handling radar and electronics equipment.[14] How this affected the operational efficiency of the aircraft control and warning units, which are, perhaps, America's only hope for detecting an attacking force of enemy bombers before they unlease their weapons on our homes and industries, the reader does not have to be told. While there were innumerable personnel problems to be solved during this period, the lack of manpower in these units was, in this analyst's opinion at least, the most critical one.

II

The leaders of the Continental Air Command were not delinquent in informing higher headquarters of the extent of the command's shortages of personnel in the technical fields and of the effect these sh ortages had on the combat efficiency of the air defense units.[15] Neither can it be said that Headquarters, United States

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14/ Chapter IV recounts the major reasons for Hq USAF's inability to provide its major continental commands with sufficient technically trained personnel.

15/ 1. SECRET ltr, General Myers to DC/S Personnel, Hq USAF, 3 January 1950, (See Sup. Doc. #11)
2. Ltr, General Myers to General Edwards, 8 February 1950, (See Sup. Doc. #10)
3. Ltr, General Whitehead to DC/S Personnel, Hq USAF, Sub: Officer Overage and Shortage Costs, 13 January 1950, (See Sup. Doc. #96, Chapter IV)
4. Ltr, General Whitehead to DC/S Personnel, Hq USAF, Sub: Airmen Overage and Shortage Costs, 22 December 1950, (See Sup. Doc#131, History of ConAC, Vol IV, 1949)

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Air Force was unaware of its responsibilities to assist the Continental Air Command in procuring adequate numbers of radar and electronics personnel to man these units. Proof for the latter statement is the fact that, in January, higher headquarters placed Continental Air Command's air defense units on a parity with Strategic Air Command units for "Group I" priority manning.[16/] From that day following, the Continental Air Command received at least an equal share of all Training Command technical school graduates and other "pipeline" personnel available for assignment. In April, after the Continental Air Command pointed out the fact that excess levies on personnel were directly interfering with the combat potential of its tactical units, higher headquarters sanctioned priority assignment of air defense specialists into the command to continue until "such time as these units /were/ manned to a percentage level equivalent to other Group I priority units which /had/ been in top priority for manning during a considerable period of time."[17/] But in spite of these efforts, world-wide shortages of persons skilled in these specialties negated the liklihood and the actuality of a stream of technicians pouring into the air defense units.

When they became available, technical specialists would be

16/ 1. SECRET ltr, Major General Nugent, Acting DC/S Personnel, Hq USAF to General Myers, 9 March 1950
2. SECRET TWX, Hq ConAC to CG AMC, 28 February 1950

17/ SECRET ltr, Brigadier General Underhill, Acting Dir of Mil Pers, Hq USAF to CG ConAC, Sub: Reduction of Mandatory Quotas, 17 April 1950, (See Sup. Doc. #61, Chapter III)

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assigned to the aircraft control and warning units on first priority; that is how the matter stood at the end of June. Throughout the period, these units struggled along, for the most part, with barely half of their authorized personnel. What few skilled electronics specialists were available within the command were distributed thinly throughout the system with the result that individual air defense stations were largely dependent on semi-skilled and inexperienced personnel for the inspection and maintenance of their radar and associated electronics installations.[18/] Also, contract agreements were made with industrial manufacturers for the assignment of a civilian engineer to each unit making extensive use of radar equipment to conduct on-the-job training and to supervise and assist in the maintenance of the electronics equipment. There appeared to be little else the command could do to assist these organizations with their manpower problems.[19/] Understandably, the obtaining of additional

---

18/ 1. SECRET ltr, Hq ConAC to Scientific Advisory Board, Sub: ConAC Ground Radar Installations - Maintenance Problems, 3 March 1950
2. Ltr, Hq 363rd Tactical Reconnaissance Group to CG ConAC, Sub: Radar Maintenance Personnel, 4 January 1950

19/ A request by Hq ConAC during this period for 800 WAF for assignment to aircraft control and warning groups was approved by Hq USAF. This personnel once obtained, were to be assigned in units of 150 to each Air Defense Control Center and used in nearly all specialties in these units. By 30 March 1950, 16 per cent of this personnel had been assigned to the Air defense units. The major problem concerned with assignment of women to these units was the providing of available facilities for them. (Historical Report, WAF Staff Director, January-April 1950) For information concerning the utilization of WAF within ConAC during this period see the following documents:

1. Staff Study, Sub: Utilization and Housing of WAF Personnel at ConAC Bases, 1 March 1950

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persons for manning them remained one of the major personnel problems of the Continental Air Command when the period ended. Considering the vital aspect of the matter, it might well be a problem for the American people as a whole to consider.

III

Priority manning continued to give the tactical units first call on personnel within the Continental Air Command; after that, the requirements of the non-tactical units were taken care of as best as possible. And within the several tactical units, military personnel were apportioned on an equitable basis. By that is meant, the numbered air forces manned each of its tactical units to an even percentage of authorized strength from the personnel resources made available to them by Headquarters, Continental Air Command. In this wise, the activation of new tactical units did not disrupt the manning of existing units; rather, the newly activated units, after being given their initial cadres, then received their proportionate share of personnel as they became available for assignment. Thus, in general, the date of activation of a tactical unit established the relative order of its completion of manning. Transfers of individuals from tactical units already established and operating were

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2. Ltr, Hq ConAC to Dir of Mil Pers, Hq USAF, Sub: Special Requisition for WAF Personnel, 17 November 1949
3. IRS, Comm to WAF, Sub: Utilization of WAF's in Aircraft Control and Warning Groups, 15 August 1950
4. Ltr, Hq ConAC to Dir of Mil Pers, Hq USAF, Sub: Amendment to AF Letter 35-530, 7 November 1949
5. Ltr, Hq USAF to CG ConAC, Sub: Proposed WAF Program, 28 April 1949
6. Compilation, Sub: Housing for WAF Airmen, 1 March 1950

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kept to an absolute minimum, consistent with proper utilization. Withdrawals of personnel from these units were not made if they resulted in reducing or limiting the ability of the unit concerned to accomplish its assigned mission.[20]

The non-tactical units were permitted to make as many internal adjustments of personnel as they desired so long as these changes stayed within the command ceiling established for them by Headquarters, Continental Air Command.[21] Other restrictions decreed that there would be no deviations in grades or totals for Chaplains, Air National Guard and Air Reserve Officer Training Corps instructors, Volunteer Air Reserve Training Unit, liaison, and Air Reserve Training Center authorizations. Any transfer of civilian authorizations, also, had to be made within each unit's capability to maintain employment at 100 per cent of their authorizations.

Presaging future restrictions on Continental Air Command's internal employment of its personnel was notice by higher headquarters that plans were being drawn up for organizing headquarters units according to a table of organization and equipment.[22] Headquarters,

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20/ 1. Ltr, ConAC to all major units, Sub: Manning Priorities of Continental Air Command Tactical Units, 10 January 1950
2. IRS, DP to VC, Sub: Manning of 78th Fighter Wing, 1 February 1950
3. Ltr, Hq ConAC to DC/S Personnel, Sub: Manning of Continental Air Command Tactical Units, 18 January 1950
4. IRS, DP to all major staff sections, Sub: Manning of ConAC Tactical Units, 11 January 1950

21/ Ltr, Hq ConAC to all ConAC AF's, Sub: Non-T/O&E Authorizations, 26 May 1950

22/ Ltr, Hq USAF to CG ConAC, Sub: Proposed T/O&E's for Air Force Units, 12 January 1950

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Continental Air Command viewed this proposal a bit coldly, indicating that it felt such an organization would be "unwieldy" for its purposes.[23/] One argument against such an organization was that while the basic mission and function of all Continental Air Command air forces was identical, the troop space requirements for their various activities varied extensively. For example, personnel required for Reserve Records administration in the several air force headquarters varied as to the number of reservists in the respective areas. Another objection was that the total strength of the smallest air force was approximately one-third that of the largest. Finally, because of the area jurisdiction of the numbered air forces, many responsibilities were delegated to the air forces that were not necessarily performed by air forces of other major commands. Thus, if the Continental Air Command headquarters units were reorganized on the basis of a table of organization and equipment, considerable, if not excessive, augmentation or deletion would have to be made to enable them to meet their individual needs.

Headquarters, United States Air Force rejected Continental Air Command's attitude on this subject on the grounds that such a reorganization would benefit the Air Force as a whole. Fundamental staff functions were common in most headquarters, higher headquarters pointed out, and if they were organized on a uniform basis, personnel requirements could be better standardized. Also, more effective and economical management of personnel could be promoted through uniform

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23/ Ltr, Hq ConAC to Assistant for Programming, Hq USAF, Sub: Proposed T/O&E's for Air Force Units, 13 February 1950

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staff and command procedures, more orderly and expeditious transmission of routine staff matters within and between affected headquarters could be effected, and excessive or luxurious authorizations of personnel and equipment could be eliminated.[24] So the matter stood at the close of the period. As to whether the Continental Air Command would put up additional resistance to the proposal remained to be seen.[25]

IV

Manning of units with officers and airmen in grades not commensurate with their assignments continued to impose certain hardships during this period. The shortage of field grade officers that existed during 1949 became even more pronounced.[26] On the other side of the ledger, there were extreme overages of airmen in the higher grades.[27] Budgetary action, necessitating downward revisions to Air Force authorized grade structure, both officer and enlisted, was a major cause for these discrepancies and a principal deterrent to their solution.[28]

24/ Ibid., 1st Ind., Hq USAF to CG ConAC, 4 April 1950

25/ IRS, VC to PO&R, 6 April 1950

26/ Statistical Charts - Officers Authorized and Assigned by Rating by Air Force, March, April, May and June 1950, prepared by the Directorate of Statistical Services, Hq ConAC.

27/ Ibid., Airmen statistics

28/ 1. Ltrs, Hq ConAC to all major units, Sub: Reduced Manning Levels, 6 March 1950
2. Ltr, Hq USAF to CG ConAC, Sub: Requested Revision to Authorized Master and Technical Sergeants, 16 January 1950, with two indorsements.
3. Memo For the Record, PO&R thru DO to AG, Sub: Adjustment of Airmen's Grade Authorizations, 14 February 1950

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Headquarters, United States Air Force warned that colonels had to be properly utilized during this period. The release of a number of reserve colonels in the early months of the period had further aggravated the shortage of personnel in this grade which had existed all during 1949.[29/] The requirements for colonels could not be filled by promotion or recall because of the emphasis on reducing expenses. Consequently, the filling of spaces calling for colonels became increasingly difficult, not only in the Continental Air Command but throughout the entire Air Force. Each command became responsible to utilize all officers to the maximum, reserving colonels for those assignments that demanded the services of highly competent and experienced senior officers.

In view of these shortages, the Continental Air Command gave priority to the air defense units for senior grade officers and apportioned the remaining colonels among the other units on an equitable basis. Of the 316 colonel spaces authorized the command in June, 206 were filled. From this number, the air defense units were manned to 100 per cent authorized strength; the remaining spaces were apportioned among the non-tactical units on the basis of 60 per cent manning.[30/]

Most vociferous of the non-tactical units that the number of

29/ Ltr, Hq USAF to CG ConAC, Sub: Reduced Manning Levels, 27 January 1950, (See Sup. Doc. #8)

30/ Ltr, Hq ConAC to CG's ConAC major units, Sub: Reduced Manning Levels, 7 March 1950, (See Sup. Doc. #28(1))

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colonels assigned it was barely adequate for its requirements was the Headquarters, Tactical Air Command which averred that "while the necessity of a sixty per cent limitation being imposed ... [was] appreciated ... the training, experience and technical knowledge of officers for [the positions listed precluded] their being considered 'adequately filled' if occupied by officers of lesser grade."[31] Continued reductions of its colonel allocations, Headquarters, Tactical Air Command stated, would reduce its manning ceiling to the maximum compatible with continued fulfillment of its mission.[32]

As a result of these shortages, the command was hard put to secure enough colonels to fill instructor positions in the Air National Guard program. While it has been the policy to set up instructor spaces in the Air Guard units for officers with rank equal to the rank of the Air National Guard unit commanders, filling of the spaces with officers of that rank has not been always possible. Consequently, this has often caused certain misunderstandings between

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31/ Ibid., 1st Ind., Hq TAC to CG ConAC, 11 March 1950

32/ Drain on the commands caused by the requirement for senior officer's participation in field exercises aggravated an already critical situation. General Myers informed one commander (in February) that more than 175 officers, many of them in the rank of colonel and lieutenant colonel from ConAC were off on TDY participating in maneuvers. For future planning, commanders were notified that they would be lucky if they had available to them 50% of the colonels they were authorized. General Myers suggested that in view of the anticipated continuance of this problem that individual commanders review their colonel requirements and determine the places where they had to have strength and the places where less strength could be utilized and employ their available colonels in a manner whereby they would produce maximum results. (Ltr, General Myers to General Upston, CG 4th AF, 9 February 1950)

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Air Force and civil officials concerned with Air Guard matters. To eliminate this cause of friction, the Continental Air Command suggested that the problem be faced realistically; that since it could not match all Air Guard colonels with instructors in the grade of colonel that Air Guard Groups be assigned lieutenant colonel instructors and instructor positions in the Air Guard Wings be authorized colonels. This would help solve the Continental Air Command's problem of trying to meet colonel authorizations, and would also relieve the pressure caused by overall shortages of colonels within the Air Force.[33/]

V

During the first half of the fiscal year 1950, no positive information was available as to the amount of funds to be provided for civilian employment.[34/] For this reason, unit commanders feared that reductions might be ordered at a later date and were loathe to employ up to their authorized ceilings. This fact was made evident by the shortage of 952 civilians which existed in January. When the fiscal year 1950 budget was at last received in January, fund allotments were made to the units by the director of the Continental Air Command budget, and unit commanders were urged to avail themselves

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33/ 1. Ltr, Hq USAF to CG ConAC, Sub: Assignment of Instructors to the ANG, 18 August 1949, with 4 indorsements
2. Ltr, Hq ConAC to Dir of Manpower and Organization, Hq USAF, Sub: Authorization and Assignment of Instructors in the Air National Guard Program, 9 March 1950

34/ Ltr, Hq ConAC to CG's all AF's, Sub: Utilization of Civilian Personnel Space Authorizations, 15 February 1950

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to the utmost of the funds available for civilian employment.[35/]

In order to gain as much value from civilian assistance as possible, higher headquarters authorized the Continental Air Command to experiment with civilian hiring. Greater latitude in the use of funds was permitted; over authorization of spaces to permit employment to ceiling was tested; and greater use of temporary employment for special projects was urged.[36/] A program to use civilian personnel funds in reducing backlogs in scheduled workloads by employing more civilians than were actually authorized proved one successful method of guaranteeing 100 per cent employment in certain of the units.[37/] Certainly, over-hiring had the desired results as far as reducing piled up work was concerned; however,

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35/ 1. Historical Report, Director of Civilian Personnel, February 1950
2. The following quotation from the Historical Report of the Director of the Budget for May 1950 explained a new funding arrangement for the hiring of civilians which went into effect during this period: "With the removal of object class limitations on allocations received from Hq USAF, ... it became possible to fully support the all out effort ... to hire up to personnel authorizations. In the past, whether justified or not, it had been all too easy for subordinate echelons to place the blame of excessive lapse rate between employee strength and authorized strength on the door step of unavailability of funds. By removal of object class limitations, it became possible for the Directorate of Budget to establish as top priority for the usage of funds, the hire and pay of authorized civilian personnel. Wide publicity was given to this policy with the resultant effect that "unavailability of funds" ceased to become an impediment in the hire of civilian personnel."

36/ TWX, Hq USAF to all major commands, 3 June 1950

37/ 1. Ltr, Hq 9th AF to CG ConAC, Sub: Utilization of Civilian Personnel, 30 June 1950
2. Ltr, Hq 12th AF to CG ConAC, Sub: Utilization of Civilian Spaces, 30 June 1950

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as was pointed out by one unit, reliance on this practice over an extended period of time might deplete funds to a point which would prevent 100 per cent hiring during the remaining period of a quarter or fiscal year.[38] Perhaps, this unit suggested, the program could be controlled from a high command level which could automatically include a percentage of one or two per cent over-strength in authorized spaces to accomplish the same results. Another unit recommended that civilian personnel authorizations be issued in the form of a "Basic Manpower Authorization" which would constitute a man-year ceiling instead of the variable month to month ceiling imposed during this period.[39] In the final analysis, what most of the units seemed to desire was a "firm and static authorization of civilian authorizations; preferred action was a bulk allotment of civilians and authority to reallocate those spaces without reference to higher authority for approval.[40]

38/ Ltr, Hq 1st AF to CG ConAC, Sub: Maximum Utilization of Civilian Spaces, 6 July 1950

39/ Ltr, Hq 14th AF to CG ConAC, Sub: Utilization of Civilian Personnel Resources, 29 June 1950

40/ 1. Ltr, Hq 4th AF to CG ConAC, Sub: Utilization of Personnel Resources, 5 July 1950

2. The 10th AF Hq recommended the following as the most desirable method of allocating civilian positions and funds to insure efficient and better accomplishment of the Air Force mission:
(1) Issue a basic manpower authorization that would constitute insofar as is possible, the firm program for the year.
(2) Authorize a variable cushion of 5% of basic manpower authorized to maintain 100% employment.
(3) Allocate funds commensurate with positions authorized, simultaneously with manpower authorization.
(4) By placing greater emphasis in preparation of manpower authorization, subsequent changes could be minimized a great deal. Creating stability in employed strength is highly

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By February, the number of civilian vacancies had dropped by approximately 260 spaces presumably because of the stress placed upon hiring up to authorized strength. In April, the command was only 200 civilian personnel short. Increased authorizations at that time overthrew the approaching balance between authorized and assigned strength but by the end of June, 8,859 of the 8,874 civilians authorized the command were on the payroll.41/

Thus, all that commanders had to do at the end of this period, it seemed, in regard to civilian employment was to learn how to gain the most service from them. One commander believed he had discovered certain policies, which, if adopted, would result in better utilization of civilian employees. He stated: "The utilization of civilian personnel in functions where there are not adequate qualified military personnel available, rather than continued employment of civilians in functions for which there are available adequate military personnel is sound management. The effect is two-fold; it provides a means to overcome temporary critical shortages of qualified military personnel and encourages the utilization of military personnel in functions for which they have been trained and possess the required occupational specialty."42/

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desirable from an operating standpoint and as a moral factor by avoiding reduction in force actions that is caused by subsequent reductions. Recent authority to over employ 5% by project has helped to maintain a greater percentage of 100% end of the month employment. (TWX, Hq 10th AF to CG ConAC, 30 June 1950)

41/ See Chart #1, p.3.

42/ Ltr, General Hale, CG 9th AF to CG ConAC, 3 March 1950

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VI

Analysis of personnel trends seemed to indicate that further reductions in funds and manpower would be made during fiscal year 1951.[43] To prepare itself for possible additional whittling down of its assigned personnel the command began to look about for functions from which it could best spare personnel. Also, it lent increased support to its Manpower Evaluation Boards whose mission it was to decide just how many persons were required in the operating of each activity.[44]

If further reductions had to be made, General Whitehead was an advocate of no deletions in the tables of organization and equipment in his tactical units; rather, he favored reductions in those functions and activities which experience had shown could be eliminated.[45]

43/ Ltr, General Myers to General Davidson, CG 14th AF, 7 March 1950

44/ The history and raison d'etre of The Manpower Evaluation Boards during this period are excellently related in the following documents:
1. Air Inspector Policy No. 6, Sub: Manpower Evaluation & Inspection Activities, 14 February 1950
2. IRS, MEB to VC, Sub: Manpower Groups, 1 March 1950
3. Ltr, Hq ConAC to Chief, USAF Manpower Group, Hq USAF, Sub: Report of ConAC Manpower Evaluation Board's Activity, 30 March 1950
4. Ltr, Hq USAF to CG ConAC, Sub: ConAC Manpower Program, 10 April 1950
5. Ltr, Hq ConAC to CG's ConAC AF's, Sub: Discontinuance of Manpower Evaluation Boards, 30 June 1950
6. Ltr, Hq ConAC to Dir of Manpower and Organization, Hq USAF, Sub: Information Pertaining to ConAC Manpower Evaluation Boards, 30 June 1950

45/ 1. SECRET IRS, DO to CG, Sub: Reduction in Officer Personnel, 5 January 1950
2. SECRET TWX, CG ConAC to C/S USAF, 16 January 1950

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Emphasis would then be placed on greater consolidation of functions and elimination of specific assignments as a full time requirement. As explained by Headquarters, United States Air Force, the immediate objective in preparing for such cuts should be "to establish as accurately as possible a point beyond which changes to meet lowered Air Force officer strength ceilings [could] be made by elimination of complete functional fields, units, or stations."[46]

At the same time it was making plans for decreasing its requirements for personnel, the Continental Air Command was asking for increased authorizations for manning its air defense units.[47] To effectively operate its aircraft control and warning units on a twenty-four hour basis each day (including Sundays, out of deference to historical records filed at Hickam Field, Hawaii), the Continental Air Command estimated that it needed a total of 1,414 officers and 15,185 airmen. This was considerably in excess of the 778 officers and 5,847 airmen authorized for the operation of these units at the close of the period.[48]

46/ TWX, Hq USAF to CG ConAC, 6 January 1950

47/ Ltr, Hq ConAC to Dir of Manpower and Organization, Hq USAF, Sub: T/O&E 1-600, 8 May 1950

48/ 1. SECRET IRS, Comm to DO, Sub: Personnel Requirements for 1st Quarter FY-51 to Man and Operate 24-hrs a day, 7 days a week
2. SECRET ltr, Hq ConAC to DC/S Operations, Hq USAF, Sub: Immediate Personnel Requirements for Existing AC&W System, 17 July 1950

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CHAPTER THREE

PERSONNEL AND MANHOUR LOSSES: DETERRENTS TO OPERATION

I

Continental Air Command's primary problem in manning its units was, then, the procuring of qualified persons to fill skilled technician vacancies. While there was no drastic shortage of personnel from the standpoint of assigned strength in relation to authorized strength, the qualifications of many of the persons assigned did not meet the needs of the command. Consequently, there was a dire shortage of manpower insofar as adequate staffing of certain key operational activities was concerned. To rectify this problem, the Continental Air Command acted as follows: It catologued its manning needs and informed Headquarters, United States Air Force of them; and, as will be told in the next chapter, it did all it could to alleviate its shortages internally by stepping up the machinery of reclassification and on-the-job training.

There were, however, several factors which inhibited the command's efforts to retain "right men in right jobs" after they had been procured and assigned. Foremost of these was an "excessive" rate of turnover of personnel in the units caused by mandatory reductions-in-force, inter and intra-command transfers, and school and overseas levies. In addition, there were serious manpower losses as a result of persons absenting themselves without leave

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from their duty assignments, persons confined to guardhouses for disciplinary reasons, and persons knocked out of action by accident or disease. Finally, there were too many work hours unnecessarily wasted through improper scheduling of subsidiary training programs and housekeeping details and dissipation of available manpower.

Turnover of personnel, admittedly, might be considered under the general heading of "attrition" since it is an inevitable and recurrent problem. However, it was felt that the turnover within the Continental Air Command during this period was greater than the units could bear; if they were ever to achieve a desired state of readiness, mandatory levies on their personnel had to be reduced. By the same token, the fact that the accident, absent without leave, and disease rates have fluctuated considerably over the past appeared to be indicative that proper management and attention to disciplinary and precautionary measures could do much to ameliorate the great toll of manhours they were exacting. In short, greater stabilization of personnel in the units was necessary and toward that goal Headquarters, Continental Air Command directed considerable attention.

II

Turnover of personnel in operating units is a matter of primary importance to this headquarters. 49/

After analyzing his changes of personnel during 1949 and the early part of 1950, the commander of the 52nd Fighter-All Weather

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49/ 1st Ind., General Myers to CG 1st AF, 9 March 1950, To: Ltr, General Barcus, CG 1st AF to CG ConAC, Sub: Rotation of Personnel, 20 February 1950

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Wing concluded that unless the turnover of personnel in his outfit was substantially reduced it was doubtful if he could ever bring it up to 100 per cent efficiency. His statement illustrated the seriousness of the general state of instability of personnel which existed within certain units of the command.[50/]

The relief of many reserve officers from active duty, many of whom had held responsible positions in the command and whose loss aggravated an already difficult manning problem, was responsible for an excessive loss of strength in the early months of the period. The number of officers within the Continental Air Command released from active duty under the provisions of this reduction in strength program (the details of which were related in the previous volume of the history) in February alone amounted to seventy-one.[51/] Fortunately, curtailment of these separations occurred in April.[52/] However, even adjusting for the excess turnover of officers which occurred as a result of this action, the officer turnover rate for the first four months of 1950 averaged 11.6 per cent per month or 139 per cent per year. This meant that, on the average, each officer assigned the Continental Air Command was transferred out after

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50/ Ibid., ltr, General Barcus to CG ConAC, 20 February 1950

51/ Historical Report, DP, Special Actions Branch of the Directorate of Military Personnel, February 1950

52/ 1. TWX, Hq USAF to CG ConAC /February/ 1950
2. IRS, Sub: April Quota AFL 32-26, 13 February 1950
3. TWX, Hq ConAC to Dir Mil Pers, Hq USAF, 9 February 1950, and reply

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eight and one-half months.[53]

After appraising the turnover situation in its units, one of the numbered air forces having a high rate explained the reasons for it. The activation of an air division (defense), the separation of reserve officers and the closing of three bases had neces-

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53/ 1. Study of Officer Turnover Rates (By Reason) in the Continental Air Command, 1 January 1950 - 30 April 1950, prepared by the Director of Programs and Costs, Mission Progress Division, and included in the supporting documents of that office's historical report for June 1950.

2. Withdrawals of airmen for overseas shipment, a normal procedure but also a factor which has in the past disrupted seriously the operational capacity of the Continental Air Command which had enjoyed lesser priority than SAC and the overseas commands for personnel, worked no especial hardship on the command during this period. Levies imposed for these withdrawals differed from those of 1949 in that most of the airmen called for possessed specialties in which the command was up to strength or in which it had a surplus. (Historical Reports - DP Airmen Division, Directorate of Military Personnel, January - June 1950.

3. Close watch was maintained to make certain that subordinate units were not "draining" their tactical units of personnel before they had exhausted every other source of personnel to meet mandatory quotas for these assignments. An example of the type of correspondence that frequently took place between Hq ConAC and its subordinate headquarters on this matter was as follows: In reply to a query as to why one of its reserve training units was better manned in a critical specialty than one of its fighter units, the 9th AF Headquarters recommended that the Hq ConAC "examine carefully" the entire career field of a specialty instead of merely a chosen specialty before concluding that withdrawals were incorrectly made. In this particular case, it was pointed out that had Hq ConAC examined the aircraft and maintenance field in its entirety it would have discovered that, due to theemployment of airplane maintenance technicians as mechanics, the fighter-wing was, and rightly so, better manned than the reserve training center. (Ltr, Hq 9th AF to CG ConAC, Sub: Establishment of Manning Levels by Career Fields, 25 May 1950)

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sitated a great shuffling about of personnel.[54] This turnover, the unit believed, would increase upon the acceleration of technical school assignments.[55] Also, an increase in operating schedules of the air divisions would require more shifting about of personnel. Finally, the adjustment of strength within the tactical units, held to a minimum during the period, would have to be stepped up. This was, in essence, a likely prognosis of the turnover problem for the entire Continental Air Command; unless some action was taken to forestall additional shifts in emphasis in mission and shifting about of various units, stabilization of personnel would be farther from satisfactory in the second half of the year 1950 than it was in the first.[56]

Consequently, to protect the air defense units of the Continental Air Command from further drains on their personnel, General Whitehead issued instructions to his subordinate commanders to "freeze" all personnel in those units who were not excess to authorization. This "freeze" encompassed both overseas shipments (with the exception of volunteers) and the filling of mandatory school

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54/ 1st Ind., Hq 1st AF to CG ConAC, 7 July 1950, To: Special Study of Officers Turnover Rates, 19 June 1950, (See Sup. Doc. #5(1))

55/ For further information on this subject see Chapter IV, pp 42-45.

56/ 1. 1st Ind., Hq 1st AF to CG ConAC, 7 July 1950, (See Sup. Doc. #6)

2. When his units had attained the required state of combat efficiency, General Bardus, CG of the 1st AF, recommended a controlled turnover of personnel at the rate of 33 1/3 per cent per year. This, he stated, would "make for a healthy and effective organization." (SECRET ltr, General Barcus to General Whitehead, 2 March 1950)

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quotas. The latter, of course, excluded those schools which were necessary to officer's career development[57] and the training specifically required and requested by each unit.[58]

Priority units having surplus personnel who could not be retrained on-the-job to fill critical shortages were directed to remove these men and supplant them with qualified or potentially qualified persons from units of lesser priority. This action was necessary, the commander of the Continental Air Command stated, because:[59]

> ... without establishing these restrictions on withdrawal of personnel from priority units, I cannot properly fulfill my responsibilities with respect to air defense activities which I consider as paramount among all others. I am fully cognizant of the additional burden which will be placed upon my Air Force Headquarters, Reserve Training Centers, and other units which do not fall within Priority Group I.

This "freeze" on personnel of the tactical units would, of course, work additional hardship on the non-frozen units unless school and overseas levies imposed on the command by higher headquarters were considerably reduced. Already, before the initiation of this procedure, approximately thirty per cent of the officers and three per cent of the airmen in the Continental Air Command had been unavailable for overseas and school consideration by virtue of being Air Force Reserve Officer Training Corps or Air National Guard instructors; members of officer procurement teams; pilot graduates

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57/ Air Tactical School, Air Command and Staff School, etc.

58/ SECRET ltr, General Whitehead to C/S USAF, Sub: Reduction of Mandatory Quotas, 4 March 1950

59/ Ibid

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with less than one year experience since graduation from flying school; Regular Air Force second lieutenants; reserve officers in frozen status (as a result of action taken under Air Force Letters 36-2, 36-3, 36-26); deferred officers; Category "R" personnel and certain liaison personnel. As a result of the "freeze", the total percentage of personnel not available for withdrawals increased to approximately fifty-four per cent of the officers and forty-three per cent of the airmen assigned the command. In view of this, General Whitehead requested that higher headquarters make the matter a subject of special concern and notify him "at the earliest date" of the policies Headquarters, United States Air Force would follow concerning future allocations for withdrawal of personnel from the Continental Air Command.[60/]

Higher headquarters agreed completely with General Whitehead that officers and airmen required to man the air defense priority units should be withdrawn only to meet requirements in overseas commands with units on a similar manning priority. Consequently, that headquarters established the policy that withdrawals would be limited to personnel in numbers and specialties excess to the requirements of the air defense units and the other restricted assignments. Specialists in short supply would be withdrawn only in instances when no other sources than Group I priority units existed. This policy would remain in effect until Continental Air Command's Group I units had reached a manning level on a par with similar units in other

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60/ Ibid.

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commands. In instances when it became absolutely necessary to withdraw specialists from these units for other assignments, replacements would be furnished from overseas returnees, technical school graduates and other pipeline sources.[61]

In the matter of mandatory school levies imposed on the Continental Air Command by higher headquarters, they were to be observed as follows: (1) Career civilian institutions and Air Force Institute of Technology school allocations, based upon command requirements, could be reduced when necessary. (2) Reductions in technical school quotas allocated for courses directly affecting the command's mission was not desirable. However, by increasing the quotas allocated to Continental Air Command for these schools, higher headquarters could reduce proportionately those quotas to other technical courses not directly affecting the mission. (3) Mandatory quotas for airmen to attend technical schools which the Continental Air Command felt would interfere with the effective manning of the air defense units and other restricted assignments were to be brought to the attention of higher headquarters for further study and decision. An immediate report of recommended changes or short shipments was requested in order that Headquarters, United States Air Force could make an effort to secure the quotas from other sources.[62]

When the Continental Air Command's Group I priority units had

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61/ SECRET ltr, Brigadier General Underhill, Acting Dir of Mil Pers, Hq USAF to CG ConAC, Sub: Reduction of Mandatory Quotas, 17 April 1950

62/ Ibid.

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been manned to their total requirements, higher headquarters stated, it might become necessary to withdraw personnel from those units on an exchange basis in order to meet overseas requirements in Group II priority units. However, if this became necessary, the Continental Air Command would receive replacements for qualified personnel within the command eligible for foreign service.[63] This information Headquarters, Continental Air Command passed on to its units. It was the hope of manning officials that this action, plus the higher priority for manning accorded the command, would permit the operating units a much better opportunity to procure and retain a qualified cadre of specialists suited to conducting their special mission assignments.[64]

III

Accidents, absenteeism and confinement, and illnesses continued to lend their weight to the negative side of the scale in the struggle to balance manning requirements with assigned personnel within the Continental Air Command. Although there was evidence that the rate of manpower loss to these factors was diminishing, officials charged with the responsibility for the safety, discipline, and health of the command were relentless in exhorting the several units toward

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63/ Ibid.

64/ 1. SECRET ltr, General Myers to CG 1st AF, Sub: Reduction of Mandatory Quotas, 3 May 1950
2. SECRET ltr, General Johnson, CG 10th AF to General Whitehead, 1 March 1950 emphasized the hardship a "freeze" on personnel in the tactical units would have on the non-tactical units which would have to bear the brunt of future withdrawals.

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greater effort in the elimination of the major causes for these losses of man-hours.

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> Unnecessary losses of manpower and materiel from accidents represent a direct drain of our resources detrimental to planned economy. 65/

In the matter of accidents, the Continental Air Command, it will be remembered, had one of the highest ground accident frequency rates and accident costs per capita of all major air commands during 1949. According to General Whitehead, he could have bought sixteen F-84E's or thirty-five C-47B's with the money lost as a result of these accidents. 66/ Clearly, more attention had to be given to removing the causes for accidents - both for the sake of efficient manpower and cost management and for the personal welfare of Continental Air Command personnel.

Headquarters, Continental Air Command ground safety personnel remarked, early in 1950, that their program had to be given a "shot in the arm" from higher headquarters if the several unit commanders were to awaken to their responsibilities to give support and aggressive impetus to the ground safety program. 67/ This adrenal injection appeared in letters from General Nugent, the Air Force Chief of Per-

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65/ Statement by Secretary for Air Thomas K. Finletter, and reiterated in ltr, Major General Strother to CG ConAC, Sub: USAF Ground Safety Program, 15 May 1950

66/ Ltr, General Whitehead to CG's ConAC numbered AF's, 1 February 1950

67/ Historical Report, Director of Ground Safety, January 1950

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sonnel matters; Secretary for Air Symington; and Secretary for Defense Johnson stressing the importance of reducing the accident rate. Secretary Johnson's comments constituted perhaps the most forceful statement yet to be issued on the subject; he enunciated the policy of the Department of Defense on accident prevention and touched upon a broad field which had been heretofore only superficially exploited - the waste that has been tolerated continuously throughout the Air Force (as well as the sister services) in loss of production, personnel, money and materiel due to the inadequacy of understaffed Ground Safety Programs at installation levels.[68/]

Review of the statistics pertaining to losses through injuries and fatalities within the Continental Air Command during the first six months of 1950 revealed a general improvement in both frequency rates and accident costs per capita over the average of 1949. While this was a desirable and welcome improvement, it was, in the opinion of General Whitehead, "still not enough".[69/] Were the rate of losses due to these factors for the first six months of 1950 to continue unabated, it would cost the command approximately $2,000,000. For the record, there were 10,615 military "man-days" lost to ground accidents during the period.[70/]

While it was possible to check and take definite steps to reduce

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68/ PIO Release, Hq USAF, Sub: Accident Prevention Policy Announced by Secretary Johnson, 26 January 1950

69/ Ltr, General Whitehead to CG's ConAC numbered AF's, 29 May 1950

70/ See page 5, ConAC Information Bulletin, 32-11, Ground Safety, 31 July 1950

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the hazards existing on-station and on-duty, a preponderance of off-duty accidents were more difficult to control. During the first six months of 1950 twenty-five out of the twenty-seven Continental Air Command airmen killed in ground accidents died in off-duty disasters. And the services of approximately 467 officers and airmen were temporarily lost to the command as a result of disabling injuries arising out of off-duty accidents.[71] A study of off-duty accidents for the first three months of the period revealed that approximately eighty per cent of them occurred off base, seventy-five per cent of the fatalities and fifty-one per cent of the disabling injuries resulting from automobile accidents.[72]

Investigations showed that excessive speed, accompanied by drunkenness or fatigue on the part of the driver, was the predominating cause of the automobile accidents. The majority of the accidents occurred in vehicles owned by Air Force personnel, and passengers suffered equally if not more than the drivers in the catastrophes. The majority of the accidents occurred late at night or in the early morning and the average age of the drivers fell into the twenty-five year age group.[73]

To reduce this tragic toll of lives, Headquarters Continental Air Command officers studying the problem recommended that present

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71/ Ibid.

72/ Study of Off-Duty, Off-Base Disabling Injury Accidents in ConAC, 1 January through 30 April 1950

73/ Ibid.

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tools used to combat off-duty accidents (posters, Information and Education lectures, motion pictures and squadron safety meetings) be continued and intensified. Also, they recommended that full publicity be given each accident to impress upon the individual's mind the serious consequences of reckless driving and that the services of the Air Provost Marshal and local police personnel be solicited for presenting lectures on traffic and safe driving. Perhaps most important these officers suggested that greater effort be made to eliminate the temptation leading toward careless behavior off-base by developing still further recreational facilities and other attractions on the base. "Other attractions" included the scheduling of dances and similar social functions to which young ladies from nearby municipal areas were invited and at which alcoholic beverages were provided in dignified quantity. Because the latter "enticements" will be sought out by the majority of young airmen, it seemed far better to the persons studying the situation to provide for this sort of entertainment on-base where it could be adequately supervised and chaperoned.[74]

* * * * *

No allowance is made in troop spaces for personnel Absent Without Leave. Especially in these times, therefore, the impact of AWOLS has to be borne as an overload on those present for duty.[75] The rate of loss of man-hours throughout the United States Air

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74/ Ibid.

75/ Air Provost Marshal Digest, Hq USAF, Vol 2, No. 4, February 1950, page 1.

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Force due to absenteeism was on the downward trend, according to statistics released by inspector personnel. During 1947, the rate of absenteeism per 1000 was 154;[76] this figure was reduced to 128; in 1949, it nose-dived to eighty-eight. Hand in hand with this reduction has come a steady improvement in the overall state of Air Force discipline within the environs of the continental United States. At least, these were the conclusions arrived at after analysis was made of the statistics on punishment submitted to the parent headquarters by the major commands.[77] In spite of these advances, however, disciplinarians were still concerned over the number of assigned personnel who vacated their jobs without permission or who deprived the Air Force of their full capabilities by taking up residence in guardhouses.

Within the Continental Air Command, Absent Without Leave continued to be the biggest "crime".[78] During the first five months of 1950, approximately 27,403 man-days were lost as a result of AWOL. Responsible for this extreme loss were 2,465 men who, in the parlance of the service, saw fit to "go over the hill" in spite of the fact that stern punishment (loss of stripes if a non-commissioned officer and black marks on their records which will delay their hopes for advancement if a private) was meted out.[79] The

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76/ TIG Brief, Vol II, No. 16

77/ TIG Brief, Vol II, No. 6

78/ SECRET Historical Report, IG, Air Provost Marshal, June 1950

79/ ConAC Information Bulletin 125-6, Air Provost Marshal, 23 June June 1950, page 13.

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average age of this type of offender was twenty-two, placing him in the juvenile category. The majority of the offenders were single, were repeaters (or recidivists, as they are termed by Provost Marshals) and most of them had a high school education or better.[80/]

In May, there was an appreciable reduction in prisoner strength and rate per thousand throughout the entire command. The new rate of 3.8 per thousand established an all time low since July 1948.[81/] The decrease in the number of persons confined was believed due to increased effort toward using other forms of punishment, as well as the stricter adherence to a new policy of confining individuals only as a last resort.[82/] This precept had been constantly brought to the attention of all air provost marshals and passed on to unit commanders. This was the first appreciable drop in the confinement rate since December 1949 in the Continental Air Command. The prevalent enthusiasm of persons charged with the prevention of crime for the new principle of rehabilitation instead of punishment of prisoners presaged future reductions in the confinement rate. Statistics in

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80/ Historical Reports, IG, Air Provost Marshal, February 1950

81/ Ibid., SECRET, May 1950

82/ The Chaplain figures prominently in the new program of prisoner rehabilitation. Previously, the Chaplain's part of the rehabilitation of prisoners was left to the initiative of the individual Chaplain. His approach to the problem was necessarily dependent upon his experience and his educational background. To assist the Chaplains with this assignment, a study entitled Prisoner Rehabilitation was prepared in the Air Chaplain's Office, Headquarters, Continental Air Command, during this period. The reader should find this comprehensive explanation of the Air Force's new outlook on re-education of prisoners during their confinement most interesting. (From Historical Report, Air Chaplain)

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May indicated a total of 8,675 days lost through confinement, which brought the total to 46,171 man-days lost since February. Thus, the fact that over 125 calandar years were lost to constructive employment during the four-month period seemed to justify the command's all-out effort to reduce the confinement rates by applying the principles of leadership and discipline and substituting preventative measures for punitive action.[83/]

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In the matter of losses of man-hours due to illnesses, the Continental Air Command, generally speaking, compared favorably with other major continental commands in the fight to keep its personnel off the sick rosters.[84/] In reducing venereal disease, the Continental Air Command was successful. The rate was lower than the Air Force average in January; the white rate reaching a record low of 9.8 for the command. And throughout the period, venereal disease continued to be the least troublesome of the illnesses insofar as the non-effective rate was concerned.[85/] Importance of this fact is that it reflected favorably upon the moral fibre of the personnel in the command and attested to the important role the Air Surgeons are playing in reducing losses due to preventable diseases.

83/ SECRET Historical Report, IG, Air Provost Marshal, June 1950

84/ Historical Report, Office of the Air Surgeon, January 1950

85/ Chart #3, ConAC Health Statistids January-June 1950, extracted from Historical Report, Office of the Air Surgeon, for the same period.

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IV

In January, an inspection of a tactical squadron revealed an excessive number of the assigned maintenance personnel were, for various reasons, not available for duty. Their absence seriously lessened the ability of the squadron to "carry on" the project it was currently performing. "This dissipation of the manpower in our tactical squadrons," General Whitehead stated, after reviewing this particular case, "is alarming. These tactical units are provided with sufficient manpower to accomplish their mission, provided this manpower is not dissipated by misuse."[86/]

To correct this condition, a directive was prepared which required the commanders of the numbered air forces to conduct semi-annual musters of their tactical units.[87/] In order to prevent the "command performance" type of investigation, the muster and survey was to be conducted without warning within forty-eight hours after receipt of orders from Headquarters, Continental Air Command. Since this directive was not published until late in June, it is impossible to estimate the effect these inspections will have on the ability of the tactical units to improve their present-for-duty statistics. Undoubtedly, it will require closer management

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86/ 1. Ltr, General Whitehead to CG's ConAC numbered AF's, Sub: Misuse or Dissipation of Personnel Assigned for Duty, 8 January 1950
2. Extract, Historical Report, Air Inspector's Office, April 1950

87/ ConAC Letter 150-3, Sub: Program and Manpower, 21 June 1950

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on the part of squadron commanders in the granting of leave, passes, and assignment of details. At least, it will require the numbered air forces to show reason for absences and will focus their attention on the numbers of personnel actually available for duty each day.

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It was a commander's duty, General Whitehead averred, to manage his extra-curricular programs so that the required amount of effort in his units was directed toward the accomplishment of the unit's primary mission.[88] The statement was made because improper scheduling of subsidiary training (such as Information and Education classes), details (such as Kitchen Police and Bay Orderly), and time off for coffee breaks and smoking periods had been responsible in the past for an excessive loss of man-hours from assigned duties. General Whitehead directed that he wanted "to see ... [corrective] action taken on this matter."[89]

After studying the problem, inspector personnel of the Headquarters, Continental Air Command concluded that while these extra-curricular matters were necessary and worthwhile, unit commanders could substantially reduce time lost to them by more careful scheduling. Consequently, it was recommended that all the items (listed in the supporting documents) be continued "to insure that a high

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88/ Ltr, General Whitehead to General McKee, Assistant Vice C/S USAF, [February] 1950

89/ Memo from General Whitehead to General Myers, Sub: Manpower Loss From Primary Mission, 27 December 1949

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state of morale, discipline and efficiency existed with the ultimate objective in mind the accomplishment of the assigned mission." To do this, it was recommended that the Continental Air Command:[90]

> give priority emphasis toward insuring that commanders accept their responsibility for managing and regulating the activities of their units so that sufficient effort is directed along the proper channels, and lost man-hours are reduced to the absolute minimum.

Not every staff officer in the Headquarters, Continental Air Command agreed with these conclusions. For example; the Deputy for Personnel felt that time devoted during the work day to sports and athletic events was "unwarranted" and should be discontinued; and the Deputy for Materiel was of the opinion that the Information and Education Program was unproductive and not worthy of retention.[91] However, the Inspector General disagreed with these opinions, stating: "the Air Force may again be called upon to expand rapidly, in which case the character and initiative now being built in the Air Force will more than pay for the time and effort invested."[92]

In summarizing the Continental Air Command's outlook on the matter, General Whitehead stated that he was anxious to eliminate all extraneous activities responsible for wastage of man-hours. However, he felt proper scheduling rather than the elimination of

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90/ Memo from Major General Thomas, Inspector General, ConAC, to General Myers, Sub: Study of Man-Hours Loss from Primary Mission, 23 February 1950

91/ IRS, IG to VC, Sub: Man-Hour Loss from Primary Mission, 24 February 1950

92/ Ibid.

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"extra-curricular" activities of proved value was the solution to the problem. "... economical use of available man-hours," his communique to the air forces on the subject read, "is a matter of good management. Increased efforts to reduce and control man-hours devoted to items other than the primary mission will result in increased efficiency in our units."93/

93/ Ltr, General Whitehead to CG's ConAC numbered AF's, 27 March 1950

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CHAPTER FOUR

RESOLUTION OF SHORTAGE - SURPLUS PROBLEMS

> Success in modern war requires ... the maximum management of one of our most valuable national assets - the men and women of our armed forces. 94/

I

Analysis of personnel utilization procedures revealed that an unsatisfactory personnel management condition existed within the Continental Air Command at the beginning of 1950. The reason for this, in General Whitehead's opinion, was that basic policies "fundamental to the proper utilization of personnel" were not being followed.[95] The consequence of this was an uneven distribution of shortages and surpluses among the various units within the command.[96]

The logical solution to internal overage-surplus personnel problems was to retrain and reclassify surplus specialists into specialties for which there was a dearth of candidates. However, personnel accounting reports forwarded to Headquarters, Continental

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94/ Air Force Bulletin, No. 7, 24 March 1950

95/ Ltr, General Whitehead to CG's ConAC numbered AF's, Sub: Utilization and Training of Airmen, 11 January 1950

96/ 1. Ibid.; See ltr, General Whitehead to DC/S Personnel, Hq USAF, Sub: Officer Overage and Shortage Costs, 13 January 1950
2. Ltr, General Whitehead to DC/S Personnel, Hq USAF, Sub: Airmen Overage and Shortage Costs, 22 December 1950, (See Sup. Doc. #131, History of ConAC, Vol IV, 1949)

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Air Command, by its lower echelons revealed instances where men possessing critically short technical skills were still being trained for administrative jobs.[97] In other words, many persons were being trained out of positions in which they were needed (elsewhere within the Continental Air Command and the United States Air Force if not in the particular unit) into other jobs for which there was already an Air Force-wide abundancy of available manpower.[98] Clearly, persons assigned manning responsibilities who permitted such malpractices to escape undetected were directly hindering the Air Force goal of

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97/ A critically short specialty is a military occupation specialty which requires special consideration over other USAF specialties because the following conditions are met: (1) A shortage of personnel qualified in that MOS exists throughout the Air Force and is projected to exist for minimum of six months and (2) extensive training is required to attain proficiency in the MOS. Skills which can be acquired through less than 21 weeks of formal training are not critical notwithstanding numerical shortages in such skills. (3) In addition to the foregoing standards for determining critical specialties, the following factors affect, but do not define the critical status of certain specialties to some degree, and must be considered:

(a) Personnel resources from civilian life are sufficiently limited to preclude procurement of trained or partially trained personnel to meet the Air Force requirement for critically short specialists.

(b) Resources of personnel qualified in related specialties which can be substituted for critically short specialists without extensive retraining, are limited within the Air Force.

(c) Turnover rate of airmen qualified in critically short specialties is greater than the turnover rate for other specialists. (ConAC Bulletin 38-4, February 1950, Classification and Utilization)

98/ Ltr, General Whitehead to CG's ConAC AF's, Sub: Utilization and Training of Airmen, 11 January 1950, (See Sup. Doc. #95)

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achieving combat efficiency in the face of, or perhaps in spite of, crippling economies of manpower and materiel. Better balance had to be effected between surplus and short specialties; to accomplish this, every airman possessing a specialty surplus to the needs of the United States Air Force had to be cross-trained into a more critical or acutely short field of specialization.

In January, Headquarters, Continental Air Command requested United States Air Force Headquarters' assistance, whenever possible, in relieving it of its personnel overages through overseas shipments and of its personnel shortages through assignment of technical school graduates. For its part, Headquarters, Continental Air Command assured higher headquarters that it would "make every effort to meet the airman overage and shortage problem internally."[99] This it planned to do through (1) on-the-job training, (2) reclassification, and (3) meeting to the best of its ability all quotas for technical school training.

II

As related in detail in the previous volume of the history, Headquarters, United States Air Force made a special effort (commencing in March 1949) to relieve the great demand for technicians by training selected airmen in technical skills through what it termed an "Accelerated Training Program."[100] However, the number of

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99/ Ltr, General Myers to DC/S Personnel, Hq USAF, Sub: Airmen Training and Stabilization, 21 January 1950

100/ See document 7, History of ConAC, Vol IV, 1949

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technicians scheduled to graduate from this program had not materialized. This was not the fault of the Air Training Command, for that organization had met almost all its planned schedules for training recruits, overseas returnees and personnel obtained by levy upon the major commands. The trouble simply had been that recruitment (limited by manpower ceilings) and pipeline sources had not been able to provide the original number of students scheduled to reach peak enrollment in February 1950.[101/] This explains in part the reason why shortages of skilled technicians continued longer than was anticipated in 1949. Also, it explains why more stringent school levies had to be imposed on the major continental commands. Thus, since men already trained on-the-job in technical skills were not exempted from formal training requirements, there was little likelihood that the Continental Air Command could completely solve this portion of its overage-shortage problem either from external sources or through internal management procedures.

Headquarters, United States Air Force informed the Continental Air Command that the quotas which it would allocate to the Continental Air Command for training under the accelerated training program would be based in part upon the numbers of personnel in the command possessing surplus specialties. To preclude serious depletion of the ranks of the air defense units, Continental Air Command Headquarters was permitted to select the sources whence personnel

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101/ Ltr, Hq USAF to CG ConAC, Sub: Responsibility for Support of the Accelerated Training Program, 3 January 1950

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for schooling were to be taken.[102] Approximately 225 airmen each month had to be withdrawn on a mandatory basis from the major Zone of the Interior commands during the remainder of 1950 to satisfy the demands of the Accelerated Training Program. Continental Air Command was allotted sixty-four mandatory quotas for advanced Air Force technical courses for training during May and June 1950.[103] This information the Continental Air Command passed on to its units with explicit quotas for them to meet, dependent upon their requirements.[104]

To enable commanders to take advantage of all possible external assistance in reducing their personnel overages, Headquarters, Continental Air Command authorized them to request formal training of surplus personnel into specialties for which no need existed within their particular units but which did exist elsewhere in the United States Air Force. This authorization was valid only when these individuals could not be utilized to alleviate Continental Air Command shortages.[105]

That the avenue of formal schooling was used by the units to rid themselves of surplus persons, and at the same time contribute to the eventual resolution of their personnel shortages was attested

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102/ See above chapter III, page 29.

103/ Historical Report, Airmen Division, Dir of Mil Pers, April 1950

104/ Ibid.

105/ Ltr, Hq ConAC to CG's ConAC AF's, Sub: Technical Training of Surplus Specialists, 21 March 1950

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perhaps, by the fact that twenty individual applications for training for radar mechanic specialties were reported to Continental Air Command Headquarters during March 1950. This figure represented over fifty per cent increase in individual applications over the month of February; half of these applications being from airmen possessing critically surplus skills.[106/]

III

With the inflow of technicians practically at a stand-still, and facing additional withdrawals of many of its qualified personnel, the Continental Air Command had to find ways and means of ameliorating its shortage problems internally. Since it also had an extensive overage problem, the likliest partial solution to both problems was to train, on-the-job, as many surplus persons as possible for position vacancies. Consequently, Headquarters, Continental Air Command commenced early in the year an extensive on-the-job training program designed to meet as many of its airmen shortages as possible from within its own airmen surpluses. Certain specialties were specified in which no further training would be accomplished except in exceptional circumstances. At that time, commanders were directed to use their excess personnel to fill school quotas and were provided a tabulation which was, in effect, an easy reading on-the-job training guide.[107/] In instructing

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106/ Historical Report, Airmen Division, Directorate of Military Personnel, for March 1950

107/ 1. Ltr, General Myers to DC/S Personnel, Hq USAF, Sub: Airmen Training and Stabilization, 21 January 1950, (See Sup. Doc. #99)

2. SECRET Historical Report, Training Division, O&T, 1 January-February 1950

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its units in the purpose of this program, Headquarters, Continental Air Command stated:[108]

> Every effort will be made by this headquarters to equalize shortage-surplus conditions within the Continental Air Command Air Forces through appropriate assignment of airmen received from USAF and appropriate allocation of quotas of airmen to be withdrawn from ConAC to meet USAF's personnel drafts upon this command. Similarly, your headquarters, with due considerations given to manning priorities, must insure that assignments and withdrawals of airmen to and from your units are made in a manner to equalize or reduce conditions of shortage or surplus. It is essential that you insure that your units utilize surplus airmen in a manner which will help alleviate current shortages.

To implement these instructions, Headquarters, Continental Air Command directed that commanders take the following steps: (1) Assign surplus personnel to duty in their secondary specialties if there was need for their services in this capacity; (2) Give on-the-job training in higher or allied specialties for which there was a need,[109] (3) Take full advantage of school quotas; and (4) Take appropriate and timely reclassification procedures.[110]

After this program had been in effect a short while, several of the numbered air force's manpower officials indicated their belief that it would eventually result in a lessening of their manning problems. Also, most of them felt confident that they

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108/ Ltr, Hq ConAC to CG's ConAC AF's, Sub: Utilization of Airmen, 21 November 1949, (See Sup. Doc. #102, History of ConAC, 1949, Vol IV)

109/ IRS, O&T to DO, CG, Admin, 1 May 1950

110/ Ltr, Hq ConAC to CG's ConAC AF's, 21 November 1949, (See Sup. Doc. #108)

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could continue the program without undue trouble. The following reply from the Fourth Air Force was indicative of this optimism:[111]

> By intensive on-the-job training, cross-training, timely reclassification procedures, continuing analysis and supervision by this headquarters, justifiable results toward better utilization will be achieved throughout this command.

Another air force stated:[112]

> In the relatively short period of time that has elapsed since the establishment of this program, considerable progress has been made toward the solution of internal airmen shortage-surplus problems. Examples of progress made by units of this command ... are as follows:
>
> a. All units have an on-the-job training program in effect ...
>
> b. Wing bases are taking action to adjust local shortage-surplus situations wherever possible within the wing, reporting conditions not capable of correction by the Wing Commander to this headquarters for remedial action.
>
> c. Local schools have been established to train surplus airmen to MOS's which are critically short at particular installations.
>
> d. Regular and frequent inspections of DA AGO forms 20 are conducted by base personnel to determine whether proper classification action is being taken.
>
> e. Personnel are encouraged to apply for courses of training leading to the award of SSN's which are short within this command.

A second set of instructions issued by Headquarters, Continental Air Command on reclassification and utilization of personnel

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111/ Ltr, Hq 4th AF to CG ConAC, Sub: Utilization of Airmen, 3 March 1950

112/ Ltr, Hq 14th AF to CG ConAC, Sub: Utilization of Airmen, 2 February 1950. See also: Ltrs on the same subject from the 12th and 1st AF Headquarters.

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detailed the process to be followed in resolving the most pressing shortage-surplus specialty problems.[113] These instructions aimed at eliminating first of all the surplus in the five airmen specialties[114] in which the Continental Air Command was most overstrength. The numbered air forces were directed to review by board action qualifications of all airmen possessing these five specialties. Those individuals found not fully qualified in their primary specialty, but who possessed a critically needed secondary were to be reclassified to their secondary specialty. The remaining individuals of the group were to be reassigned to duty in their primary specialties only insofar as actual authorization permitted. Remaining airmen of the surplus specialty group who desired school training in the aircraft maintenance and electronics fields and who possessed reasonable aptitudes were to be sent to an appropriate school. The remaining airmen were to be placed in on-the-job

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113/ 1. Ltr, Hq ConAC to CG's ConAC numbered AF's, Sub: Reclassification and Utilization of Airmen, 13 January 1950, (See History ConAC, 1949, document 122). This letter established a major program of reclassification of airmen. Its immediate purpose was to divert personnel from fields in which significant surpluses existed and provide for their retraining and subsequent utilization in other fields in which shortages existed. This was a positive action to meet an immediate problem. Its affects were felt throughout ConAC and was a departure in that the action proposed was specific and mandatory and not governed by local circumstances.

2. No category of airmen were excluded from the program of utilization, training, retraining and reclassification without the approval of Hq ConAC. (Ltr, Hq, ConAC to CG 1st AF, Sub: Reclassification and Utilization of Airmen, 23 March 1950)

114/ Ltr, General Myers to DC/S Personnel, Hq USAF, Sub: Airmen Training and Stabilization, 21 January 1950, (See Sup. Doc. #98)

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training in short specialties.

Through the above procedures, Headquarters, Continental Air Command "confidently expected" that the action it had taken would result in a substantial improvement in the shortage-surplus situation.[115] In fact, it was felt in May that the utilization program had been "successfully implemented to the point where [the command was] nearing completion of [what it was] after."[116] There were, of course, various problems that arose to thwart the progress of the program. For example, one air force reported that "in eliminating present ... overages, other overages [were] being created."[117] And in view of restrictions on intra and inter-command transfers, it was difficult to correct the problem internally.[118]

Headquarters, United States Air Force approved everything in this program but that plan to reclassify personnel from their primary specialty to their secondary if a greater need existed for their utilization in the latter in spite of the fact that their secondary specialty was subordinate to their primary specialty.[119]

115/ Ibid.

116/ Ltr, General Whitehead to General McNaughton, Director of Training, Hq USAF, 6 May 1950

117/ Ltr, Hq 12th AF to CG ConAC, Sub: Report of Classification Audit Activities, 3 March 1950

118/ Ibid., See also: Ltr, General Thatcher, Acting VC ConAC to CG's ConAC AF's, Sub: Excess Travel Costs, 5 January 1950

119/ Ltr, Hq USAF to CG ConAC, Sub: Airmen Training and Stabilization, 3 April 1950

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Continental Air Command Headquarters, however, objected to this refusal, contending:[120]

> Amplification ... is made by stating that if primary MOS is critically surplus and secondary MOS is critically short, either USAF wide or ConAC wide, the secondary MOS becomes the new primary, even when that secondary MOS is a subordinate specialty in the same field.

Higher headquarters refused to give up the point easily, however, replying that Continental Air Command's statement - "even when that secondary MOS is a subordinate specialty" - did not conform with the provisions of paragraph 4b (1), AFL 35-34. The provisions of that document, according to higher headquarter's interpretation, meant that personnel would not be reclassified to any specialty which was considered a prerequisite or which was subordinate (in the same field) to the specialty currently held and designated as primary, even when the secondary specialty was on the Air Force's critically short list.[121] In other words, persons might be assigned duty in their secondary specialties but they could not, under these circumstances, be reclassified from their major specialty to their secondary specialties. Further, higher headquarters maintained:

> The Air Force, from a skilled standpoint, would theoretically have attained the ultimate objective if all airmen were qualified in the highest specialty of their respective fields of skill. However, such a condition is subjected to many variables such as critical shortages, which necessitate continual cross-training and reassignment is best accomplished with basic airmen, airmen possessing basic specialties, and

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120/ Ibid., 1st Ind., Hq ConAC to Dir of Mil Pers, Hq USAF, 14 April 1950

121/ Ibid., 2nd Ind., Hq USAF to CG ConAC, 25 April 1950

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> airmen who are unqualified in advanced specialties rather than by the arbitrary reclassification of airmen who possess advanced but surplus specialties. It is realized, however, that the current classification system is not completely adaptable to such a policy due to the relative obscurity of progression for many specialties. The alleviation of this and other inherent fallacies of the current classification system lies in the successful and timely implementation of the Airman Program.

All in all, regulations remained regulations, it seemed, in spite of the fact that the rules might possibly be hampering action which field commanders felt they had to take to resolve their unbalanced personnel situation. To Headquarters, Continental Air Command, however, such an interpolation was both wrong in intent and misleading; also, it might possibly have been an incorrect interpretation. Air Force Manual 35-1 defined the primary specialty number of an individual as that assignment given an individual where he could be "of the greatest value to the Air Force."[122/] That assumption was the basis upon which the Continental Air Command had predicated its reclassification and utilization program and if that was not the correct one then perhaps the entire program was wrong. On the subject, General Whitehead personally endorsed the following statement:

> A critically surplus MOS cannot be regarded as being equal in value to the Air Force with an MOS that is critically short. Since this question of value to the Air Force is interjected in the definition and since this should be the overriding consideration, there would certainly seem to be little or no justification to permit any individual to retain a critically surplus MOS as primary when he possesses another. Practical consideration, completely apart from the question of definitions, is that our reporting and accounting system in a short MOS leads to waste, improper utilization and ultimately to an inhibition of mission accomplishment. Our requirements must be the paramount consideration and any administrative

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122/ Ibid., 3d Ind., Hq USAF to CG ConAC, 25 April 1959

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device which does not facilitate the use of personnel to meet these requirements must be changed or accommodated to permit such action.

Thus, in a single concise statement, this letter summed up one of the major personnel problems of the peacetime Air Force. Since the command was trying to overcome that problem in the face of manifold difficulties, it did not see why its efforts should be blocked by regulations based, perhaps, on an incorrect interpretation of how personnel could best be utilized. However, there was little reason to debate the matter, for, in the final analysis, the whole dispute was primarily academic. Headquarters, Continental Air Command had already taken action to implement the entire program in accordance with higher headquarters' previous instructions and approval. Also, the implementation of the Airmen Career Program would obviate many of the questionable points at issue. Since there were no further objection, Headquarters, Continental Air Command went ahead as originally planned.[123/]

In March, the command conducted an extensive study of the progress being made by the numbered air forces in the program of reclassification and retraining. The results of this study, based on personnel reports encompassing the period 31 December 1949 through 28 February 1950, indicated a very favorable reaction by the numbered air forces and proved the value of providing clearly defined, mandaprocedures designed to eliminate a specific problem.[124/] As a result

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123/ Ibid.

124/ 1. SECRET Historical Report, Personal Plans and Management, March 1950
2. Ltrs, Hq ConAC to CG's ConAC AF's, Sub: Progress Toward Effective Training and Utilization, 28 April 1950

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of study of the methods being employed in the Continental Air Command in the elimination of the shortage-surplus problem, Headquarters, United States Air Force published an Air Force Regulation dealing with the utilization of personnel possessing critically short and critically surplus specialties.[125] Finally, in June, Headquarters, Continental Air Command published its own directive, implementing within the command the provisions of the Air Force Regulation on the subject and consolidating under one cover all previous letter directives concerning the utilization, retraining and reclassification of critically short and critically surplus personnel.[126]

IV

There were, as stated in a letter bearing General Whitehead's signature, three primary deficiencies in the Air Force's personnel accounting system as it controlled the personnel utilization program. These deficiencies were:[127]

a. A current and accurate report of status was not presented.

b. Determination of degree of proper utilization from accounting reports was not possible.

c. The accounting system delayed the procurement of replacement personnel because of its inherent inaccuracy.

125/ Air Force Regulation 35-34, 17 February 1950

126/ ConAC Regulation 35-7, Sub: Critical Military Occupational Specialties, 28 June 1950

127/ Ltr, General Whitehead to DC/S Personnel, Hq USAF, Sub: Personnel Accounting and Utilization, 6 March 1950

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All of these were serious flaws, it was stated, and had been studied in Headquarters, Continental Air Command in an attempt to correct them.

An immediately notable unsatisfactory part of the personnel accounting system was the Form 127 report. The deficiencies of this report were thoroughly investigated by Headquarters, Continental Air Command and a new one devised. The new report was in effect a combination of two old ones - the 127 report required by Headquarters, United States Air Force and the Personnel Accounting Chart, required only within the Continental Air Command. The 127 report was merely an accounting which told what a unit was authorized in the way of personnel and what it actually did have. The Personnel Accounting Chart went beyond that and was of greater utility in that it told how the individuals in each unit were actually being utilized. In devising the new report, the basic problem was how to correlate the information contained in the Personnel Accounting Chart with the information in the Form 127 and yet come up with one which could be machine tabulated. The data contained in the Personnel Accounting Chart could be collated manually only, and that was the major drawback to continuance of the system.

When completed the new report correlated the two old reports and could be run through the machines. It was ready for use the first part of February and was tested in the Headquarters, First Air Force beginning 15 February. After the First Air Force had given it a "trial run" it was returned to Headquarters, Continental

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Air Command for further analysis and results were then forwarded to higher headquarters.[128]

The Headquarters, Continental Air Command Office of Statistical Services, about this time, notified personnel management officials that detailed personnel utilization information provided in the individual unit Personnel Accounting Charts could be provided by statistical services agencies without the requirement for a field report at all.[129] This information could be garnered from the monthly classification and audit lists. "Should this report prove effective as a means through which [the Headquarters, Continental Air Command] could continue to monitor the program of personnel utilization throughout the command, it [was] anticipated that the requirements for the submission of Monthly Personnel Accounting Charts ... [would] be discontinued in July."[130]

The new type personnel statistical reports from Statistical Control commenced in May. The new plan no longer was based on the availability of personnel by primary MOS in determining when critical shortages and surpluses existed in certain significant specialties; rather, the new type report enabled officials to combine all of the various factors involved in and effecting shortages and surpluses into a meaningful picture of effective manning status.

128/ SECRET Historical Report, Personnel Plans and Management, January-February 1950

129/ Ibid., March 1950

130/ 1st Ind., Hq ConAC to CG 12th AF, 1 June 1950 to Ltr, Hq 12th AF to CG ConAC, Sub: Utilization of Personnel, 17 May 1950

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Personnel performing duty in a secondary specialty were considered; personnel in training for a specialty were considered; and statistics concerning personnel actually not working in their primary specialties were recorded. The results of such a study, in the opinion of management officials, provided a sounder basis for future action regarding personnel utilization and classification in the Continental Air Command.[131/]

All preparatory work on the new type personnel statistical report was completed during the month of May. In June, the first report (as of the end of May) was received from Statistical Control. Review of the report disclosed that it fulfilled all the requirements expected of it. Copies were sent to each numbered air force deputy for personnel to acquaint him with the content. It was intended to get approval of this procedure from higher headquarters and, possibly, to put such a system into effect throughout the United States Air Force.[132/]

It was felt, however, that the development of a reliable accounting report was only the first step in the proper appraisal and correction of the manning problems in the lower units. The major stumbling block to determining the "degree of proper utilization from accounting reports" and procuring of replacement personnel was the fact that the system that had been in use for personnel accounting

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131/ SECRET Historical Report, Personnel Plans and Management, April 1950

132/ Ibid., May and June 1950

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did not provide for or permit segregation of effectives from non-effectives. This segregation was considered essential if any higher echelon was ever to use reported strength data for any practical purpose. It was also necessary to accelerate the flow of replacement personnel. Specifically, it was recommended that the following corrections be made:[133/]

a. Require the organization of a casual or pipeline detachment in each of the following Air Force organizations: one (1) per Wing Base, Air Force Squadron, Command Headquarters Squadron, separate Air Base Group or Squadron, Air Force Reserve Training Center, and like separate units.

b. These units would be "paper" organizations only. In the Wing Base, they would be operated by and within the Wing Headquarters and Headquarters Squadron. They would submit a separate morning report and a separate 127 report.

c. The following categories of personnel would be assigned to this unit under the conditions indicated:

(1) those being reassigned from the parent unit if travel time and/or delay exceed fifteen (15) days.

(2) all personnel reported as enroute to join the parent unit.

(3) all personnel in confinement for a period estimated to exceed or actually exceeding fifteen (15) days, pending, in the case of general or long-term prisoners, actual dropping by the parent organization.

(4) all personnel sick in hospital for a period estimated to exceed or actually exceeding fifteen days, pending in the case of those for whom general or extended hospitalization is necessary, actual dropping by the parent organization.

(5) all personnel on TDY at schools when the period of TDY and/or travel and delay exceeds fifteen (15) days.

133/ Ltr, General Whitehead to DC/S Personnel, Hq USAF, Sub: Personnel Accounting and Utilization, 6 March 1950, (See Sup. Doc. #127)

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(6) all personnel on leave for a period exceeding fifteen (15) days.

The detachment's 127 report, according to this scheme, would provide for and require segregation of the first two categories of personnel. This could be accomplished by requiring the use of three separate columns, one each for the known losses, the known gains and the temporary non-effectives. This would establish earlier definition of replacement requirements for the parent unit.[134/]

The system was not complicated and would accomplish the needed corrections, in Headquarters Continental Air Command's opinion. It would increase the administrative load, that was true, but this increase could be minimized by standardization and indoctrination. Gains of such a program would be: (1) It would present an accurate report of the status of personnel within an organization, this permitting better assessment of unit effectiveness and personnel utilization; (2) It would expedite reporting of personnel losses, thus expediting replacement flow, with a consequent reduction in time lost in pipeline and a measurable improvement in unit effectiveness; (3) It would centralize locally the necessary but often poorly handled "carrying" of personnel in these categories; and (4) It would relieve unit commanders and their small administrative staffs of an unnecessary responsibility by locally centralizing processing and administrative functions.

General Whitehead concluded his statement of the plan with the

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following justification:[135]

> I know that improvement in our present system is essential and I am convinced that the system and procedures proposed herein provide a great part of this improvement. The cost is justified. This plan should be considered for Air Force-wide use. A field test may well be desirable. In such event, I request that I be granted authority to implement this plan, either Continental Air Command as a whole or within one Continental Air Command Air Force, dependent upon how extensive a test is desired.

Headquarters, United States Air Force replied that it recognized the need for improvement in detail, accuracy and timeliness in the personnel accounting system. Consequently, Headquarters, Continental Air Command was given the green signal to field test its plan providing that it continued to report the actual assigned strength of its units (not merely those persons present for duty) and did not confuse assigned strength of different commands where personnel of more than one command were at the same station. The same subject, higher headquarters stated, was under "constant study and evaluation," in its own offices. Headquarters, United States Air Force, however, was not in favor of the segregation of non-effectives in "paper" detachments, which General Whitehead had proposed. Manning actions, higher headquarters explained, were predicated on strength projections at least three months in advance of reporting dates, and these projections had to include permanent party non-effectives regardless of how they were reported locally. Manning actions took into consideration all known assignments and reassignments to be effected subsequent to the reporting date.

135/ Ibid.

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Therefore, from a manning standpoint, non-effectives due to such causes as leave, temporary duty and hospitalized could not be considered as losses to a command, and, therefore, could not be used as a basis for supplying replacements. Consequently, higher headquarters deemed it impracticable to establish authorizations for such casual detachments since this would require corresponding withdrawal from existing authorizations. In closing, that headquarters, promised to continue study on the question of the proper definition and reporting of non-effectives.136/

136/ 1. Ibid., 1st Ind., Hq USAF to CG ConAC, 15 May 1950
2. Ltr, Hq USAF to CG ConAC, Sub: Personnel Accounting and Utilization, 30 March 1950

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CHAPTER FIVE

PERSONNEL: CAREER DEVELOPMENT AND PROCUREMENT

I

There commenced during this period what General Vandenberg termed the "most important personnel action since World War II." That was the implementation of the new Air Force Career Program, the purpose of which was to determine and realign the skill level of each person in the Air Force. Manning needs, training requirements, grade determination, and assignment, it was noted, would eventually all be based upon the inventory of the new Air Force Specialties. It had been long the belief of the Air Force that the "SSN's", the old Service Specialty Numbers, had given a false impression of the actual skill level of the Air Force, that it was higher than these job descriptions depicted. The new program, calling for a complete classification of skills, seemed to Air Force leaders to be a "golden" opportunity for finding out exactly where the Air Force stood on the matter.[137/]

The provisions of the Airmen Career Program (outlined in Air Force Letter 35-360) completely revised former personnel classification and assignment procedures. Conversion from the old job descriptions and coding systems to completely new ones was to be

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137/ Ltr, General Vandenberg, C/S USAF, to General Whitehead, 30 January 1950

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made. This action called for an evaluation of the qualifications of each airman by a Personnel Classification Board. The purpose of the Boards was to carefully and accurately determine the qualifications of each airman and assign to him an Air Force Specialty Code which best signified those capabilities. In assigning an airman an Air Force Specialty, the Board was to award it "solely upon the basis of his ability to perform a job and completely without regard to his present grade."[138/]

Prefacing his instructions to the unit commanders in the procedures they were to follow in converting their airmen to the new career fields, General Whitehead stated that the new career system was a "step forward" in the program of "effecting the most utilization from the persons assigned", and that he regarded the conversion action as a "matter of the most immediate and compelling significance."[139/]

Conversion of personnel in the Continental Air Command to the new career fields commenced early in 1950.[140/] In mid-February, Wing Classification Boards began converting warrant officers to the new system; the conversion of airmen was to commence immediately after

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138/ Ibid.

139/ Ltr, General Whitehead to CG's ConAC AF's, 2 February 1950 By January, all of the forty-two airman career fields had been set up by Hq USAF.

140/ For additional background data on the Career Program see: History of ConAC, Vol IV, Personnel, 1949, pp 76-77.

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the warrant officer portion of the program had been completed.[141] Following attendance at a conference on the subject in Headquarters, United States Air Force, Headquarters, Continental Air Command took action to prepare for the airman conversion portion of the program. On 6 January, authority was received to initiate the conversion action and by the fifteenth of that month, the warrant officer interviews and conversions had been virtually completed by the Board in Headquarters, Continental Air Command and the schedule readied for commencing the conversion of all Headquarters, Continental Air Command airmen. Individuals in the printing career field appeared first. A technical adviser was appointed as a Board associate member for each technical specialty in order to insure thorough, fully considered and accurate action in the airmen conversions.[142]

But before we continue the discussion farther, it would be best to explain the emphasis which the Continental Air Command placed on the organization of its Boards and the attention that was given to their operations. Classification Boards were appointed in each major subordinate headquarters (down to Wing level) to accomplish these actions.[143] Appointments to these Boards were, at the behest

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141/ 1. Personnel New Letter, Vol III, No. 2, 1 February 1950
2. TWX, Hq ConAC to CG's major subordinate commands, 7 February 1950
3. Ltr, Hq ConAC to CG 1st AF, Sub: Classification and Utilization of Warrant Officers Including Selectees and Vacatees, 29 June 1950

142/ SECRET Historical Report, Personnel Plans and Management, DP, January and February 1950

143/ Hq ConAC, Special Order No. 31, Pars 8 & 9, 14 February 1950

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of Headquarters, Continental Air Command, composed of the "best men available."[144] Within the command, the policy was established that when the old Military Occupational Specialties of communications personnel, for example, were converted to the new Air Force Specialty Numbers, the best communications man on the station was invited to sit in as a member of the Board to advise on the conversions. Also, enlisted supervisory personnel were utilized either as associate members of Boards or as witnesses before the Boards whenever men within the departments which they supervised were being considered for conversion. Civilian supervisors or technical specialists were similarly used.[145] Priority attention was given generally to the Career Program by Continental Air Command Inspectors General and, specifically to the conversion program. To paraphrase General Whitehead: the Career Program required time and effort. Consequently, it could not be delayed once the go-ahead signal was given to proceed with reclassification or conversion. At the same time , however, the program could not be permitted to suffer through hasty and ill-considered action. The affect that this action would have on the United States Air Force was "incalculable." Consequently, each air force commander was given firm instructions to inform Headquarters, Continental Air Command monthly on the progress it was making in the conversion of its people. "Under no circumstances

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144/ Ltr, General Whitehead to CG's ConAC AF's, 2 February 1950, (See Sup. Doc #139)

145/ Ibid.

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/was there any justification/ for Boards to speed up airman interviews at the expense of each individual conversion case."[146]

By March 1950, conversion action had advanced materially. The Classification Board of Headquarters, Continental Air Command, (which served the Headquarters, the Eastern Air Defense Force Headquarters, and the 28th Communications Squadron) had converted approximately fifty per cent of the airmen assigned these organizations to the new specialty codes. For the command as a whole, about ten per cent of the airmen had been converted at this time.[147] By June, approximately eighty-four per cent of the airmen in the Continental Air Command, (38,727 out of 46,127) had been assigned to their new career fields. At this time there were sixty-two Continental Air Command Classification Boards in operation.[148]

One of the requisites for an effective Airman Career Program was a reliable testing system to be used prior to promoting airmen and prior to their being awarded higher specialties. In discussing this matter with civilian authorities, Air Force Headquarters was informed that such a testing system could be devised but that it would take about five years. This time element was, of course, unsatisfactory. Consequently, higher headquarters elected to devise

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146/ 1. Ltr, Hq ConAC to CG's ConAC AF's, Sub: Progress of Airman Career Program, 14 March 1950
2. Ltr, Colonel Fellows, DP ConAC, to AG's ConAC AF's, 1 March 1950

147/ SECRET Historical Report, Dir Personnel Plans & Management, DP, March 1950

148/ Ibid., May and June 1950

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the tests within the organization itself by calling in highly qualified airmen in each of the many specialties and having them determine, with appropriate guidance, what should go into individual tests. Once this had been done, qualified personnel could prepare the actual tests for final approval by Headquarters, United States Air Force.

Originally, Headquarters, United States Air Force planned to do the job in its own headquarters. Because of space limitations and the number of people who would have to be called in from the field, this plan was abandoned. The alternate solution was to have each of the several major commands share the project, subject to guidance and instruction from higher headquarters.

In June, Headquarters, United States Air Force informed the Continental Air Command that "unless proficiency tests [were] developed and administered in the near future, airman grades would not be aligned with skill level." Such a situation, of course, would negate much of the value of the new Career Program and would prevent the selection of the best airmen for the top positions. Consequently, to obtain a general evaluation of airman skills and efficiency, the Continental Air Command Headquarters was queried on the extent it could contribute to the development of a testing program.[149]

149/ Ltr, General Nugent, Acting DC/S Personnel, Hq USAF to CG ConAC, Sub: Airman Proficiency Testing Program, 15 June 1950

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Personnel officials in the Headquarters, Continental Air Command concurred in the value of administering such tests to determine promotions. And since the Air Training Command and the Air University were already actively engaged in exploring the aspects of the program assigned them, the Continental Air Command could not very well refuse to share in the development of such tests.[150] Consequently, Headquarters, Continental Air Command informed higher headquarters that it could handle its share of the work if space allotments for one officer, four graded civilians and five airmen were accorded the command to conduct the necessary research.[151]

Little or no action was taken on the conversion of officers to new career fields during this period. That matter will become a topic of concern only after all the airmen are fitted into their appropriate assignments. Air Force Headquarters advised that officer career areas were being constructed on the basis of functional grouping of jobs by skill and by knowledge requirements. Career areas were being developed up to the rank of colonel in each field. Broad training and development of officers to assume positions of overall responsibility in the Air Force was the determinant in setting up an officer career program. Coordination of all officer career areas, higher headquarters stated, would be accomplished as

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150/ IRS, DP to P&O and VC, Sub: Airman Proficiency Testing Program, 21 June 1950

151/ 1st Ind., Hq ConAC to DC/S Personnel, Hq USAF, 5 July 1950, to Ltr, General Nugent to CG ConAC, Sub: Airman Proficiency Testing Program, 15 June 1950

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widely as possible within the Air Force prior to final approval. All officer career areas were to be fully developed cross-compared and examined in terms of policies and principles before final coordination was made.[152]

II

The number of airmen in the grades of master sergeant, technical sergeant and staff sergeant, as was told previously in the history, exceeded the numbers permitted by the limited Air Force budget. This necessitated a temporary suspension of promotions to these grades during part of this period. Special efforts by higher headquarters (including the publication of a new regulation stressing the need for opening up career opportunities for young, deserving airmen by getting rid of any "deadwood" that had gathered in

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152/ 1. Personnel News Letter, Vol III, No. 3, 1 March 1950. Developed on a tentative basis by this date were nineteen officer specialist areas: Electronics; Procurement; Transportation; Mechanical and Aircraft Maintenance; Armament; Aviation Engineering; Weather, Comptroller; Personnel and Administration; Research and Development; Combat and Operations; Intelligence; Supply; Public Relations; Education and Training; Legal; Medical; Chaplain; and Human Resources.

2. In a sense, General Whitehead had his own "Officer Career Program" in effect in the Continental Air Command during this period. It was his policy to "draw officer replacements to occupy key staff positions in /his/ headquarters from lower units and subordinate headquarters" of the command. He recommended this procedure to this air force commander. As he stated, "many of our problems arise from the lack of understanding of higher level staff officers to the duties, responsibilities and problems of their counterparts in lower staffs." (Ltr, General Whitehead to CG's ConAC AF's, Sub: Officer Personnel Program, 2 May 1950)

3. Ltr, Hq ConAC to CG's ConAC AF's, Sub: Collection of Job Data, 31 May 1950

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the higher non-commissioned officer positions) were directed toward preventing the excess in grade that had developed within the upper three airmen grades from occurring in the grades below staff sergeant. However, since these problems involved procurement and assignment by grade as well as promotion and demotion, it was veritably impossible to resolve them during this period.[153]

In view of current and possibly more stringent budgetary limitations, it behooved Headquarters, United States Air Force to exercise a more rigid control over the promotions of both officers and airmen. In the past, airmen promotions were made against table of organization vacancies. However, promotions computed in this manner did not always fall within the limitations imposed by the budget. In order to insure that grades did not exceed funds, therefore, it became necessary to initiate a quota system of control for promotion of airmen, similar to that adopted for officers. Vacancies on an Air Force-wide basis in the grades of sergeant and higher were computed monthly by Headquarters, United States Air Force and allocated on a proportional basis to each of the major commands and to those agencies having similar promotion jurisdictions.[154] In April, any promotions made by the Continental Air Command were limited to

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153/ 1. Ltr, Hq USAF to CG ConAC, Sub: AFR 39-30, Promotion and Demotion of Enlisted Personnel, 13 March 1950 and 1st Ind., Hq ConAC to CG 1st AF
2. TWX, Hq USAF to CG ConAC, 21 January 1950

154/ TWX, Hq ConAC to CG's ConAC AF's, [April] 1950

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private first class and corporal, pending receipt of quotas for sergeant promotions and above. Beginning in May, promotions for the latter grades were forthcoming and continued thereafter through the end of the period.[155]

The policies and general procedures governing the promotion and demotion of enlisted personnel were enunciated by Headquarters, United States Air Force in March.[156] These directions were designed so as to place certain necessary limitations on promotions and to provide a more expeditious means of accomplishing demotions. According to these new policies, major commanders were authorized to delegate promotion authority for all airmen grades down to and including commanders of groups or comparable organizations; promotion authority for the grades of corporal and private first class was authorized down to and including commanders of squadrons or comparable organizations.[157]

There were certain exceptions made, in June, to the promotional policies announced above. Promotion of airmen serving in critical military occupational specialties[158] were permitted in the upper three grades where a local vacancy existed and provided overall major com-

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155/ Ibid.

156/ Air Force Regulation 39-30, 24 March 1950

157/ 1. Ltr, Hq USAF to CG ConAC, Sub: Air Force Regulation 39-30, Promotion and Demotion of Enlisted Personnel, 13 March 1950
2. Ltr, Hq ConAC to Dir of Mil Pers, Hq USAF, Sub: Promotion of Enlisted Personnel, 19 June 1950

158/ TIG Brief, Vol II, No. 2

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mand vacancies were not exceeded.[159] In computing vacancies, only those positions which carried one of the specification serial numbers contained in the critical list were acceptable. Further, no enlisted persons could be promoted to these grades unless he were fully qualified and performing duty in the critical specialty.[160]

Higher priority for promotion, then, was given to airmen who possessed specialties announced as critically short. Minimum time-in-grade requirements were waived for airmen possessing radar specialties if their specialties were critically short; if they had served a minimum of six months in present grade; and if they were fully qualified for the specialty in which the vacancy existed.[161]

Further, demotion loss which created a vacancy in a certain grade could be filled provided the prospective applicant for the position met all the eligibility requirements and provided further that no vacancy was filled by promotion of an airman possessing a critically surplus specialty.[162]

III

A recital of procurement activities within the Continental Air Command, admittedly, contributes only indirectly to the story of the

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159/ TWX, Hq USAF to CG ConAC, 9 June 1950

160/ 1. TWX, Hq ConAC to CG's ConAC AF's, 27 June 1950
2. Historical Report, Airmen's Division, DP, June 1950

161/ TWX, Hq ConAC to certain subordinate units, [June] 1950

162/ Ibid.

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organization's manpower policies and problems. Rather it encompasses a broader subject - the infusion of "Young Blood" in the United States Air Force; the selection today of tomorrow's leaders of American air power. The conduct of these affairs is one of a multitude of "secondary" missions assigned the Continental Air Command.

Still and all, there are several aspects to the procurement programs which favor the inclusion of these matters in the volume of the history concerned with the Continental Air Command's personnel actions. First, they demand the attention of senior officers and a staff in the Headquarters, Continental Air Command and in each of the numbered air force headquarters. Second, they require the assignment to them of capable and personable officers who, but for their activities on these matters, might be serving as staff officers or instructors of young pilots in techniques of flying. In short, the Continental Air Command has a considerable investment of manpower in the various procurement programs. Finally, from certain of the procurement activities - the call and recall programs in particular - the command secures trained persons who, with little additional orientation can assume important roles within the Continental Air Command. Were it not for the process of this machinery, many of the technical positions, for which there was a shortage among personnel on active duty, would remain unfilled. From these points of view, the subject of procurement, although actually a separate mission of the command, becomes an integral part of the overall manpower picture.

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The number of college students interviewed and examined for Air Cadet - Officer Candidate School and whose papers were forwarded to the examining boards for final action was much lower during this six month period than for a comparable period of the previous year.[163/] One reason for this reduction was a change in education requirements for Aviation Cadet (pilot-navigator) applicants. Beginning in October 1949, a college student interested in aviation cadet training was required to have a minimum of two years of college or half the credits necessary for a degree. Prior to that time, high school graduates could take the Air Force Educational examination, which measured the equivalency of two years of college, and, if he passed, obtain a waiver of higher education. Another reason was the refusal to accept married men into the programs. The final factor was the widespread adverse publicity resulting from the relief from active duty of reserve officers during the months of January and February.[164/] Of the affect of this reduction-in-force on the "popularity" of a career in the Air Force, the Twelfth Air Force Historian stated:[165/]

163/ See Chart #4 Aviation Cadet - Officer Candidate Procurement Statistics, Fiscal Year 1950. (From Historical Report, Dir of Military Personnel Procurement, January-June 1950)

164/ Historical Report, Air Inspector, May 1950

165/ History, Hq 12th AF, January-June 1950, pp 25-26. For further information on this subject see: Ltr, Hq ConAC to Dir of Mil Pers, Hq USAF, Sub: Procurement Advertisement Promises vs Current Strength Reduction Program, 20 February 1950

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In an effort to off-set the failure to meet Cadet training quotas, Training Command depended heavily upon applications from non-rated Air Force officers, both active and inactive, for in-grade training to fill the pilot and navigator classes. Unfortunately, Training Command selected a number of recent Air ROTC graduates for separation, under the provisions of AF Letter 35-26, while they were still in training. This created a dismal public relations problem because when the news drifted back to the colleges the result was an increase in the reluctance of college graduates to apply for Air Force training or to consider the Air Force as an avenue toward a career. There is no question that the policy of the Air Force of inducing college graduates to join its Officer Corps received a considerable set-back.

During the latter part of January 1950, the number of applications on hand for Aviation Cadet pilot training in the numbered air forces and the Examining Boards were compiled. Then the number of applications for these programs prior to 1 October 1949 and the number after that date were compared in an effort to permit projection ahead of the possible number of applicants who would be eligible for Aviation Cadet classes in the future. It was found that classes at that time were being filled from a surplus of qualified applicants procured by the traveling officer procurement teams and the recruiting service during 1949. The estimation was that this surplus of applicants would last through the calendar year of 1950. As of the close of this period, the, it appeared that there would be difficulty ahead in filling future classes.[166/]

166/ Historical Report, Dir of Mil Pers Proc, January-June 1950
In order to further exploit the Aviation Cadet Procurement Program and make it easier for college students to apply, Hq ConAC recommended to Hq USAF in March thatAC-OC Examining Boards be established at designated Air Force ROTC detachments. This program would have been put into effect by Hq ConAC without going to higher headquarters except that it was necessary to obtain a waiver stipulating the number of officers that will compose a board. This reason for refusing to adopt it was the new examination materials and procedures were to be instituted during the early part of fiscal year 1950 for both Aviation Cadet and Officer Candidate School Programs.

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Figures showing the number of college students interviewed and examined for Air Cadet-Officer Candidate training during March and thereafter revealed a continuous and steady rise in the number of applicants accepted. This might possibly be attributed to the fact that there were no additional officers relieved from active duty, and therefore, a slackening off of adverse publicity in the newspapers. It was the opinion of procurement officers that in the event additional pilots were separated or converted to non-flying status that the Air Force could reconcile itself to the fact that its officer procurement program was going to suffer proportionately.[167/]

To conduct its Air Cadet-Officer Candidate procurement program, the Continental Air Command dispatched twenty-four traveling officer procurement teams about the United States. All officers assigned to the program either held or have an aeronautical rating. The assignment of rated personnel to this duty is a "must" since the teams act as interview boards and can completely process applicants for pilot and navigator training. In the event an applicant is disqualified during the interview period, he might be tempted to drop a line to his Congressman if he felt a group of ground personnel were the final authorities on his prospective ability to learn how to pilot an airplane.[168/]

167/ Ibid.

168/ Fifteen Minute Speech Covering the Directorate of Military Personnel Procurement, prepared on 4 May 1950 and included in Historical Report, Dir Mil Pers Procurement, January-June 1950.

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Since all officers on the teams were volunteers, it is reasonable to assume that their hearts were in their work. In mid-1949 the Continental Air Command lost some of the officers engaged in this duty and because there were few qualified applicants available to replace them, it became necessary to assign some of the Continental Air Command's best officers to the program against their wishes. The effect of this move on the command as a whole, and the procurement program in particular, while impossible to analyze, assuredly was not the most desirable.[169/]

Manning of the procurement teams to 100 per cent authorized strength has proved difficult. Despite letters stipulating that teams will be manned at top strength at all times, the numbered air force headquarters have released officers from the program before obtaining replacements for them. Because of the shortage of personnel in the non-tactical units, and the freezing of personnel in the tactical units it has proved impossible to replace these losses.[170/]

During this period, there was a great deal of discussion in Headquarters, United States Air Force over the transfer to some other agency of the procurement responsibility for the Aviation Cadet-Officer Candidate programs. Headquarters, Continental Air Command believed that the function should be retained in the structure of the Air Force, suggesting as possible receivers of the

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169/ Ibid.

170/ Ibid.

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program either the Air Training Command or the Air University. Neither of these organizations, however, desired to assume responsibility for the programs. Headquarters, United States Air Force suggested that the Army and Air Force Recruiting Service be the recipient of the program, but the Continental Air Command rejected this view. Finally, in view of the fact that the numbered air forces within the command were to be relieved of their tactical operational responsibilities, the Continental Air Command suggested that responsibility for conduct of the program remain in their hands. Indications at the end of the period were that such would be the case.

* * * * *

As always, the Air Force, during this period, had a definite need for reserve officers on inactive duty who possessed special abilities which were critically short. Also, it would have liked to enroll as many of the Air Force Reserve Officer Training Corps graduates who were willing to come on active duty. Signing these individuals up, however, continued to remain a carefully controlled procedure; the foremost barrier to unrestricted call and recall of these persons remained the restriction of funds and a concomitant limitation on manpower ceilings.

In considering officers for call or recall to extended active duty, certain basic policies were followed: All Air Reserve Officer Training Corps graduates who met the age-in-grade requirements[171] and

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171/ See Air Force Letter 45-4, 30 November 1949

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who applied for an initial tour of extended active duty were given favorable consideration. Calling them to active duty, however, was "subject to the limitations imposed from time to time by the Annual Troop Program."[172] Also, all reserve officers possessing specialized skills in which the Air Force was critically short[173] were considered for recall. The requisites for recall included a college degree in a scientific or engineering field and the "gentlemen as well as able-bodied officers" requirements.[174] At the close of the period, the following were the major stipulations regulating the recall program:[175]

(1) No recall of "other rated" personnel, other than Radar Observers for duty as such was to be effected until further notice from higher headquarters. "Other rated" officers who possessed critical skills and who desired recall as critical specialists had to request relief from flying duty before they were considered.

(2) Pilots requesting recall to extended active duty had to have a college degree and had to possess a critical specialty. In such cases, a request for relief from flying duty had to be submitted.

The policy pertaining to medical, dental officers and nurses remained the same as during 1949.[176] All applications for extended

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172/ Ltr, Hq ConAC to CG's ConAC AF's, Sub: Procedure for Call or Recall to Extended Active Duty, 2 June 1950

173/ See Air Force Regulation 35-34, 17 February 1950

174/ Ltr, Hq ConAC to CG's ConAC AF's, Sub: Procedure for Call or Recall to Extended Active Duty, 2 June 1950, (See Sup. Doc. #172)

175/ Ibid.

176/ See History of ConAC, Vol IV, 1949, pp 64-72.

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active duty in the United States Air Force Medical Service were still forwarded as expeditiously as possible. A sidelight to normal recall stipulations was that officers separated from active duty under the reduction-in-force policies were made eligible for recall to extended active duty only as Category "R" personnel.[177]

A monthly recall quota of 165 officers per month for the first six months of 1950 was established by higher headquarters in November 1949.[178] A summary of recalls, as reported by the numbered air forces during the first four months indicated a recall rate considerably lower than the established quota.[179]

* * * * *

The supervision of airmen enlistments and re-enlistments for its installations and the maintaining of liaison with other major air commands was also a Continental Air Command responsibility. Early in the year, procurement officials of Headquarters, Continental Air Command commenced a study to determine, by installation, the Continental Air Command Regular Air Force re-enlistment rate. Headquarters, United States Air Force had completed a similar study which revealed an overall re-enlistment rate of forty-one per cent, Air Force-wide. This rate was twenty-nine per cent less than that

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177/ 2nd Ind., Hq USAF to CG ConAC, 31 May 1950 to Ltr, Hq 10th AF to CG ConAC, Sub: Extended Active Duty, 13 May 1950

178/ Historical Report, Active Duty Section, Officers Division, January 1950

179/ Ibid., February-June 1950

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determined essential for the Air Force to maintain optimum proficiency.[180] The purpose of the Headquarters, Continental Air Command study was to determine how the command compared with the Air Force as a whole and just what installations were strong in the re-enlistment function and why. When completed, the study would be published and copies sent to all subordinate commands. Then installations experiencing difficulty in re-enlistments would be given all possible assistance in an effort to improve their percentage.[181]

For some months past, the Army and Air Force joint recruiting efforts had failed to achieve the required number of initial enlistments for the United States Air Force. It was hoped that the survey mentioned above would aid in uncovering factors which influenced airmen against re-enlisting and which prejudiced "Young America" against original enlistments. In other words, the Continental Air Command hoped to uncover in the study certain criteria which could provide a basis for taking corrective action that would stimulate original enlistments as well as re-enlistments.[182]

The monthly enlistment quotas of male airmen, as authorized by Headquarters, United States Air Force were as follows for the first five months of 1950:[183]

180/ History, Dir of Personnel Procurement, April 1950

181/ Ibid.

182/ Ibid.

183/ 1. Historical Report, Director of Mil Personnel Procurement, May 1950
2. TWX, Hq USAF to CG ConAC, 23 May 1950

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January	8550
February	6800
March	3300
April	5825
May	8325

In June, limiting quotas were lifted. These figures were broken down and apportioned out to each of the six Army Headquarters who, in turn, allocated a quota to each of the Continental Air Command numbered air force headquarters for use on command installations in their areas.[184/]

184/ See General Outline, Enlistment, Re-enlistment, Assignment, Promotion and Separation - A special report prepared by the Directorate of Military Personnel Procurement for the Vice Commander, 1 June 1950

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CHAPTER SIX

THE CONTINENTAL AIR COMMAND: A COMMUNITY IN BEING

Social historians of the future will undoubtedly take note of the impact upon American social history of the creation in America of a peacetime military establishment composed of approximately one million persons.[185] One effect of the creation of this extraordinary standing peacetime force was to siphon off from America's communities all over the land one million men and women of diverse racial, religious, and regional backgrounds and to place them in new and unprecedented social relationships.

The military community was, in one sense, a community within a community. In another sense, it was a tightly knit community, separate and distinct, governed by its own law system and courts, its own customs of the Service, permeated through and through with a strong sense of discipline, a community in which social relationships rested primarily upon a system of graduation of rank (rather than upon wealth, family prestige, or social prominence as in the "civilian" community). It was, by design, a self-contained and

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185/ The military establishment was five times larger than that in any previous peacetime period in American history. See: Remarks of Mr. Frank L. Weil, Chairman of the President's Committee on Religion and Welfare in the Armed Forces, contained among the Historical Data submitted by the Air Chaplain's Office for May 1950

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self-reliant community. It had its own commissaries and exchanges, its own clubs (Officer, Non-Commissioned Officer and Service), its own theatres and recreational and religious facilities, and its own hospitals, welfare agencies, "prisons", police force and financial system.[186] It was a community existing for, and dedicated to, the service of its country.

In order for a military community in a free society to attract and to retain within its greatly expanded community the select group of men and women required for it effectively to perform the purpose for which it was intended, it was required, among other things, to match, if not to surpass, in extent and in kind, the social facilities existing on the "outside" and to evince towards its "citizenry" a high regard for their welfare and well-being, their individual aspirations and ambitions.

Concern for the morale and welfare of its individual flying and ground echelon personnel had long been a paramount concern of the United States Air Force. During wartime for example, the Air Force had been a prime mover in the establishment of rest centers for its battle-fatigued airmen and officers.[187] Its personnel

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186/ A case in point is the Air Force Aid Society whose chapters in the Continental Air Command made loans in the amount of $171,292.33 and $7,544.00 in grants to needy Command personnel. See: Historical Report of the Directorate of Personnel Services for January 1950.

187/ Article, "AAF Shangri-La", in Flying Magazine, July 1944

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"services" activities had been unsurpassed. In the postwar period, the degree of its concern was no less marked.

In 1947, in an effort to achieve for its personnel such stability of "home life" as was consistent with the demands of the military service, the Air Force had placed into effect a prohibition against frequent and excessive transfers of personnel.[188] Legislation had been initiated to obtain better housing facilities for its married personnel. An Airman's Career Program had been instituted with a view towards encouraging enterprising young men and women to join the Air Force and to carve out for themselves a career in specialized fields of military endeavor.[189] Off-duty education for its members was encouraged and, in some instances, paid for at government expense.[190] Funds for recreational and athletic facilities, intended to contribute to the physical and mental well-being of Air Force personnel, were provided to a degree consistent with Air Force means.

In this chapter we shall present an account (1) of the character and dimensions of the activities undertaken by the Continental Air Command in furthering the welfare of its component personnel during January-June 1950, (2) of the instrumentalities through which those activities were carried out, and (3) a brief discussion of the

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188/ Air Force Regulation 35-39

189/ Vid. supra pp 66-73

190/ Historical Report of the Directorate of Personnel Services for February 1950

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factors which affected both the operation of those activities and the agencies responsible for carrying them out.

I

To some extent the scope and character of welfare activities in the Continental Air Command were shaped by the nature of the major missions which the Command was required to perform. As a "combat" command, and as the instrumentality of the United States Air Force charged with the responsibility for the air defense of the United States and for the provision for Air Force cooperation with land and/or amphibious forces, the Continental Air Command was periodically required to employ its units and its personnel in maneuvers and exercises and demonstrations of extended duration. Thus, Command welfare agencies had to plan and to adapt their activities to conform to special requirements of each special maneuver, exercise, or demonstration.[191] At the other extreme, the existence of small detachments of men engaged in manning and operating the Command's aircraft control and warning system made it necessary to employ methods to meet the special welfare and recreational requirements of these detachments, located for the most part in areas distinguished for naught else but their splendid isolation. Finally, the operation of Reserve Officer Training Corps and Air Reserve summer encampments, undertaken by the Command in fulfillment of its

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191/ 1. History of the 161st Tactical Reconnaissance Squadron in Exercise SWEETBRIAR
2. History of Headquarters, Fourteenth Air Force (Advanced) in Air Indoctrination Course II

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Reserve Forces mission, required Command welfare and recreational agencies to contribute their respective talents and services to assure the maintenance of a high state of morale and well-being among personnel participating in such encampments.[192]

In large measure, the scope and character of welfare activities throughout the Command -- particularly those of the "Personnel Services" variety — were largely a local Base proposition, dependent upon such factors as (1) the geographical location of the Base and its proximity or non-proximity to neighboring communities, (2) the adequacy of Base recreational and welfare facilities, (3) the extent to which unit commanders were "personnel services" minded, (4) the amount of funds available through Central Post and Unit Funds for welfare purposes, and (5) the calibre and initiative of the individual Base Personnel Services Officer. Corroboration of our point would seem to lie in the wide range of costs of Personnel Services programs among the individual units of the Command during the months January-May 1950.[193]

192/ 1. History of the Directorate of Pers Services for February 1950
2. Ltr, Hq ConAC to CG's, ConAC AF's, Sub: Indoctrination of AFROTC Camps in Duties and Functions of Chaplains, 11 April 1950, contained as incl. to Historical Report of the Air Chaplain's Office for April 1950
3. Reports of Staff Visit of Lt. Col. C. L. Probst to the AFROTC Encampments at Langley AFB, Va., and Lowry AFB, Colorado, August 1950 contained as inclosures to Historical Report of the Air Chaplain's Office for July 1950

193/ RESTRICTED Chart, "Actual vs Standard Cost of Personnel Services for January-May 1950", prepared by the Director of Programs and Costs, Hq ConAC, contained in the Continental Air Command Management Analysis Review for July 1950.

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Continental Air Command unit commanders could -- and did -- solicit financial assistance from Command Welfare Funds for the purpose of financing the operation and improvement of their recreational, educational and welfare activities. From January-June 1950, $58,685.53 of Continental Air Command Welfare Funds were expended for purposes such as the payment of salaries of Continental Air Command Service Club Directors and Air Force Librarians (where appropriated funds were not available), payment of special grants to Central Post and Unit Funds for purchase of library books and equipment, service club and dayroom furniture equipment, and for the conduct of boxing, bowling and basketball tournaments.[194] At the end of June 1950, the books of the Continental Air Command Welfare Fund disclosed a balance of $163,177.83.[195]

During the period under consideration applications for grants from aircraft control and warning units were given priority by the Continental Air Command Welfare Council so that movable items -- dayroom furniture, library and athletic and recreational equipment -- might more expeditiously be purchased.[196] By the end of May 1950 -- a month in which only two activation grants for unit funds were made and these for newly organized aircraft control and warning detachments --

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194/ Information conveyed orally by the Non-Appropriated and Sundry Funds Division, Directorate of Personnel Services, Hq ConAC, September 1950

195/ Ibid.

196/ Historical Report of the Directorate of Personnel Services for October 1949-March 1950, inclusive

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there were indications that all entitled units had their authorized non-appropriated welfare funds.[197]

No provision existed for servicing a Continental Air Command unit located on an installation of another major command, but a policy was placed in effect whereby the Continental Air Command Welfare Fund would pay the activation grants to units assigned to the Continental Air Command regardless of its location. Thereafter, special grants to such units became the responsibility of the welfare fund of the Command having jurisdiction over the installation upon which the unit was located.[198]

To aid in the operation and improvement of messes on Command installations, loans were sought, when necessary, from the United States Air Force Club Mess and Mess Fund Council. Unfortunately, one major type of organization in the Command -- the Air Force Reserve Training Center (of which there were twenty-three in the Command) -- was excluded from making application for grants or loans from the United States Air Force Club and Mess Fund Council since the policy of that Council was to allow neither grants nor loans to messes of such organizations. According to the Continental Air Command Directorate of Personnel Services, the workings of this policy "seriously" hampered the effective operation of Air Force Reserve

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197/ Historical Report of the Directorate of Personnel Services for May 1950

198/ Historical Report of the Directorate of Personnel Services for October 1949-March 1950, inclusive

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Training Center messes, with resultant "decline" in the morale of affected personnel.[199] By May, the restrictions imposed upon the granting of loans to such organizations by United States Air Force Club Mess and Mess Fund Council had been partially relaxed.[200]

II

Although Information and Education activities are given more extensive treatment in another chapter in this history, it is deemed pertinent to include herein a brief account of the extent to which educational and vocational guidance activities were participated in by Command personnel. Statistics compiled by the Directorate of Personnel Services in Headquarters, Continental Air Command, disclosed that the percentage of participation in the Command's Education Centers was (based upon the overall strength of the Command) 31.5% for October through December 1949.[201] During the first quarter of 1950 the participation of Continental Air Command personnel had risen to 34.4%, placing the Command in second place of all the major commands in the Zone of the Interior for participation based on overall strength.[202]

Two "Operations" designed to raise the educational level of Com-

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199/ Ibid.

200/ Historical Report of the Directorate of Personnel Services for May 1950

201/ Historical Report of the Directorate of Personnel Services for January 1950

202/ Historical Report of the Directorate of Personnel Services for May 1950

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mand personnel -- Operation "Bootstrap" and Operation "Midnight Oil" -- were instituted by Headquarters, United States Air Force, during the period under consideration,[203] and bear mentioning in this history as illustrative of the deep-seated desire of the Air Force to contribute to the intellectual and cultural betterment of its individual officers and airmen.

III

It is interesting to note at the outset that the concept of the library's role in the military "community" was in process of transformation in the peacetime Air Force. During wartime, libraries had been conceived as being primarily a recreational activity and as such had operated under the aegis of Special Services.[204] In peacetime the emphasis upon the library as an educational and research reference center, with primary responsibility for legal and medical libraries plus technical libraries in aeronautics and related fields, gave the Air Force consolidated libraries a much broader concept of utility than had hitherto existed.[205] In line with this trend, it was suggested that libraries be transferred on Base level from the jurisdiction of the Special Services section to that of Information and Education.[206] This, it was believed,

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203/ Ibid.

204/ Remarks of the Command Librarian, Hq ConAC, on the Semi-Annual Air Force Library Report (AF-AP-U11) for July 1949 to December 1949, inclusive

205/ Ibid.

206/ Ibid.

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would result in a more effective attainment of library objectives since Information and Education officers at Base level were more apt to be in sympathy with library objectives and more likely to realize the need for adequate library budgets to implement those objectives.[207]

A partial clue as to the scope of library sources in the Continental Air Command is offered by the following statistics: a daily average of 1388 persons visited the Command's 119 library outlets during the six month period under consideration in this history, and borrowed a total of 116,186 books for home use during that same period.[208]

That the full measure of potentialities inherent in the library services program was not realized is understandable. In the face of a shortage of personnel and the lack of funds with which to employ full time professional librarians, it was apparently not an uncommon occurrence at some installations to close libraries temporarily or to shorten the hours of operation.[209] No military occupational specialty for librarians or library assistants existed in the Air Force career field[210] and the calibre of military personnel

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207/ Ibid.

208/ Information conveyed orally by Mrs. Dorothy Fayne, Command Librarian, September 1950

209/ Ibid.

210/ Historical Report of the Directorate of Personnel Services for May 1950

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assigned for duty in Base libraries was for that reason not likely to be very high. Local expenditures for library purposes were often inadequate for provision of an effective program, owing in some instances to the fact that there was no professional librarian on the Base to prepare and to defend monthly budgets.[211]

In spite of the above discouragements, considerable headway was made in the Command in the operation of its library services program during the period under consideration. By June 1950, for the first time in a year, all authorized library positions in the Command had been filled except for the one at Selfridge Air Force Base, Michigan.[212] Progress was made in raising the standard of library service available to personnel assigned to Air Force Reserve Training Centers, aircraft control and warning detachments and other activities of low numerical strength. Installations were urged to establish a regular monthly budget for library purposes and to spend intelligently local funds that were available to them.[213] At two air force headquarters and at three installations, Continental Air Command Welfare Funds were utilized to pay for the salaries of professional librarians.[214]

211/ Remarks of the Command Librarian, Hq ConAC, on the Semi-Annual Air Force Library Report (AF-AP-U11) for July 1949 to December 1949, inclusive

212/ Historical Report of the Directorate of Personnel Services for June 1950

213/ Historical Report of the Directorate of Personnel Services for October 1949-March 1950, inclusive

214/ Ibid.

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The modus operandi of the library services program in the Command was carefully adopted to meet the specialized requirements of the varied types of organizations comprising the Continental Air Command and, in theory at least, had much to commend it. At the time of the activation of the Continental Air Command, it was decided that the most effective and economical library service could be provided at the large number of small units in the command by appointing one qualified librarian in each of the subordinate air force headquarters, who would be responsible for service to the Air Force Reserve Training Centers, the aircraft control and warning detachments, and other isolated activities within the numbered air force area. The librarians would then train airmen in circulation procedures while retaining themselves the responsibility for the professional aspects of library service. It was anticipated that the Air Force librarians would be required to spend a minimum of three days each month at each library which was without the services of a professional librarian, in order to perform the required book selection, classification, cataloguing, etc. and to supervise the establishment of reference reading guidance programs. Continental Air Command Regulation 34-1, embodying this plan, was therefore published and Air Force librarians were appointed in all air force headquarters.[215/]

The theory of Continental Air Command Regulation 34-1 differed

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215/ Ibid.

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in some respects from actual practice. In some instances, the scarcity of per diem funds proved to be a deterrent to the effective operation of the program as envisaged in Continental Air Command Regulation 34-1, since the Air Force librarians were unable to spend as much time as was required at Air Force Reserve Training Centers in order to establish and to maintain adequate libraries. In addition, there were instances in which the raison d'etre for establishing the librarian position in the air force headquarters was not clearly comprehended, and emphasis was as a result incorrectly placed on the staff functions of the air force librarian.[216]

Proposed Tables of Distribution forwarded to the air forces in May — upon the reorganization of Continental Air Command — inadvertently omitted the position of Air Force librarians.[217] Since this would have left the Air Force commanders with the responsibility for the operation of library facilities at Air Force Reserve Training Centers without trained personnel with which to operate them, the matter was immediately taken under advisement in Headquarters, Continental Air Command, and the problem resolved through the re-establishment of librarian positions in the numbered air force headquarters.

IV

Special services activities in the Command encompassed a wide

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216/ Ibid.

217/ Historical Report of the Directorate of Personnel Services for May 1950

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range of activities designed to contribute to the physical and mental well-being of Command personnel. They encompassed organized sports programs, supervised recreational programs (including amateur theatricals) arts and crafts, hobby shops, theatres, service clubs activities (dances, bingo parties) etc. Their very diversity was a factor calculated to insure the participation of each individual in the Command in one or more activities and made possible an active social life on a scale surpassing that which many members of the Command, might, on their limited budgets, have attained in civilian life.

During the period under consideration in this history, fourteen service clubs were in operation on installations of the Command.[218] Eight of these clubs were under the supervision of professional service club directors, and it is significant that in these eight clubs so supervised, attendance showed its most striking increase owing to the excellent programming conducted thereat. Approximately thirty-thousand airmen and their guests attended service club activities each month.[219]

Surprisingly, moviegoers among Command personnel living on-base were distinctly in the minority, judging from the fact that the operation of the twenty motion picture theatres in the Command was not always an "in-the-black" activity. For example, only eight of the

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218/ Historical Reports of the Directorate of Personnel Services for February and June 1950

219/ Ibid.

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twenty motion picture theatres in the Command during the period 10 December 1949 through 6 January 1950 operated at a profit, according to information furnished the Historical Section by the Directorate of Personnel Services in Headquarters, Continental Air Command.[220] The placing of the theatres in the Command on a sound financial operating basis was a major problem encountered by that Directorate during the period under consideration.[221]

Amateur shows, in contrast to the professional variety emanating from Hollywood, proved to be exceedingly popular in the Command. The Command's Amateur Show Organizer devoted a considerable portion of her time to the production of amateur shows at Langley Air Force Base, Mitchel Air Force Base and Larson Air Force Base.[222] The amateur production at Langley was preeminently successful, playing to capacity audiences during its two-day stand. Even more significant perhaps is the recreational outlet which this medium of entertainment provided for Command personnel.

For some of the small isolated Aircraft control and warning detachments for whom the showing of movies or the production of amateur theatricals was not always feasible, the Command provided television sets, defraying the cost thereof from its Welfare Funds.[223]

220/ Historical Report of the Directorate of Personnel Services for February 1950

221/ Information conveyed orally by Mr. T. S. McCeney, Directorate of Personnel Services, September 1950

222/ Historical Reports of the Directorate of Personnel Services for October 1949-March 1950, inclusive, and for June 1950

223/ Historical Report of the Directorate of Pers Services for May 1950

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Because of restrictions imposed by Headquarters, United States Air Force on the travel of personnel engaged in athletic competitions, command wide tournaments were limited to tennis and golf. Other championship events were restricted to numbered air force areas.[224] In May, the Continental Air Command Golf Tournament — for which funds were provided from the Continental Air Command Welfare Fund in the amount of $2655 — was held at Langley Air Force Base, Virginia.[225] A command-wide tennis tournament was held at Shaw Air Force Base in June.

In June 1950 an allotment of $649,000 for the construction or rehabilitation of Welfare (recreational) facilities, was received from the Joint Welfare Board, Headquarters, United States Air Force by the Continental Air Command Welfare Fund. Continental Air Command numbered air forces were invited to submit lists of welfare facility requirements, in the order of desired priority, with estimated costs indicated.[226] Needless to say, the numbered air forces responded with alacrity to this invitation. Projects were submitted for the construction of gymnasia, swimming pools, baseball diamonds, handball courts, bathhouse facilities, service clubs, etc.[227] With

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224/ Historical Report of the Directorate of Personnel Services for January 1950

225/ Historical Report of the Directorate of Personnel Services for May 1950

226/ Historical Report of the Directorate of Personnel Services for June 1950

227/ Information conveyed orally by Miss Rita Barlow, Non-Appropriated and Sundry Funds Division, Directorate of Personnel Services, September 1950

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the entire allotment of funds to be committed prior to 31 December 1950 and the actual construction to be completed by 31 December 1951, it was evident that many of the installations throughout the Command would soon take on a "new look".

V

The "Six Point Program" established by the Chief of Air Chaplains set the tone and the pattern for all chaplain's activities in the Continental Air Command. Briefly, the six point program embraced the following: (1) worship; (2) religious education; (3) personal counseling; (4) "Humanitarian Services"; (5) Cultural Services and (6) Public Relations.[228]

To minister to the religious and welfare needs of its assigned personnel, the Continental Air Command had a total of 42 Protestant Chaplains and 17 Catholic Chaplains on duty throughout the Command.[229]

228/ For elaboration of each of the six points, see the following:
- a. Historical Report of the Air Chaplain's Office for February 1950
- b. Extract from Staff Study, "The Chaplain as a Counselor", prepared by the Office of the Air Chaplain, Hq ConAC, contained as incl. to the Historical Report of the Air Chaplain's Office for July 1950
- c. Ltr, Hq ConAC to CG, 14th AF, Sub: Assistance in Community Organization (April 1950), contained as incl. to Historical Report of the Air Chaplain's Office for April 1950
- d. News Release prepared by the Public Information Office, Hq 52nd Fighter-All Weather Wing, 27 June 1950, contained as incl. to Historical Report of the Air Chaplain's Office for June 1950

229/ 1. IRS, ACH to Hist, 3 October 1950
2. Compilation of Monthly Consolidated Reports on Summary of Chaplain's Activities for May and June 1950, contained as inclosures to Historical Reports of the Air Chaplain's Office for May and June 1950

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Roughly, the ratio expressed in these numbers was proportionate to the ratio of religious preferences expressed by Command personnel.[230] Personnel of the Jewish faith were served by auxiliary Chaplains "imported" from communities adjacent to Command installations.[231]

Assisting the Air Chaplains in the performance of their duties were airmen bearing the Military Occupational Specialty of Welfare Specialist (534). Prior to the period under consideration in this history, such airmen had been totally dependent upon on-the-job training to fit them for the special requirements of their positions. As the result of recommendations made by the Continental Air Command and by the other major commands, a Welfare Specialist Course was established at the Chaplain School, Carlisle Barracks, Pennsylvania, the opening course of which began on 11 January 1950.[232] Fifteen welfare specialists attended this course from the Continental Air Command,

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230/ Religious preferences expressed by Command personnel during the period January-June 1950 were as follows:

Jewish	1.93%
Protestant	70.56%
Roman Catholic	23.50%
None	3.01%

Chaplain percentages for the same period which indicated a proportionate spread were:

Roman Catholic	29.51%
Protestant	70.49%
Jewish	None

(vid. sup. doc. 229)

231/ Historical Reports of the Air Chaplain's Office for June and July 1950

232/ 1. Ltr, Hq USAF to CG ConAC, Sub: Welfare Specialist Course, 9 December 1949, contained as incl. to Historical Report of the Air Chaplain's Office for January 1950
2. TWX ACH 42598, ConAC to 1st AF, 19 December 1949, contained as incl. to Historical Report of the Air Chaplain's Office for January 1950

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with twenty-two airmen scheduled to attend the second course beginning in February.

A distinctive feature of religious life in civilian communities — the so-called "preaching mission" — was carried over into the Air Force in September 1949.[233] The planning and direction of these preaching missions, designed, respectively, for members of the Protestant and Catholic faiths, remained with the Office of the Chief of Air Force Chaplains which was slated to provide Protestant civilian clergyman to conduct the Protestant missions, and two Catholic Chaplains, assigned to the Chief of Air Chaplains Office, to preach the Catholic Missions. Their itinerary was to be world-wide.[234]

By 15 January fourteen Protestant Preaching Missions had been completed in the Command, with the completion of all such missions destined to take place no later than September 1950.[235] Implementation of the Catholic portion of the program failed however, to progress quite so satisfactorily — only two of the Catholic Missions having been completed by January 1950 — and the Deputy Air Chaplain of the Continental Air Command was therefore constrained to suggest to the Chief of Air Chaplains that the Catholic Missions be performed by Catholic Chaplains assigned to

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233/ Historical Report of the Air Chaplain's Office for February 1950

234/ Ibid.

235/ Ibid.

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the Continental Air Command.[236] Observed Chaplain Finnegan: "... These Missions are such tremendous assets in fostering the proper religious life of our people that [we believe that] each Base should have a Mission once a year."[237] However, Chaplain Finnegan's suggestion for the participation of Continental Air Command Catholic Chaplains in the Preaching Missions failed to win full acceptance in Washington.[238]

To foster a better appreciation of spiritual values and moral responsibility on the part of Continental Air Command personnel, four films of a semi-religious nature were purchased from funds made available by the Continental Air Command Welfare Council and exhibited at installations throughout the Command. One of the films "God of the Atom", in completing its circuit of Continental Air Command installations, was viewed by approximately 46,000 personnel.[239] The efficacy of audio-visual aids in religious and moral training thus received ample demonstration.

Symptomatic of the awareness of modern-day social problems on

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236/ Ibid.

237/ Ltr, Chaplain (Lieutenant Colonel) T. P. Finnegan to Chaplain (Major General)Charles I. Carpenter, 19 January 1949, contained as incl. to Historical Report of the Air Chaplain's Office for February 1950

238/ 1. Ltr, Chaplain (Major General) Charles I. Carpenter to Chaplain (Lieutenant Colonel) T. P. Finnegan, 30 January 1950, contained as incl. to Historical Report of the Air Chaplain's Office for February 1950
2. Information conveyed orally by Mrs. Elizabeth Dempsey, Air Chaplain's Office, September 1950

239/ Historical Report of the Air Chaplain's Office for February 1950

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the part of Air Chaplains was the conference on Alcoholism held at the Chaplain's School, Carlisle Barracks, Pennsylvania, in June 1950, which was attended by the numbered air force Chaplains in the Command.[240] Emphasis at the conference was placed on the role of the Chaplain in ministering to the problems of those servicemen and women who were ignorant of the dangers of intemperance. Study was also given to the extent to which alcohol contributed to delinquencies on the part of military personnel and of Command problems resulting therefrom.[241] The excellent and illuminating notes taken by Chaplain (Lieutenant Colonel) Tunis S. Cordill at the Conference are included among the supporting documents.[242]

To some extent the activities of Air Chaplains throughout the Command were circumscribed as a result of inadequate chapel building space. This matter of inadequate space was considered to be a "very pressing" problem at several installations. The hope was expressed, however, that refunds for permanent construction would be forthcoming in 1952 or 1953.[243]

240/ 1. Historical Report of the Air Chaplain's Office for April 1950
2. TWX, Hq USAF to CG ConAC, 10 May 1950, contained as incl. to Historical Report of the Air Chaplain's Office for May 1950

241/ According to an "analysis" of discipline and morale in the Twelfth Air Force during May 1950, intoxication appears to be the underlying factor in most of the miscellaneous delinquencies". See: Ltr, Air Provost Marshal, Hq 12th AF to CG 12th AF, Sub: Analysis of Discipline and Morale Within Twelfth Air Force for the Month of May 1950, 20 June 1950

242/ Notes of Air Force Chaplain's Conference on RELIGION AND ALCOHOL, 12-16 June 1950, prepared by Chaplain (Lieutenant Colonel) Tunis S. Cordill, contained as incl. to Historical Report of the Air Chaplain's Office for July 1950

243/ Historical Report of the Air Chaplain's Office for June 1950

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Historians of nineteenth century America have been wont to regard the concern expressed in that age for inmates of penal institutions and houses of correction as an expression of the great humanitarian "impulses" of that age. It is extremely unlikely that the concern for the rehabilitation of prisoners in Air Force guardhouses sprang entirely from any such altruistic or charitable motives. To be sure, there was undoubtedly an underlying desire to restore the offenders to a respected and honorable place in the military community, but there could be no doubt but that guardhouse confinements represented a costly financial drain upon the Air Force and a loss of hours to constructive effort which the Air Force, in view of its low personnel ceiling, could ill afford.[244/] In the Continental Air Command alone, in February, 17,773 days were lost as a result of guardhouse confinement. In that same month a total of $26,524 was expended in payment of prisoners in confinement.[245/] In April the average cost to the Command of its 411 prisoners was estimated to be $214.41 per month, representing a total confinement cost of $88,122.51 for the month.[246/]

244/ See Article, "Air Force Confinement Facilities", in ConAC Bulletin 125-5 for June 1950, contained as inclosure to Historical Report of the Air Provost Marshal's Office for June 1950

245/ Historical Report of the Air Provost Marshal's Office for March 1950

246/ Historical Report of the Air Provost Marshal's Office for April 1950

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Gratifying the prisoner rate in the Command demonstrated a downward trend during the six month period under consideration in this history. In February the prisoner rate per 1000 was 4.4.[247] By May a low of 3.8 per thousand had been reached.[248] The decrease in the number of persons confined could be attributed to the emphasis laid upon using forms of punishment other than confinement, as well as to the institution of a Command policy to confine individuals only as a last resort. Commanders on all echelons were informed to apply principles of leadership and discipline, and to substitute preventative measures for punitive action.[249]

Through the superlative historical data provided by the Office of the Air Provost Marshal, Continental Air Command, it is possible for us to paint for the reader a word-picture of the average prisoner towards whom rehabilitation efforts in the Command were directed. He was an airman who had been absent without leave. He was twenty-two years of age. He was single, a recidivist (or "repeater") and possessed a high school education. He may at one time have been a non-commissioned officer. His background of a "broken" home was

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247/ 1. Historical Report of the Air Provost Marshal's Office for March 1950
2. For purposes of comparison, it may be noted that the average monthly prisoner rate in the European Theatre of Operations during wartime was 2.5. See: Historical Report of the Air Provost Marshal, Office for March 1950

248/ This was the lowest monthly rate since July 1948. See: Historical Report of the Air Provost Marshal's Office for June 1950.

249/ Ibid.

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in some case responsible for his delinquencies and maladjustments.[250]

To the end that the rehabilitation efforts of Air Chaplains throughout the Command might be carried out with more effectiveness, the Office of the Air Chaplain in Headquarters, Continental Air Command, prepared an extension course entitled "Prisoner Rehabilitation".[251] Primary responsibility for the operation of the Rehabilitation Program, however, rested with the Office of the Air Provost Marshal. Believing that the existing program prescribed by Headquarters, United States Air Force, could be improved in part, that Continental Air Command staff agency suggested that as a supplement to the program greater emphasis be placed on on-the-job training for prisoners in a "trusty" status. A letter to that effect was drafted and sent to the field in November 1949.[252]

In February, a communication was received from Headquarters, United States Air Force, which indicated that consideration was being given to the establishment of a control rehabilitation center. Prisoners who had been sentenced to not less than three and

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250/ 1. Historical Reports of the Air Provost Marshal's Office for February and March 1950

2. "The analyses of reporting organizations (in the Fourth Air Force) indicate that some of the AWOL's are non-commissioned officers, including first three graders." See: IRS (APM to IG, et al, Sub: Analysis of State of Discipline and Morale of Fourth Air Force for May 1950, 16 June 1950, contained as incl. to Historical Report of the Air Provost Marshal's Office for June 1950

251/ Historical Report of the Air Chaplain's Office for February 1950

252/ Historical Report of the Air Provost Marshal's Office for January 1950

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not more than thirty months confinement and who had not been convicted of major offenses would be sent to the Center if and when it became operative.[253]

It was the opinion of the Continental Air Command that the proposed rehabilitation center would provide a more effective rehabilitation training program than the existing one in that it allowed for the complete segregation of prisoners, separating those who were confined for offenses involving moral turpitude from those individuals whose offenses lay rather in a lack of responsibility towards society and the military service. The recommendation was made that in the event the rehabilitation center was placed into operation, provision be made for (1) facilities for "trades" instruction, (2) the assignment of qualified full-time instructors, and (3) the assignment of guards and prison officers of a high calibre.[254] To the overhead required to maintain the Center, the Continental Air Command offered to release twelve airmen.[255]

With the increasing number of WAF personnel being assigned to

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253/ 1. TWX, Hq USAF to CG ConAC, 8 February 1950, contained as incl. to Historical Report of the Air Provost Marshal's Office for February 1950
2. Historical Report of the Air Provost Marshal's Office for February 1950

254/ Historical Report of the Air Provost Marshal's Office for February 1950

255/ Ltr, Hq ConAC to IG USAF, Sub: Establishment of Rehabilitation Centers, 10 February 1950, contained as incl. to Historical Report of the Air Provost Marshal's Office for February 1950

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duty in the Command, the Office of the Air Provost Marshal found itself confronted with a potentially perplexing problem emanating from the possible need to confine and to "rehabilitate "WAF personnel. No WAF confinement facilities were available in the Air Force except for WAFs who had been sentenced by a General Courts Martial. For Special Courts Martial sentences, pertinent Air Force Regulations recommended an instigation of the sentence or, as an alternative, a designation of adequate quarters within the WAF area, with guards posted for security. From a disciplinary standpoint, this procedure was considered unsatisfactory. In the opinion of the Historical Liaison Officer for the Air Provost Marshal's Office, the solution lay in a completely separate area, "devoid of male personnel." Still, the expense of creating and maintaining separate institutions for confinement for WAF personnel was prohibitive. At the end of the period covered in this history, no solution to this problem had been found.[256/]

256/ Historical Report of the Air Provost Marshal's Office for March 1950

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CHAPTER SEVEN

WAF PERSONNEL

Although enlisted women numerically constituted but a small fraction of the Continental Air Command population during the months January-June 1950, they are, it is felt, deserving of special historical "treatment" because of their uniqueness in the peacetime military establishment of the United States.

Until World War II the professional military service in America had been a career reserved exclusively for men. There were, to be sure, instances in American history -- notably in the American Revolution -- when women had fought alongside men, but American opinion would have been shocked and would have certainly regarded as extremely unladylike the expression of a desire on the part of its young women to join the peacetime standing army. In nineteenth century America the place of women was distinctly looked upon as being in the home.

The Nineteenth Amendment and World War II, in which thousands of women performed many varied and valuable services in the armed forces, changed all that. In the greatly expanded military establishment which came to be created in the postwar period, a limited proportion of spaces were reserved for American women at the intervention of no less a personnage than General Eisenhower himself.

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In the Reserve establishment, too, allowance was made for the enlistment of women reservists.[257]

Much as there may have been a tendency on the part of Service officialdom to regard its military population as "indivisible" and to make a minimum of distinctions between the male and female components of its population,[258] the realities of the situation could not always be ignored. We have already had occasion to note the concern expressed by the Office of the Air Provost Marshal, Continental Air Command, over the possibility of having to "confine" and to "rehabilitate" WAF offenders in view of the lack of separate confinement area.[259] WAF airmen required separate administrative facilities, and not unnaturally, WAF airmen preferred to be administered by members of their own sex rather than by male officers.[260]

257/ 1. Historical Report of the WAF Staff Director for May 1950
2. Ltr, Hq ConAC to CG 1st AF, Sub: Enlistment of Women in the USAFR, May 1950, contained as incl. to Historical Report for May 1950

258/ For example, the Air Training Command occasionally filled airmen requisitions with female personnel. See Historical Report of the WAF Staff Director for January-April 1950

259/ Vid. supra p. 112

260/ "Whenever there are WAF airmen assigned, it is desirable to have a WAF officer who can be responsible for their discipline and welfare. It also gives the WAF's someone to advise them on personal problems that they would not wish to discuss with male officers." Quoted from the Historical Report of the WAF Staff Director for January-April 1950, inclusive. (Vid. Sup. Doc. #19)

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The introduction of WAF airmen on installations of the Command inevitably posed housing problems for the installation commanders concerned. Moreover, in a profession which had always been reserved exclusively for men, there may have been -- in spite of the fine record established by the Women's Army Corps in wartime -- a latent resistance on the part of some commanders to an acceptance of WAF personnel as members of their commands. Finally, there is fragmentary evidence to indicate that whatever fiction may officially have been maintained concerning the lack of distinction between enlisted men and enlisted women, the enlisted men displayed, on occasion, an only too healthy indifference for that fiction. At Selfridge Air Force Base, Michigan, the practice was instituted of locking the outer doors of WAF barracks at 2300 hours in order to afford "greater security from intruders".[261] Similar motivation apparently prompted the authorities at Hamilton Air Force Base to relocate its WAF area.[262]

Judging from data made available to the Historical Section by the WAF Staff Director of the Continental Air Command, the principal problem encountered in connection with WAF airmen during the first six months of 1950 was billeting.[263] As we have noted above,

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261/ Historical Report of the WAF Staff Director for May 1950

262/ Ibid.

263/ 1. Report of Staff Visit of the WAF Staff Director to the 503rd AC&W Group, Roslyn, New York, 11 January 1950 and correspondence relative thereto

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the number of WAF personnel in the Command was relatively small:[264]

	Officers	Airmen
January	34	378
June	33	539

Still it is not unlikely that additional WAF personnel could have been accommodated in the Command had the housing situation been such as to facilitate their influx rather than to hamper it.

The lack of accommodations for WAF personnel at Selfridge Air Force Base, Michigan, made it necessary for Headquarters, Tenth Air Force, to reduce the size of its WAF Squadron to thirty-four enlisted women upon the move of that headquarters to Selfridge from Fort Benjamin Harrison, Indiana.[265] At Hamilton Air Force Base, California, difficulty was experienced in billeting WAF's on duty at that station, and the assignment of further WAF's thereto had to be suspended pending the move of the Overseas Replacement Depot from Hamilton, which, it was expected, would make available additional housing spaces for enlisted women.[266]

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2. Ltr, Hq 10th AF to CG ConAC, Sub: Assignment of WAF Personnel, 20 February 1950, contained as incl. to Historical Report of the WAF Staff Director for January-April 1950, (Vid. Sup. Doc. #19)
3. Report of Staff Visit of the WAF Staff Director to Hq 4th AF, 78th Ftr Wg and the 2351st WAF Sq, 26 January 1950
4. Report of Staff Visit to Hq 10th AF by WAF Staff Director, 10 February 1950

264/ Information conveyed orally by the Office of the WAF Staff Director, September 1950

265/ Ltr, Hq 10th AF to CG ConAC, Sub: Assignment of WAF Personnel, 20 February 1950, contained as incl. to Historical Report of the WAF Staff Director for January-April 1950, (Vid. Sup. Doc. #263(2)

266/ Report of Staff Visit of the WAF Staff Director to Hq 4th AF, 78th Ftr Wg and 2351st WAF Sq, 26 January 1950, (Vid. Sup. Doc. #263(3)

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lack of housing for WAF personnel at practically all stations in the Continental Air Command early in the year made it advisable for the Command to seek coordination of WAF station assignments made by Headquarters, United States Air Force, in order to preclude the assignment of WAF personnel to stations where housing facilities for them did not exist.[267]

In some instances, it was not practicable to assign WAF's to a base which had not previously "housed" women, until certain modifications could be carried out in the barracks.[268] By April, modification in the three women's barracks at Mitchel Air Force Base had been completed. Partitions had been installed making units for one, two and three women instead of using open-bay type barracks. New floor covering was laid and the barracks painted on the outside, making for lighter, cleaner and more pleasant home conditions.[269]

During the period under consideration, the request of the Command for 800 WAF's for assignment to AC&W units was approved by Headquarters, United States Air Force.[270] By the end of March, 16%

267/ 1. Report of Staff Visit of the WAF Staff Director to Hq USAF, 8 January 1950
2. The assignment of MATS WAF personnel to Continental Air Command bases had to be curtailed as a result of the housing shortage. See: Ltr, Hq ConAC to CG MATS, Sub: Assignment of MATS WAF Personnel to ConAC Bases, contained as incl. to Historical Report of the WAF Staff Director for January-April 1950

268/ Historical Report of the WAF Staff Director for January-April, (Vid.Sup. Doc. #19)

269/ Ibid.

270/ Ibid.

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of this increment of personnel had actually been assigned to Air Defense units.[271] WAF Squadrons were organized to serve with aircraft control and warning detachments at Roslyn Air Force Base, New York, and Stewart Air Force Base, New York.[272]

The Twelfth Air Force was the first of the Continental Air Command Forces to request officially that it be authorized to exceed the two per cent limitation of WAF personnel to be assigned to the Organized Air Reserve. The request for fifty additional spaces was approved.[273] Additional authorizations were also given to the Tenth Air Force for utilization in its Air Force Reserve Training Centers.[274]

The influx of additional personnel and the actual and/or projected activation of new WAF Squadrons posed problems in administering of WAF personnel. Under the provisions of Air Force Regulation 35-44, two WAF officers were to be provided for the administration of units comprising over 150 personnel. At the end of June 1950, WAF units at Mitchel, Hamilton, and Langley Air Force Bases were already close to that number and additional WAF officers were requested for assignment to those units.[275]

271/ Ibid.

272/ Ibid.

273/ Historical Report of the WAF Staff Director for May 1950

274/ Ibid.

275/ Historical Report of the WAF Staff Director for June 1950

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A shortage of WAF squadron commanders during the period under consideration contributed to problems of WAF administration. In part, the shortage was aggravated by the need to activate additional units for assignment to Air Defense Control Centers.[276]

WAF personnel assigned to Hospital Squadrons stationed at General Hospitals throughout the country and administered with the WAC detachments assigned thereto presented minor problems in administration, resolved ultimately through the loss by the Continental Air Command of control over its Hospital Squadrons on 1 June 1950.[277]

At Air Force Reserve Training Centers in the Command, to be manned into Category "R" personnel, a restriction was imposed on the assignment of Category "R" WAF personnel unless (1) one permanently assigned female commissioned officer was available for supervisory purposes when WAF enlisted personnel resided on the installation or (2) unless the WAF's resided at home.[278]

WAF's were utilized, as they were during wartime, in a variety of military occupational specialties: telephone operators, link

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276/ Historical Report of the WAF Staff Director for January-April 1950, (Vid. Sup. Doc. #19)

277/ 1. Report of Staff Visit of the WAF Staff Director to the 2209th Hospital Squadron and Hq 6th Army, 17 January 1950
2. Report of Staff Visit of the WAF Staff Director to Hq 4th Army, 21 January 1950
3. Report of Staff Visit of the WAF Staff Director to 2200th Hospital Squadron, 7 February 1950

278/ Ltr, Hq ConAC to CG 1st AF, Sub: Manning of AFRTC's, Category "R", with WAF personnel, 14 April 1950, contained as incl. to Historical Report of the WAF Staff Director for April 1950

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trainer mechanics, clerk-typists, link trainer instructors, radio mechanics, medical technicians, X-ray technicians, etc.[279]

Because of the stipulation that women would not be assigned to tactical units (Air Force Regulation 35-44), the reassignment of WAF's from Langley, Atterbury and Robins Air Force Bases became necessary.[280]

279/ Historical Report of the WAF Staff Director for January-April 1950, (Vid. Sup. Doc. #19)

280/ Ibid.

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2	Ltr, Hq ConAC to CO, 28th Comm Sq, Sub: Shortage of Cryptographic Technicians SSN 806, (undated) with IRS from O&T to Comm & DO
1 3	Ltr, Hq ConAC to Dir of Mil Pers, Hq USAF, Sub: Special Requisition for Officer Shortages, (undated)
2 3	Ltr, Hq ConAC to Dir of Mil Pers, Hq USAF, Sub: Critical Shortage of Air Installations Field Grade Officers, 9 March 1950 with 1st Ind
3 3	Ltr, Dept of the Air Force to CG ConAC, Sub: Shortage of Air Installations Officers, 28 March 1950
7	Ltr, Hq ConAC to Deputy Chief of Staff, Personnel, Hq USAF, Sub: Airmen Training and Stabilization, 21 January 1950
8	Ltr, Dept of the AF to CG ConAC, Sub: Reduced Manning Levels, 27 January 1950
10	Ltr, General Myers to General Edwards, DCS/P, Hq USAF, 8 February 1950
11	SECRET Ltr, Hq ConAC to DCS/P, Hq USAF, Sub: Critical Personnel Requirements ConAC, 3 January 1950 with 1st, 2nd & 3rd Inds and 3 Incls
12	Ltr, Hq 325th Ftr Wg, All Wea; Moses Lake AFB, Moses Lake, Wash., to CG 4th AF, Sub: Training for Radar Personnel with 1st, 2nd & 3rd Inds.
13	Chart #2(a), Officers Authorized and Assigned By Type Organization; also Chart #2(b), Airmen Authorized and Assigned By Type Organization

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1 16		SECRET Ltr, Dept of the AF, General Nugent to General Myers, 9 March 1950
2 16		SECRET TWX, Hq ConAC to CG AMC, Attn: Brig Gen James P. Early, 28 February 1950
1 18		SECRET Ltr, Hq ConAC to Scientific Advisory Board, Room 4E348, Pentagon, Wash, D.C., Sub: ConAC Ground Radar Installations - Maintenance Problems, 3 March 1950
2 18		Ltr, Hq 363rd Tac Recon Gp, Langley AFB, Va, to CG ConAC, thru CO 4th Ftr Wg, Langley AFB, Sub: Radar Maintenance Personnel, 4 January 1950 with 1st & 2nd Inds.
1 19		Staff Study, Utilization and Housing of WAF Personnel at ConAC Bases, 1 March 1950
2 19		Ltr, Hq ConAC to Dir of Mil Pers, Hq USAF, Sub: Special Requisition for WAF Personnel, 17 November 1949; also Ltr, Dept of the AF to Hq ConAC, Sub: Same as above, 1 March 1950
3 19		Utilization of WAF's in Aircraft Control and Warning Groups
4 19		Ltr, Hq ConAC to Dir of Mil Pers, Hq USAF, Sub: Amendment to AF Letter 35-530, 7 November 1949 with 1st Ind.
5 19		Ltr, Hq USAF to CG ConAC, Sub: Proposed WAF Program, 28 April 1949, with 1st Ind.
6 19		Housing for WAF Airmen, 1 March 1950
1 20		Restricted Ltr, Hq ConAC to CG 1st & 4th AF's, Sub: Manning Priorities of Continental Air Command Tactical Units, 10 January 1950
2 20		IRS, DP to VC, Sub: Manning of 78th Fighter Wing, 15 February 1950
3 20		Ltr, Hq ConAC to DCS/P, Hq USAF, Sub: Manning of Continental Air Command Tactical Units, 18 January 1950

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4 20		IRS, DP to DM, DO, IG, VC, CG & AG, Sub: Manning of Continental Air Command Tactical Units, 11 January 1950
21		Ltr, Hq ConAC to CG's ConAC AF's, Sub: Non-T/O&E Authorizations, 26 May 1950
23		Ltr, Hq ConAC to Asst for Programming, Hq USAF, Sub: Proposed T/O&E's for Air Force Units, 13 February 1950, with 1st, 2nd & 3rd Inds. and IRS
1 28		Ltr, Hq ConAC to CG 9th AF, Sub: Reduced Manning Levels, 6 March 1950
2 28		Ltr, Dept of the AF to CG ConAC, Sub: Requested Revision to Authorized Master and Technical Sergeants, 16 January 1950, with 1st & 2nd Inds.
3 28		Memo for the record from Col Price to AG Files thru DO, Sub: Adjustment of Airmen's Grade Authorizations, 14 February 1950
31		1st Ind, Hq TAC to CG ConAC, 11 March 1950 To Ltr, Hq ConAC, Sub: Reduced Manning Levels, 7 March 1950
32		Ltr, General Myers to General Upston, CG 4th AF, 9 February 1950
1 33		Ltr, Hq USAF to CG ConAC, Sub: Assignment of Instructors to the Air National Guard, 18 August 1949, with 1st, 2nd, 3rd & 4th Inds.
2 33		Ltr, Hq ConAC, to Dir of Manpower and Organization, Hq USAF, Sub: Authorization and Assignment of Instructors in the Air National Guard Program, 9 March 1950
34		Hq ConAC to CG's ConAC AF's, Sub: Utilization of Civilian Personnel Spaces Authorizations and Funds, 15 February 1950
42		Ltr, General Hale, CG 9th AF to General Whitehead, 3 March 1950,
43		Ltr, Hq ConAC, General Myers to General Davidson, CG 14th AF, 7 March 1950

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1 44	Air Inspector Policy No. 6, Air Inspector Practices, 14 February 1950
2 44	IRS, MEB to VC, Sub: Manpower Groups, 1 March 1950
3 44	Ltr, Hq ConAC to Chief USAF Manpower Group, Hq USAF, Sub: Report of Continental Air Command Manpower Evaluation Board's Activity, 30 March 1950
4 44	Ltr, Hq USAF to CG ConAC, Sub: Continental Air Command Manpower Program, 10 April 1950
5 44	Ltr, Hq ConAC to CG's ConAC AF's, Sub: Discontinuance of Manpower Evaluation Boards, 30 June 1950
6 44	Ltr, Hq ConAC to Dir of Manpower and Organization, Hq USAF, Sub: Information Pertaining to Continental Air Command Manpower Evaluation Boards, 30 June 1950
1 45	SECRET IRS, DO to CG, Sub: Reduction in Officer Personnel, 5 January 1950
2 45	SECRET TWX, CG ConAC to C/S USAF, Attn: Director of Manpower and Organization, 16 January 1950
46	SECRET TWX, Hq USAF to CG ConAC, 6 January 1950
47	Ltr, Hq ConAC to Dir of Manpower & Org, Hq USAF, Sub: T/O&E 1-600, 8 May 1950
1 48	SECRET IRS, Comm to DO, Sub: Pers Rqmts for 1st Qtr FY-51 to Man & Operate 24-hrs a day, 7 days a week, 10 July 1950
2 48	SECRET Ltr, Hq ConAC to DCS/O, Hq USAF, Sub: Immediate Personnel Requirements for Existing AC&W System, 17 July 1950
49	Ltr, Hq 1st AF to CG ConAC, Sub: Rotation of Personnel, 20 February 1950, with 1st Ind.
1 52	TWX, Hq USAF to CG ConAC (undated)
2 52	April Quota AFL 32-26 Special Actions Branch, 13 February 1950

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3
52 TWX, Hq ConAC to Dir Mil Pers, Hq USAF, 21 February 1950

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53 Ltr, Hq 9th AF to CG ConAC, Sub: Establishment of Manning Levels by Career Fields, 25 May 1950

1
56 1st Ind, Hq 1st AF to CG ConAC, Sub: Special Study On Officer Turnover Rates, 7 July 1950

2
56 SECRET Ltr, General Barcus, CG 1st AF, to General Whitehead, 2 March 1950

58 SECRET Ltr, Hq ConAC to C/S USAF, Sub: Reduction of Mandatory Quotas, 4 March 1950

61 SECRET Ltr, Hq USAF to CG ConAC, Sub: Reduction of Mandatory Quotas, 17 April 1950

1
64 SECRET Ltr, Hq ConAC to CG 1st AF, Sub: Reduction of Mandatory Quotas, 3 May 1950

2
64 SECRET Ltr, General Johnson, CG 10th AF to General Whitehead, 1 March 1950, with 2 Incls.

66 Ltr, General Whitehead to General Barcus, 1 February 1950

69 Ltr, General Whitehead to CG's ConAC AF's, 29 May 1950

85 Chart #3, Continental Air Command Health Statistics, January-June 1950

1
86 Ltr, General Whitehead to CG's ConAC AF's, Sub: Misuse or Dissipation of Personnel Assigned for Duty, 8 January 1950, with 2 Incls.

93 Ltr, General Whitehead to CG's ConAC AF's, 27 March 1950

96 Ltr, General Whitehead to DCS/P, Hq USAF, Sub: Officer Overage and Shortage Costs, 13 January 1950, with 2 Incls.

99 Ltr, Hq ConAC, General Myers to DCS/P, Hq USAF, Sub: Airmen Training and Stabilization, 21 January 1950

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101	Ltr, General Edwards, DCS/P, Hq USAF to CG ConAC, Sub: Responsibility for Support of the Accelerated Training Program, 3 January 1950
105	Ltr, Hq ConAC to CG's ConAC AF's, Sub: Technical Training of Surplus Specialists, (undated)
,109	IRS, C&T to DO, CG, Admin, 1 May 1950
111	Ltr, Hq 4th AF to CG ConAC, Sub: Utilization of Airmen, 3 March 1950
112	Ltr, Hq 14th AF to CG ConAC, Sub: Utilization of Airmen, 2 February 1950
113	Ltr, Hq ConAC to CG 1st AF, Sub: Reclassification and Utilization of Airmen, 23 March 1950
116	Ltr, General Whitehead to General McNaughton, Dir of Training, Hq USAF, 6 May 1950
117	Ltr, Hq 12th AF to CG ConAC, Sub: Report of Classification Audit Activities (RCS CNS-AP-P3)
119	Ltr, Hq USAF to CG ConAC, Sub: Airmen Training and Stabilization, 3 April 1950, with 1st, 2nd & 3rd Inds.
2 124	Ltr, Hq ConAC to CG 1st AF, Sub: Progress Toward Effective Training and Utilization, 28 April 1950
127	Ltr, General Whitehead to DCS/P, Hq USAF, Sub: Personnel Accounting and Utilization, (undated)
130	1st Ind, Hq ConAC to CG 12th AF, Sub: Utilization of Personnel, 1 June 1950
1 136	1st Ind, Hq USAF to CG ConAC, 15 May 1950
2 136	Ltr, Dept of the AF to CG ConAC, Sub: Personnel Accounting and Utilization, 30 March 1950
137	Ltr, General Vandenberg to General Whitehead, 30 January 1950
139	Ltr, General Whitehead to CG's ConAC AF's, 2 February 1950

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141 2	TWX, CG ConAC to CG's ConAC AF's, 7 February 1950
141 3	Ltr, Hq ConAC to CG's ConAC AF's, Sub: Classification and Utilization of Warrant Officers Including Selectees and Vacatees, 29 June 1950
146 1	Ltr, Hq ConAC to CG's ConAC AF's, Sub: Progress of Airman Career Program Conversion Procedures, 14 March 1950
146 2	Ltr, Col Fellows, DP ConAC to DP's, ConAC AF's, 1 March 1950
149	Ltr, General Nugent to CG ConAC, Sub: Airman Proficiency Testing Program, 15 June 1950
150	IRS, DP to P&O, VC, Sub: Same as above (149), 21 June 1950
151	Ltr, General Myers to DCS/P, Hq USAF, Sub: Airman Proficiency Testing Program, 5 July 1950
152 2	Ltr, General Whitehead to CG's ConAC AF's, Sub: Officer Personnel Program, 2 May 1950
152 3	Ltr, Hq ConAC to CG's ConAC AF's, Sub: Collection of Job Data, 31 May 1950
153 1	Ltr, Hq USAF to CG ConAC, Sub: Air Force Regulation 39-30, Promotion and Demotion of Enlisted Personnel, 13 March 1950, with 1st Ind.
153 2	TWX, Hq USAF to CG ConAC, 21 January 1950
154	TWX, Hq ConAC to CG's ConAC AF's, (undated)
157 1	Ltr, Hq ConAC to Dir of Mil Pers, Hq USAF, Sub: Promotion of Enlisted Personnel, 19 June 1950, with 1st Ind.
159	TWX, Hq USAF to CG ConAC, 9 June 1950
160 1	TWX, Hq ConAC to CG's ConAC AF's, 27 June 1950
161	TWX, Hq ConAC to ConAC units, (undated)

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163	Aviation Cadet (Pilot & Nav) - Officer Candidate Procurement Program covering total period FY 1950 July 1949 - June 1950
165	Ltr, Hq ConAC to Dir of Mil Pers, Hq USAF, Sub: Procurement Advertisement Promises vs Current Strength Reduction Program, 20 February 1950, with 1st Ind.
246	Monthly Staff History, Air Provost Marshal, April 1950, Corrections Division
248	Monthly Staff History, Air Provost Marshal, June 1950, Corrections Division

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C O P Y
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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

O&T 220.01

SUBJECT: Shortage of Cryptographic Technicians SSN 806

TO : Commanding Officer, 28th Communications Squadron, Mitchel Air Force Base, New York

1. It is desired that the following action be taken by your squadron to alleviate the present shortage of Cryptographic Technicians, SSN 806:

a. Screen assigned personnel to determine those qualified and available for the Cryptographic Technician Course No. 80500. Airmen with Primary SSN 502 and Secondary SSN 405 or SSN 237 are qualified in accordance with letter, file Mil Pers-F-S 352, this headquarters, 10 February 1950, subject, "Attendance at Cryptographic Technician Course 80500".

b. Initiate a National Agency Check on the selected personnel. The Security Division, Directorate of the Air Provost Marshal, Headquarters USAF, has indicated that this check will take approximately 7 weeks when the requested clearance is for cryptographic duties.

c. Upon completion of a and b above, which will result in fully qualified personnel, request assignment of school quotas to your unit from this headquarters.

2. It is desired that this headquarters be informed of the action taken not later than 3 March 1950. Include in this information the name, rank, and serial number of the airmen for whom a National Agency Check is requested and the date of the request.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

/t/ BRUCE H. GEMMEL
Captain, USAF
Asst Air Adj Gen

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SUBJECT:

HEADQUARTERS
CONTINENTAL AIR COMMAND
INTEROFFICE ROUTING SLIP

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.
				Capt R. Skalek/7247
1	20Feb	O&T	Comm DO	Attention: Colonel Yeager Coordination - Information 1. A study has been made in this directorate of the shortage of Cryptographic Personnel, SSN 805 and of the action taken to alleviate this shortage. 2. As of 31 December 1949, 145 Cryptographic Technicians, SSN 805, were authorized ConAC; 75 were assigned, leaving a shortage of 70. Previous attempts to alleviate this shortage through assignment of the Cryptographic Technician's Course No. 80500 have been unsuccessful. The major difficulty encountered has been the requirement for a cryptographic clearance prior to attendance at this ATRC School. To solve the problem of obtaining cryptographic clearances in a reasonable length of time, the Security Division, Directorate of AFM, this headquarters, initiated correspondence to Headquarters USAF attempting to obtain authority for granting emergency cryptographic clearances. As a result of this effort, the Director of Communications Headquarters USAF has requested the Director of Special Investigations to process a minimum eightee (18) National Agency Checks per week for this purpose. In addition, Headquarters USAF has indicated that seven (7) weeks will be sufficient time to process the National Agency Checks. An airman, who is otherwise technically qualified, will be fully qualified to attend the Cryptographic Technician's Course No. 80500 upon the completion of the National Agency Check. 3. Another difficulty present in the past has been a lack of technically qualified personnel to attend the Cryptographic Technician's Course No. 80500 due to the fact that among the prerequisites listed is qualification as clerk typist, SSN 405 or Teletype Operator, SSN 237. To correct this situation, the Deputy for Personnel, this headquarters, has instructed each Air Force in this command that airmen holding a primary SSN of Administrative Specialist, SSN 502, who in addition hold either of the above prerequisite

ConAC FORM RQ-AG 1
10 December 1948

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1		O&T	Comm DO	(continued)

SSN's will be utilized to fulfill quotas for the Cryptographic Technician's Course No. 80500.

4. As of 31 December 1949, this command was assigned 3,527 Administrative Specialists, SSN 502, which represented an overage of 1,084. Many of the airmen holding this SSN undoubtedly are qualified in view of the above criteria. In addition, it may be assumed that many of these airmen already possess the necessary security clearance. Utilization of these personnel on a mandatory quota basis should fulfill the allotment of ConAC for the next few classes. Since the allotment of ConAC for the next few classes. Since school quota allotments up to September 1950 will be furnished each Air Force on or about 20 February, sufficient time will be available to obtain clearances for the selected personnel who do not have them at the present time.

5. A copy of letter File MilPers F-S-352, 10 February 1950, subject, "Attendance at Cryptographic Technician's Course 80500", to the Commanding Generals of all ConAC Air Forces, which represents a satisfactory solution for the elinination of current Cryptographic Technician SSB 805 shortages, is inclosed. This directorate, in cooperation with the PPM Directorate, C&U Division, will continue to monitor the program outlined above to assure that bottlenecks do not develop in the alleviation of the Cryptographic Technician SSN 805 shortage.

6. A study of the 28th Communications Squadron, this headquarters, has revealed a shortage of eight (8) airmen, Cryptographic Technician, SSN 805. Since this Squadron does not come under the administrative control of any Air Force, it has not been allotted school quotas in the past. At the present time, a quota of one (1) for the 5 April 1950 Class has been allotted. It is recommended that the Commanding

ConAC FORM HQ-AG 1
10 December 1948

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FILE:

SUBJECT: Crypto Techs

HEADQUARTERS
CONTINENTAL AIR COMMAND
INTEROFFICE ROUTING SLIP

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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		O&T	Comm DO	(Continued) Officer, 28th Communications Squadron, initiate the required clearances on personnel in his organization who are otherwise qualified. Upon completion of this action, the Airmen's School Section, this headquarters, has agreed to assign the required quotas to the 28th Communications Squadron. To achieve this action, a letter to the Commanding Officer, 28th Communications Squadron, is attached. ROBERT A. [illegible]YS Lt Colone, USAF Chief, Tech & Grnd Tng Br Ext 1240 DOLF E. MU[illegible]HLEISEN Colonel, USAF Dir of Pers & Tng 2 Incls: 1. Cy ltr MilPers F-S-352 2. Ltr O&T 220.01
2	21Feb	Comm	DO	A very good study. If we keep pushing this project, it should result in ConAC obtaining an adequate number of Crypto Technicians, SSN 805. /s/t/ HOBART R. YEAGER Colonel, USAF Director of Comm & Elect Hq ConAC Mitchel AFB, NY 2 Incls - n/c Ext 2255

ConAC FORM HQ-AG 1
10 December 1948

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

Mil Pers-3-E 210

SUBJECT: Spec Requisition for Officer Shortages

TO: Director of Military Personnel, Hq USAF, Wash 25, D.C.

1. Officer requirements for the Office of the Inspector General this hqs, have become critical. This has been caused by a number of officers being reassigned, separated in accordance with AFL 3s-26, and in attendance at service schools on PCS status.

2. It is therefore requested that the following listed officer requirements be given top priority and assignment be accomplished as expeditiously as possible in order that the mission of the Inspector General may be adequately accomplished.

NUMBER	RANK	SSN
3	LtCol	2166
1	LtCol	2121
2	Major	2121
1	LtCol	7536
1	Major	2680
1	Major	7536

3. In view of extreme shortage of field grade officers properly qualified for above positions, it is further requested that this hqs be informed as to when vacancies listed above can be expected to be filled.

FOR THE COMMANDING GENERAL:

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, N.Y.

MajRAWray/6246/eab
Jr.

Mil Pers-3-E 210 9 Mar 1950

SUBJECT: Critical Shortage of Air Installations Field Grade Officers

TO : Director of Military Personnel, Hq USAF, Washington, 25, DC

1. A critical shortage of qualified Air Installations Officers, SSN's 7010, 7015, and 7025, in field grades, will exist within Continental Air Command in the near future. By 30 June 1950, present indications are that there will exist a shortage of twelve (12) Lieutenant Colonels. This shortage in the grade of Lieutenant Colonel is serious in that it will affect numerous key positions in the Office of the Director of Air Installations in this headquarters and the Air Installations offices of several major air bases of the Continental Air Command. This shortage is due chiefly to the relief of USAFR officers from active duty, the return of Corps of Engineer officers to the Department of Army and transfers by reason of overseas quotas.

2. In view of the seriousness resulting from this shortage of field grade Installations Officers, it is requested that this headquarters be released from the following overseas requisitions:

a. Letter your headquarters, AFPMP-1-T-2, subject: USAFE May 1950 Requisition, 9 February 1950, one (1) field grade 7025, Group IV, line 2, above cited requisition.

b. Letter, your headquarters AFPMP-1-T-2, subject: FEAF May 1950 Requisition, 10 February 1950 one (1) Lieutenant Colonel, 7010, Headquarters FEAF, Group IV, page 11, line 92, above cited requisition.

3. It is further requested that this headquarters be deferred from any further overseas quotas for field grade Installations Officers until such time as qualified replacements can be furnished.

4. The foregoing request is further established in that information received during a staff visit by members of this headquarters to Headquarters USAF indicated that no Lieutenant Colonels would become available for reassignment prior to June 1950.

/t/ CHARLES T. MYERS
Major General, United States Air Force
Vice Commander

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C O P Y
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B/L from ConAC, Mitchel AFB, N.Y., subj: "Critical shortage of air installations field grade officers" dtd 9 March 1950, MilPers-3-E 210

1st Ind AFPMP-1
Dept of the Air Forces, Hq USAF, Washington, DC 21 March 1950

TO: Commanding General, Continental Air Command, Mitchel Air Force Base, N. Y.

1. The recent release of officers with SSN's 7010, 7015, 7025, under the provisions of AF Regulation 36-26 in the grade of Lieutenant Colonel, has caused a shortage of this type officer throughout the Air Force.

2. In order to effect an equitable distribution of senior installation officers throughout the Zone of the Interior and overseas commands, this Head-quarters is closely monitoring the reassignment of this type personnel. It is not anticipated that future requirements for overseas replacements will be made on your command until the immediate shortage has been alleviated.

3. Lieutenant Colonels Arthur W. Nelson, AO-198023, and Howard E. Webster, 2573A, are being assigned to your command, to be in place in June and July, as indicated in the Report of Officers Assignments submitted to you by letter dated 14 March 1950. Major Frederik J. Baker, assigned to the Ninth Air Force and scheduled for return to Army control, has transferred, Inter-Departmental from Army to Air Force. Reassignment of this officer is not now contemplated.

4. In view of this world-wide shortage in the grade of Lieutenant Colonel and the overage of company grade officers in your command, the request for relief from overseas shipments mentioned in the basic communication is not favorably considered.

BY COMMAND OF THE CHIEF OF STAFF:

/s/ E. H. Underhill
/t/ E. H. UNDERHILL
Brigadier General, USAF
Actg Dir of Mil Pers

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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.

AFPMP-11B 28 March 1950

SUBJECT: Shortage of Air Installations Officers

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

1. The status of Air Installations Officers in your command, in relation to overall USAF manning of these specilties, has been studies as requested by Major General Myers during a recent visit to this headquarters. Manning of Third Quarter Fiscal Year 1950 requirements on 31 December 1949 were as follows:

	CONAC			TOTAL USAF		
	Auth	Asgd	% Manned	Auth	Asgd	%Mann.
Air Installations Officer (MOS 7025)	61	77	126	277	441	159
Installations Sqdn Officer (MOS 7015)	34	30	88	246	234	95
Engineer Staff Officer (MOS 7010)	38	26	68	210	156	74
Total	133	133	100	733	831	113

2. It will be noted that Air Installations Officers (MOS 7025) are overmanned, while a serious shortage of Engineer Staff Officers (MOS 7010) exists. Relief of officers from active duty under Air Force Letter 36-26 has caused a general shortage of field grade air installations type officers, and there is little prospect of alleviating the shortage prior to July 1950. Twenty eight (28) officers now in training at the Air Installations Staff Officer course at USAF Institute of Technology will be graduated in June 1950. Six of these officers will be returned to your command.

3. Your requisitions for field grade Air Installations Officers can be filled with company grade Air Installations Officers, if such officers are acceptable. In this regard, reassignment of your best qualified company grade Air Installations Officers, MOS 7025, to fill field grade requirements may be desirable. Training of company grade Air Installations Officers who are surplus to current authorizations for MOS 7025, in the Air Installations Staff Officers course is recommended. Additional quota requests to train Air Installations Officers in the July 1950 class will be approved to fill the shortage of Engineer Staff Officers indicated above. Since officers attend this course in temporary duty status, they will be returned to your command after graduation.

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Shortage of Air Installations Officers, 28 March 1950, cont.

4. The transfer of functions now programmed for the Air Force by Aviation Engineer Units is now being considered by the Joint Chiefs of Staff. A final decision concerning the transfer is expected by the end of Fiscal Year 1950. In event the decision results in transfer of functions, personnel transfers from SCARWAF units may be insufficient to meet the additional requirements for field grade air installation type officers, necessitating further upgrade training of company grade officers in all commands.

BY COMMAND OF THE CHIEF OF STAFF:

/s/ E. H. Underhill
/t/ E. H. UNDERILL
Brigadier General, USAF
Actg Director of Mil Pers

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C O P Y
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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

21 Jan 1950

DP 200.3

SUBJECT: Airmen Training and Stabilization

TO: Deputy Chief of Staff, Personnel, Headquarters, USAF, Washington 25, D. C.

1. With reference to your letter of 17 January 1950, subject, "Stabilization of Airmen Overages and Shortages," anything Headquarters USAF can do to relieve our airmen MOS overages through overseas shipments and relieve our MOS shortages from technical school graduates and other pipeline sources will be greatly appreciated. You may rest assured that this Command will make every effort to meet the airmen overage and shortage problem internally.

2. The instructions and advice contained in your letter of 3 January 1950, subject, "Responsibility for Support of the Accelerated Training Program," have been expanded upon and passed on to ConAC Air Force commanders in two letters which are attached for your information. The first letter, subject, "Utilization and Training of Airmen," implements an extensive on-the-job training program aimed at meeting as many of the airmen shortages as possible from our airmen surplus. Certain MOS's have been specified in which no further training will be accomplished and certain others in which training will be accomplished only in exceptional circumstances. Commanders are directed to utilize excess personnel to fill school quotas and, further, are provided a tabulation which is in effect an easy-reading on-the-job training guide.

3. The second letter, subject, "Reclassification and Utilization of Airmen," goes into detail concerning a classification and reclassification program designed to help resolve the shortage - surplus MOS problem. The program actually is aimed at eliminating first of all the surplus in the five airmen MOS's in which this Command is most overstrength, 014, 078, 502, 505 and 824, which are also surplus USAF-wide. Four of the five MOS's were cited specifically in your letter of 3 January. ConAC has added the MOS of 824 (Food Service Steward) to this list. ConAC Air Forces are directed to review by board action qualifications of all airmen possessing these five MOS's. Those individuals found not fully qualified in their primary, but who possess a critically needed secondary, will be reclassified to their secondary MOS. The

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DP 200.3 - Airmen Training and Stabilization

remaining individuals of the group will be reassigned to duty in their primary MOS only as far as actual TO&E, T/D or T/DA authorizations permit. Remaining airmen of the surplus MOS group who desire school training in the aircraft maintenance and electronics fields and who possess reasonable aptituted will be sent to an appropriate school. The remaining airmen will be placed on on-the-job training in short MOS's.

4. It is confidently expected that the action currently being taken to resolve our airmen shortage - surplus MOS problem will result in a substantial improvement in the situation in the immediate future. It is anticipated that a considerable number of of first-three graders in the surplus clerical and administrative field will be sent to various technical schools formerly attended only by basic airmen and other airmen with low ratings. It is requested that you affirm your acceptance of this situation. Furthermore, in order to encourage volunteers for technical trainint, it is requested that you authorized this Command to inform volunteers for a permanent change of station school that if they so desire and if approved by all echelons of command up to this headquarters, such volunteers will be returned to their present station upon completion of their school course.

5. We will continue to study the airmen shortage - surplus pattern and take action to insure that training being conducted is in consonance with Air Force needs.

/s/ Charles T. Myers
/t/ CHARLES T. MYERS
Major General, United States Air Force
Vice Commander

2 Incls
1. Ltr, Util & Tr of Airmen, 11 Jan 50
2. Ltr, Reclass & Util of Airmen, 13 Jan 50

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

AFPMP-A 27 January 1950

SUBJECT: Reduced Manning Levels

TO : Commanding General
Continental Air Command
Mitchel AFB, New York

1. Previous correspondence under this same subject has emphasized the necessity for full utilization of officers in the grade of colonel. This action is now a requirement of even greater importance than for prior periods, due to the overall reduction in personnel strength of the Air Force, including the release of a number of Reserve officers now serving in the grade of colonel.

2. Air Force planning and troop space programming must continue apace with the increased responsibilities of the Air Force in the National Defense program, resulting in authorizations in excess of ability to man completely. Furthermore, due to budgetary limitations, it is not anticipated that the program authorization for colonels will be filled by promotion or recall.

3. Faced with a reduced number of officers in the grade of colonel throughout the Air Force, the manning of each command with officers in this grade becomes more difficult of attainment. It then becomes the responsibility of all commands to utilize all officers to the maximum, reserving available colonels for those assignments that demand the services of officers senior in rank and experience.

4. According to third quarter authorizations, based on February strength reporting as authorized 1 January 50, Continental Air Command has been allotted a total of 332 general officer/colonel spaces for the third quarter of FY 1950. After deducting the 19 general officers assigned, the authorized totat to be filled by colonels is 313. The allocation of colonels to your command for the third quarter of the fiscal year is 219. Of this total, 81 spaces are those authorized for the Air Defense activities and the manning is based upon 100% of authorizations for this priority project. The remaining 138 spaces are considered as being under other ConAC activities and is computed on the basis of 60% of the authorization for other than Air Defense activities.

BY COMMAND OF THE CHIEF OF STAFF:

/s/t/ S. C. PHILLIPS
Lt. Colonel, USAF
Office, Director of Military
Personnel

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, N. Y.

8 February 1950

Lieutenant General Idwal H. Edwards
Deputy Chief of Staff, Personnel
Headquarters USAF
Washington 25, D. C.

Dear Idwal:

The urgent importance given Continental Air Command's air defense mission in the light of current events, coupled with the recent expansion in our air defense activities, presents this Command with a difficult officer manning problem. ConAC is required to organize and man two new major headquarters - the Eastern and Western Air Defense Forces - and a number of lesser but extremely important headquarters for Air Divisions. It is essential that the officers assigned to ConAC's air defense activities be immediately productive. Consequently, this Command should have priority in the assignment of all officers returning from overseas who have had experience and training in air defense work. Also this Command should be authorized to make name requests for officers below the grade of Colonel - at least in the grade of Lt Colonel - who are known to be particularly well-qualified for important air defense tasks.

I have been informed that of some ten highly qualified officers having air defense experience, who have been returned from the Far East Air Forces in the past few months, only two have been assigned to this Command. Of this group I am particularly interested in obtaining the services of Lt Colonel John J. Mullen, 3545A, who commanded a FEAF AC&W Squadron for several years and who has been assigned to Director, Flight Safety, 101st IC Unit, Langley Air Force Base; Lt Colonel Elmer F. Estrumse, 3774A, Operations Officer in a FEAF AC&W Group Headquarters for a year and a half, who has been assigned to Hq and Hq Sq, Flight Service, Barton Hall, Washington, D.C.; and Lt Colonel Benjamin Witsell, 2464A, formerly Chief of the Air Defense Section of the 5th Air Force and presently assigned to the Air Indoctination Center at Lackland Air Force Base. The services of these experienced officers would assist materially in manning key positions in the headquarters of the Air Defense Forces and in the AC&W units. Consequently, I request their reassignment.

Further, in the future, in order to give full support to my urgent need for officers experienced in air defense work and who will be immediately productive, I recommend,

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a. That action be taken to insure that all personel returning from overseas who have Aircraft Control and Warning expereince be screened carefully and unless there are important reasons to the contrary be assigned to Continental Air Command.

b. That thw provisions of AF Reg 36-3 be revised and that this Command be authorized to make requests of officers in the grade of Lt Colonel by name for service in air defense activities.

Sincerely,

/t/ CHARLES T. MYERS
Major General, United States Air Force
Vice Commander

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

IN REPLY
REFER TO

[illegible]

SUBJECT: Critical Personnel Requirements ConAC

TO : Deputy Chief of Staff, Personnel, Headquarters United States Air Force, Washington 25, D. C.

1. The programmed reequipment of seven ConAC fighter units with AN/APG-5C, -30, and -33 radar between January and July 1950 will increase this Command's shortages in the critical radar mechanic and maintenance fields greatly. The recent activation of a number of Aircraft and Warning units has increased this Command's requirements for personnel in the communications field. The following table summarizes the current personnel status (based on 31 October reports) and projects an unadjusted forecast of shortages in certain critical AFSC's of the cited specialist fields:

AFSC	Title	(1) Current Auth	Avail	Short	(2) Jan '50 Auth	Short	(3) July '50 Auth	Short
	Officer							
0110	[illegible] Off	132	26	106				
0120	Radar Off	24	8	16				
0140	Radar Filter Off	41	1	40				
0200	Comm Off	215	170	45				
1037	Nav - Bmbdr	144	2	142				
	Enlisted							
0510	Info Center Op	731	287	444				
0514	Radar Op	1018	603	415				
0648	Radio Repairman	473	199	274				
0759	Radio Op CW	491	246	245				
0760	Radio Op [illegible]	504	274	230				
	Radar Mechanic	296	60	236	501	441	583	523
(0842, 0850, 0855, 0858, 0862, 0867)								
0853	Radar Repairman	243	123	120				
0945	Radar Repairman	110	34	76	180	140	208	174

(1) Authorized - 1 October authorization adjusted by increased authorization for new [illegible] units.
(2) Authorized - Authorization (1) above adjusted by increase required for projected reequipment of 4th, 33d, 81st, 20th, and 31st Fighter Groups.
(3) Authorized - Authorization (2) above adjusted by increase required for projected reequipment of 78th and 56th Fighter Groups.

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PPM-A 320.2 Critical Personnel Requirements ConAC

2. Reference is made to 1st Indorsement USAF dated 22 November 1949 to letter this Headquarters, "Personnel Requirements for Certain Continental Air Command Units," Mil Pers-A 200.3. The indorsement states that an appreciable flow of graduates from the Radar Mechanic Airborne Equipment Course No. 86753 is just starting - a flow of 65 graduates per month at the start, building up to 230 per month by November 1950. Your attention is invited to the fact that ConAC has only 60 personnel available with 296 authorized in this field. This requirement builds up to 431 (a shortage of 371) by January 1950 and 485 (a shortage of 425) by July 1950.

3. Your particular attention is invited to the current shortage in USN 0955 (Radar Repairmen, Airborne Equipment) which will increase to a shortage of 111 of 145 authorized by July 1950. It is stated in the reference cited above that the only source of 0955's is a school course (of five and one-half months duration) which it is contemplated to establish during July 1950, and which will have a class capacity of ten personnel per week. Consequently, ConAC cannot expect to meet its requirement for 0955's (provided the entire projected output of the school course is allotted to this command) for a minimum period of two years from the present date. It is requested that consideration be given to the earliest possible establishment of the Radar Repairmen, Airborne Equipment, School Course with an increased enrollment, to the end that the extreme shortage in this critical specialty be met at an earlier date.

4. This paper is not to be considered an emergency requisition. It is submitted as a planning aid to keep your Headquarters advised of manning conditions which are not entirely reflected in current reports.

5. As stated in letter cited above, the failure to provide minimum personnel requirements limits the extent to which this command may accomplish its assigned missions. The provision of AN-APG-5C, -30, and -33 radar equipment, for example, adds nothing to ConAC's fighter interceptor capability if not supported by the provision of maintenance personnel for this equipment. Your recognition of such factors in establishing overall USAF manning priorities and mission assignments is requested.

FOR THE COMMANDING GENERAL:

Charles T. Myers

CHARLES T. MYERS
Major General, U.S. Air Force
Vice Chief of Staff

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Basic Ltr fr Hq ConAC, subj: "Critical Personnel Requirements ConAC", not dtd.

1st Ind. AFPMP-11B

Dept. of the Air Force, Hq USAF, Washington 25, D. C. JAN 17 1950

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

1. The critical shortage of both ground and airborne Radar Maintenance personnel is expected to remain severe throughout 1950. Due to the length of the Radar Mechanic Airborne Equipment Course No. 86753--42 weeks--no acceleration of the availability of graduates is possible. Approximately 75 per cent of the 431 airmen graduating during the period 1 November 1949 to 30 June 1950 will be trained for ground radar maintenance, and 25 per cent will be trained for airborne equipment. This relationship, established because of high priority assigned to manning of Aircraft Control and Warning Units in your Command, will be reversed by September 1950 and a majority of graduates will be trained on airborne equipment.

2. Establishment of the Radar Repairman, Airborne Equipment (SSN 0955) course prior to July 1950 will aggravate the already critical shortage of radar mechanics, since such personnel who are currently assigned to Radar Maintenance duties will be withdrawn from major commands for this advanced training. Until sufficient graduates from the 86753 course are available to maintain present manning levels, withdrawals prior to July 1950 for advanced training are not considered advisable.

3. Although the planned training flow of Radar Repairmen, Airborne Equipment (SSN 0955) will furnish few graduates during 1950, it is believed that any graduates of the Radar Mechanic course No. 86753 can be satisfactorily trained on the job to qualify as Radar Repairman SSN 0955. In this connection, your command has authorization for 51 Philco field engineers and 4 Western Electric field engineers as of 1 January. An additional 12 Philco field engineers have been authorized to assist in the maintenance program for AN/APG-5C, AN/APG-30 and AN/APG-33. These field engineers are provided primarily for the purpose of on-the-job training of military personnel. Consequently, a vigorous on-the-job training program, under the supervision of these field engineers, concurrently with furnishing radar mechanics for advanced technical training, will provide units with maintenance technicians pending the military output of graduates from the five and one-half month formal course.

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4. As stated in basic letter, the flow of graduates from the Radar Mechanic Course No. 86753 does not reach a maximum until late in 1950. Approximately 1000 graduates are forecast between 1 July and 31 December 1950. However, until these trained personnel are available for assignment to units, the critical status of radar maintenance specialists is not expected to materially improve.

BY COMMAND OF THE CHIEF OF STAFF:

D. C. STROTHER
[illegible] U.S.A.F.
[illegible] Personnel
Office of [illegible]

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Hq ConAC, PPM-R 320.2
Subject: Critical Personnel Requirements ConAC

PPM-K 200 (3 Jan 50) 2d Ind

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

TO: Deputy Chief of Staff, Personnel, Headquarters United States Air Force, Washington 25, D. C.

1. The information included in 1st Indorsement has been noted and will be utilized as a guide in current and future programs established by this headquarters. However, as indicated in paragraph 1, basic letter, this headquarters is equally concerned with the serious shortages in officer specialties. Information concerning the status of the officer personnel referred to is also necessary for planning purposes. Inclosed is an analysis of the current and projected requirements of this command for officer personnel in the communications and electronics field. This analysis amplifies the information included in paragraph 1, basic letter.

2. Specific reference is made to our current surplus in SSN 0142 and shortages in SSN 0520. While the current status indicates a negligible shortage in SSN 0520, (a shortage which is being compensated for through the utilization of surplus 0142's as 0520's) this shortage is expected to increase to 115 by 30 June 1950. It is the plan of this headquarters that all future surpluses in SSN 0142 will be retrained in SSN 0520. It is therefore requested that this command be informed as to the availability of surplus 0142's for reassignment to this command.

3. A review of the inclosed chart reveals that while a surplus of 72 officers, in certain SSN's within the communications and electronics field, existed on 30 November 1949, this surplus was reduced to 33 by 31 December 1949 and is expected to decrease to 7 by 30 June 1950. It will be noted that this decrease is attributable, for the most part, to the increased requirements for the surplus specialists rather than through a decrease in the number of such specialists assigned. For this reason, cross training of our present surplus specialists into short specialties is not feasible and cannot be expected to alleviate even a small part of our anticipated shortages.

4. It is requested that the status of officer shortages in this field be reviewed in relationship to the information included herein and in basic letter, and that this headquarters be advised of action being taken or planned to build up ConAC's strength in these specialties. It is requested that this information indicate time phasing.

Charles T. Myers

CHARLES T. MYERS
Major General, United States Air Force
Vice Commander

1 Incl
Chart ConAC Officer Shortages in C&E Field.

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3rd Ind. AFPTP-1-L

Department of the Air Force, Hq. USAF, Washington 25, D.C. FEB 24 1950

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

1. With reference to inclosure #1, indicating the cumulative pattern of officer shortages within the Continental Air Command for the remainder of FY 1950, attention is invited to inclosure #2, depicting foreseeable action by this headquarters toward alleviating these shortages.

2. World-wide shortages of officers possessing qualifications within the communications and electronics field prohibit complete manning of authorized positions. In this respect attention is invited to inclosure #3 which reveals a composite picture of officer manning in this field by commands, world-wide, indicating relative Continental Air Command percentage manned as of 31 December 1949. The Continental Air Command Aircraft Control and Warning units were placed in priority I for assignments on 23 January 1950, and the manning percentage of these organizations should ascend proportionately, based on the availability of personnel.

3. Although there is a current overstrength in SSN 0142 (radar observer, bombardment), none are in fact surplus because of the world-wide shortage of observers. In addition to being used in lieu of SSN 0520, they are used in lieu of SSN 1034, and in some instances, SSN 1037. Stress has been placed for some time on the assignment of observers to fill requirements of bombardment units, where the greatest shortage exists, and officers possessing SSN 0142 are assigned to these units when there are no vacancies at the USAF Bombardment School.

BY COMMAND OF THE CHIEF OF STAFF:

3 Incls:
Incl 1-n/c
(added-2 incls)
Incl 2-ConAC off shortage, etc.
Incl 3-Percentages of manning, etc.

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CONAC OFFICER SHORTAGE-SURPLUS PATTERN IN COMMUNICATION & ELECTRONICS FIELD, INCLUDING SUPPLY

*	TITLE	SSN	30 November 1949				31 December 1949				30 June 1950 **			
			AUTH	ASGD	SHORT	SURP	AUTH	ASGD	SHORT	SURP	AUTH	ASGD	SHORT	SURP
X	A/C Warning Off, Grnd Eq	0110	123	31	92		110	46	64		133	41	122	
X	A/C Warning Off, AB Eq	0130	1	0	1		9	0	9					***
X	Radar Officer	0140	16	12	4		22	13	9		25	13	12	
X	Electronics Officer	0141	26	19	7		25	23	2		38	28	10	
	Radar Observer, Bomb	0142	0	10		10	0	8		8	0	0		***
X	Radar Maint Officer	0145	4	9		5	4	11		7				
	Radar Filter Officer	0160	24	0	24		40	0	40		73	0	73	
	Communications Officer	0200	237	195	42		264	222	42		267	222	45	
X	Tel & Tel Officer	0400	16	6	10		16	6	10		16	6	10	
X	T & T Off, Inside Plant	0410	16	3	13		18	2	16		19	2	17	
X	T & T Off, Outside Plant	0430	6	5	1		6	6			6	6		
X	Radio Officer	0500	46	6	40		45	6	39		43	6	42	
X	Radio Officer, VHF	0503	4	1	3		6	1	5		7	1	6	
X	Radar Observer, AW	0620	72	55	17		73	64	9		229	114	115	
X	Controller, Ftr Int.	1014	100	143		43	152	163		11	266	205	61	
	Communications Insp. Off	2680	2	5		3	2	4		2	2	4		2
0	Signal Supply Officer	4400	15	26		11	18	23		5	18	23		5
X	Mai & Rep Off, AB Sig Eq	4402	11	6	5		10	8	2		10	8	2	
X	Mai & Rep Off, Gr Sig Eq	4415	1	1			1	1			1	1		
	GROSS SHORTAGE		720	533	259		821	607	247		1188	680	515	
	SURPLUS				72				33					7
	NET SHORTAGE				187				214					508

* X-Critical MOS O-Acutely Short MOS

** Figures for 30 June 1950 are based upon known increases in requirements due to activation of additional AC & W units and AW Fighter units and anticipated gains through technical school (TDY) courses.

*** 30 June figures for SSN's 0130 and 0145 have been combined with 0141 figures due to pending change in job description for SSN 0141 to include functions of SSN's 0130 and 0145.

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COMMUNICATIONS AND ELECTRONICS FIELD

PERCENTAGES OF MANNING, BOTH REGULAR AND RESERVE, BY COMMANDS AS OF 31 DECEMBER 1949

Air Materiel Command	60
Air proving Ground	90
Air University	74
Continental Air Command	56
Headquarters Command, USAF	33
Military Air Transport Service	83
Strategic Air Command	81
USAF Security Service	80
Far East Air Force	69
United States Air Forces in Europe	100
Alaskan Air Command	59
Third Air Division	80
Caribbean Air Command (includes authorizations for Latin American Missions) -	46

Inclosure #3

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CONAC OFFICER SHORTAGE [illegible]

	TITLE	SSN	30 November 1949				31 December 1949				30 June 1950		
			AUTH	ASGD	SHORT	SURP	AUTH	ASGD	SHORT	SURP	AUTH	ASGD	SHO
X	A/C Warning Off, Grnd Eq	0110	123	31	92		110	46	64		163	41	122
X	A/C Warning Off, AB Eq	0130	1	0	1		9	0	9				
X	Radar Officer	0140	16	12	4		22	13	9		25	13	12
X	Electronics Officer	0141	26	19	7		25	23	2		38	28	10
	Radar Observer, Bomb	0142	0	10		10	0	8		8	0	0	
	Radar Maint Officer	0145	4	9		5	4	11		7			
	Radar Filter Officer	0160	24	0	24		40	0	40		73	0	73
	Communications Officer	0200	237	195	42		264	222	42		267	222	45
X	Tel & Tel Officer	0400	16	6	10		16	6	10		16	6	10
X	T & T Off, Inside Plant	0410	16	3	13		18	2	16		19	2	17
X	T & T Off, Outside Plant	0430	6	5	1		6	6			6	6	
X	Radio Officer	0500	46	6	40		46	6	39		48	6	42
X	Radio Officer, VHF	0503	4	1	3		6	1	5		7	1	6
X	Radar Observer, AW	0520	72	55	17		73	64	9		229	114	115
X	Controller, Ftr Int.	1014	100	143		43	152	163		11	266	205	61
	Communications Insp. Off	2680	2	5		3	2	4		2	2	4	
D	Signal Supply Officer	4400	15	26		11	18	23		5	18	23	
X	Mai & Rep Off, AB Sig Eq	4402	11	6	5		10	8	2		10	8	2
X	Mai & Rep Off, Gr Sig Eq	4415	1	1			1	1			1	1	
	GROSS SHORTAGE		720	533	259		821	607	247		1188	680	515
	SURPLUS					72				33			
	NET SHORTAGE				187				214				508

* X-Critical MOS O-Acutely Short MOS

** Figures for 30 June 1950 are based upon known increases in requirements due to activation of AC & W units and AW Fighter units and anticipated gains through technical school (TDY) cour

*** 30 June figures for SSN'S 0130 and 0145 have been combined with 6141 figures due to pending job description for SSN 0141 to include functions of SSN's 0130 and 0145.

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9	31 December 1949				30 June 1950 **				Known Assignments by SSN during remainder of Fiscal year 1950					
	SURP	AUTH	ASGD	SHORT	SURP	AUTH	ASGD	SHORT	SURP	Jan	Feb	Mar	Apr	May	June
		110	46	64		163	41	122		13	13	16	8	0	0
		9	0	9					***	1	0	0	0	0	0
		22	13	9		25	13	12		5	0	0	0	0	0
		25	23	2		38	28	10		11	9	5	8	1	0
	10	0	8		8	0	0			11	3	9	5	1	0
	5	4	11		7				***	1	2	2	2	1	0
		40	0	40		73	0	73		1	0	0	0	0	0
		264	222	42		267	222	45		34	13	11	19	9	1
		16	6	10		16	6	10		3	0	0	2	0	0
		18	2	16		19	2	17		0	0	0	0	1	0
		6	6			6	6			0	0	0	0	0	0
		45	6	39		48	6	42		3	0	2	1	2	0
		6	1	5		7	1	6		0	2	0	0	1	0
		73	64	9		229	114	115		0	0	0	1	0	0
	43	152	163		11	266	205	61		31	3	5	16	14	0
	3	2	4		2	2	4		2	1	1	0	0	0	0
	11	18	23		5	18	23		5	3	2	2	0	2	0
		10	8	2		10	8	2		2	1	0	0	0	0
		1	1			1	1			0	1	1	0	0	0
		821	607	247		1188	680	515							
	72				33				7	120	50	34	62	32	1
				214				508							

...n increases in requirements due to activation of additional ...ated gains through technical school (TDY) courses.

...e been combined with 6141 figures due to pending change in ...ctions of SSN's 0130 and 0145.

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HEADQUARTERS, 325th FIGHTER WING, ALL WEA
Moses Lake Air Force Base
Moses Lake, Washington

DM 353 2 March 1950

SUBJECT: Training for Radar Personnel

TO: Commanding General
Fourth Air Force
Hamilton Air Force Base
Hamilton, California

1. The problem of obtaining sufficient well qualified personnel to maintain radar, such as the AN/APG-28, has been a serious problem, since the development of airborne and ground radar as a combat weapon.

2. The two factors - the high degree of technical skill represented and high demand for this skill in all of the armed services as well as civilian enterprises - have contributed to this shortage. The only satisfactory long range answer is for the Air Force to train the required personnel and provide some means whereby the results of this training may be of continuing benefit to the Air Force.

3. The following procedure is recommended.

a. Tests should be given on a competitive basis to high school students desiring this type of training to determine their aptitude.

b. The Air Force should then offer training at technical schools for selected applicants with the provision that those successfully completing the course will be assigned to the appropriate career field and be required to serve a minimum of 6 years with the Air Force.

4. It is believed that the above procedure would in a few years fill up requirements within the Air Force and subsequently fill civilian requirements for like skills. Both of these demands for such skills must be filled if maintenance of this type of equipment is to ever be on a sound basis.

FOR THE COMMANDING OFFICER:

/t/ ELMER H. SORRELS
Major, USAF
Adjutant

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Hqs 325th Ftr-AW Wg, Training for Radar Personnel

OTT 352 Gen (2 Mar 50) 1st Ind 25 March 1950

Headquarters Fourth Air Force, Hamilton Air Force Base, Hamilton Calif.

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

1. The comments and recommendations contained in the basic letter are concurred in by this Headquarters.

2. Schooling of this type requires a lengthy period, and the student receives valuable training. Productive years of the graduate in radar work in the United States Air Force should be commensurate with the time and money the Air Force has spent on the training of the individual.

FOR THE COMMANDING GENERAL:

/t/ H. L. FULLER
Lt. Col. USAF
Air Adj Gen

OAT 353 (2 Mar 50) 2nd Ind

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

TO: Director of Training, Headquarters USAF, Washington 25, D. C.
ATTENTION: Individual Training Division

1. The plan presented in the basic has considerable merit. It is believed that competitive tests administered to high school students interested in a career in the air force will assist in providing a flow of qualified personnel for the electronic engineering career field.

2. The necessity for recruiting personnel with the intelligence level required of electronic maintenance specialists has been verified in that it has been found necessary to rescind the radar training prerequisite examination as considerable difficulty has been experienced in meeting basic radar school quotas because

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Hq 325th Ftr Wg DM 353
Subject: Training for Radar Personnel

O&T 353 (2 Mar 50) 2nd Ind (Contd)

insufficient personnel were available who could pass this examination.

FOR THE COMMANDING GENERAL:

/t/ BRUCE H. GERMEL
Captain, USAF
Asst. Air Adj. Gen.

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B/L Moses Lake AFB, dtd 2 Mar 50, Subj: Training for Radar Personnel

AFPTI 3rd Ind 10 May 1950

Department of the Air Force, Hq, USAF, Washington 25, D. C.

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

1. Reference is made to paragraph 3 of basic letter. The intent of the recommendations made have merit, but lack realism. The Air Force experiences difficulty in recruiting the type of personnel mentioned in the recommendations directly from high school. In order to interest individuals of this type, the Air Force must be in a position to offer special consideration to them upon recruitment in addition to the promise of schooling. It is believed more desirable, therefore, to develop liaison with the secondary schools throughout the U.S. in an effort to interest them in instituting curricula desirable to the Air Force, rather than to develop a method of eliminating personnel who have not matriculated for courses which are desirable. This principle is being studied by this headquarters.

2. There have been concrete steps taken to parallel those recommended in the basic letter. The Air Force is now accepting only 4-year enlistments with a minimum GCT of 100. Further, recruits are being subjected to expanded testing while undergoing training at the Indoctrination Center to determine their aptitudes and interests.

3. Recommendations of the type made in the basic letter are invaluable and should be encouraged.

BY COMMAND OF THE CHIEF OF STAFF:

/t/ LOUIS E. COIRA
Colonel, USAF
Deputy, Individual Training Div.
Directorate of Training

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CHART #2(a)

OFFICERS AUTHORIZED AND ASSIGNED BY TYPE ORGAN

UNITS	JANUARY Auth	JANUARY Asgd	JANUARY (Over) Short	FEBRUARY Auth	FEBRUARY Asgd	FEBRUARY (Over) Short	MARCH Auth	MARCH Asgd	MARCH (Over) Short	APRI Auth	APRI Asgd
Headquarters	1655	1520	135	1857	1677	180	1660	1503	157	1732	1511
ROTC Instrs	553	550	3	553	555	(2)	555	553	2	453	554
ANG Instrs	197	165	32	187	167	20	197	168	29	197	168
AF Res Trng Ctrs	712	692	20	739	700	39	711	722	(11)	614	620
Fighter Units	1937	2184	(247)	1942	1922	20	1913	2064	(151)	1920	205
Troop Carrier Units	787	849	62	687	713	(26)	689	710	(21)	691	71
Bomb Light Sqs	110	79	31	110	86	24	110	89	21	110	9
TAC Recon Groups	78	43	35	78	49	29	78	48	30	78	4
Air Base Groups	258	277	(19)	201	262	(61)	200	248	(48)	202	23
Air Base Sqs	67	93	(26)	60	87	(27)	63	85	(22)	63	7
Air Divisions (Def)	108	72	36	108	82	26	108	80	28	108	7
A/C&W Groups	363	232	131	397	301	96	403	318	85	490	35
WAF Squadrons	5	5	0	8	5	3	8	9	(1)	8	
Others	951	1146	(231)	926	1021	(95)	821	831	(10)	867	84

(Source: Monthly Report of

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CHART #2(a)

ICERS AUTHORIZED AND ASSIGNED BY TYPE ORGANIZATION

RY (Over) Short	MARCH Auth	MARCH Asgd	MARCH (Over) Short	APRIL Auth	APRIL Asgd	APRIL (Over) Short	MAY Auth	MAY Asgd	MAY (Over) Short	JUNE Auth	JUNE Asgd	JUNE (Over) Short
180	1660	1503	157	1732	1511	221	1619	1476	143	1598	1440	158
(2)	555	553	2	453	554	(101)	569	571	(2)	582	613	(31)
20	197	168	29	197	168	29	197	170	27	156	168	(12)
39	711	722	(11)	614	620	(6)	713	716	(3)	706	687	19
20	1913	2064	(151)	1920	2050	(130)	1952	1711	241	1955	2169	(214)
(26)	689	710	(21)	691	714	(23)	332	235	97	653	618	35
24	110	89	21	110	98	12	110	101	9	110	109	1
29	78	48	30	78	48	30	78	42	36	78	42	36
(61)	200	248	(48)	202	236	(34)	202	218	16	204	206	(2)
(27)	63	85	(22)	63	73	(10)	74	66	8	71	74	(3)
26	108	80	28	108	75	33	108	78	30	108	81	27
96	403	318	85	490	351	139	634	372	262	634	396	238
3	8	9	(1)	8	9	(1)	8	9	(1)	8	9	(1)
21 (95)	821	831	(10)	867	842	25	810	687	123	562	596	(34)

(Source: Monthly Report of Personnel Strength FS-P2B)

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CHART #2(b)

AIRMEN AUTHORIZED AND ASSIGNED BY TYPE ORGANIZATIO

UNITS	JANUARY Auth	JANUARY Asgd	JANUARY (Over) Short	FEBRUARY Auth	FEBRUARY Asgd	FEBRUARY (Over) Short	MARCH Auth	MARCH Asgd	MARCH (Over) Short	APRIL Auth	APRIL Asgd	APRIL (O Sh
Headquarters	3747	4237	(490)	4555	4596	(41)	3831	4173	(342)	4136	4119	
ROTC Instrs	552	551	1	553	561	(8)	553	558	(3)	553	558	
ANG Instrs	428	400	28	418	399	19	343	402	(59)	415	400	
AF Res Trng Ctrs	7816	8974	(1158)	7969	8943	(974)	7991	8571	(580)	6776	7210	(4
Fighter Units	14737	15427	(690)	14672	15248	(576)	14476	14830	(354)	14680	15064	(
Troop Carrier Units	4376	3787	589	4069	3569	(500)	2178	1836	342	4133	3672	
Bomb Light Sqs	386	379	7	386	378	8	386	383	3	386	392	
TAC Recon Groups	176	192	(16)	176	192	(16)	176	187	(11)	176	188	
Air Base Groups	2680	2739	(59)	2246	2636	(390)	2283	2481	(198)	2210	2458	
Air Base Sqs	718	869	(151)	663	838	(175)	736	820	(84)	736	791	
Air Divisions (Def)	184	112	72	184	129	55	184	165	19	184	167	
A/C&W Groups	3444	2870	574	3544	3152	392	3544	3380	164	4079	3717	
WAF Squadrons	15	56	(41)	24	65	(41)	24	18	6	24	23	
Others	6005	5311	694	7011	5602	1409	7047	6075	972	7146	6206	

(Source: Monthly Report of Per

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CHART #2(b)

AIRMEN AUTHORIZED AND ASSIGNED BY TYPE ORGANIZATION

	FEBRUARY			MARCH			APRIL			MAY			JUNE		
uth	Asgd	(Over) Short	Auth	Asgd	(Over) Short	Auth	Asgd	(Over) Short	Auth	Asgd	(Over) Short	Auth	Asgd	(Over) Short
555	4596	(41)	3831	4173	(342)	4136	4119	17	3914	3857	57	3895	4279	(384)
553	561	(8)	553	558	(3)	553	558	(3)	585	597	(12)	587	601	(14)
418	399	19	343	402	(59)	415	400	15	415	395	20	415	400	15
7969	8943	(974)	7991	8571	(580)	6776	7210	(434)	7927	8701	(774)	7780	8513	(733)
14672	15248	(576)	14476	14830	(354)	14680	15064	(384)	15294	15866	(572)	15460	16152	(692)
4069	3569	(500)	2178	1836	342	4133	3672	461	3113	2516	597	3005	2777	228
386	378	8	386	383	3	386	392	(6)	386	383	3	386	370	16
176	192	(16)	176	187	(11)	176	188	(12)	176	186	(10)	176	193	(17)
2246	2636	(390)	2283	2481	(198)	2210	2458	(248)	2199	2337	(138)	2061	2352	(291)
663	838	(175)	736	820	(84)	736	791	(55)	1028	701	327	1010	814	196
184	129	55	184	165	19	184	167	17	184	168	16	184	169	15
3544	3152	392	3544	3380	164	4079	3717	362	5115	4050	1065	5115	4420	695
24	65	(41)	24	18	6	24	23	1	24	26	(2)	24	21	3
7011	5602	1409	7047	6075	972	7146	6206	940	5583	4816	767	5980	5093	887

(Source: Monthly Report of Personnel Strength FS-P2B)

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
Washington 25, D. C.

9 March 1950

Major General Charles T. Myers, USAF
Headquarters, Continental Air Command
Mitchel Air Force Base, New York

Dear Charley:

In view of General Edwards new duties as Acting Deputy Chief of Staff, Operations, I am replying to your letter of 8 February 1950 which pertains to the assignment of officer personnel to the air defense activities of Continental Air Command.

Effective 23 January 1950 priority number 1 was extended to Continental Air Command for the manning of the units of the air defense system. As you know, thiw is the identical priority for manning of the strategic striking forces of Strategic Air Command. Whereas in the past the majority of the assignment effort was expended to bring Strategic Air Command's units up to their authorized strengths the emphasis is now on the Aircraft Control and Warning units of Continental Air Command. This means that as officer personnel who have qualifications suitable to occupy specific position vacancies in air defense work become available to us, first consideration will be given to their assignment to your priority units.

It is a fact, however, that not all qualified officers will be assigned to Continental Air Command units. There are several reasons for this. In addition to manning high priority units of Continental Air Command and Strategic Air Command the needs of other important projects must be recognized. Then too, the minimum operational needs of lower priority commands and their units must be considered.

Referring to your comments regarding the recent returnees from FEAF who possess air defense experience, it must be borne in mind that some of these officers were assigned to units inthe Zone of Interior several months before their reporting for duty to the new assignments. The air defense system as we know it today was not then in existence since a number of the units had an activation date of 1 December 1949. In keeping with our policy of assigning officer personnel in accordance with the needs of the Air Force as reflected in requisitions from the major commands, they were assigned to positions in which their skills could be effectively used. It would be unfair to these individuals for us to require them to move again right now. We will find competent officers for your Aircraft Control and Warning units elsewhere.

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* * * * *

In regard to your recommendations, I can assure you that all personnel returning from overseas who have Aircraft Control and Warning experience will be screened carefully and unless there are important reasons to the contrary, they will be assigned to ConAC. I do not believe, however, that the provisions of AFR 36-3 should be revised. I have no objection to your submission of name requests forofficers for air defense activities in the grade of Lt. Colonel during the formulative stages of the Air Defense Units. We shall give serious consideration to such requests as the officers become available for reassignment.

I believe that we should follow the procedures I have outlined above if we can possibly do so. Any other system will increase instability within the Air Force which is giving all of us serious concern. If you find that these procedures do not produce a satisfactory flow of qualified officers to your Air Defense Unit, I believe that you and I should confer personally on how best to meet your requirements on what otherwise would be a crash basis.

Sincerely,

s/t/ R. E. NUGENT
Major General, USAF
Acting Deputy Chief of Staff, Personnel

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From Hq Continental Air Command 28 Feb 1950

To CG AMC Wright Patterson AFB Dayton Ohio
Attn: Brig Gen James F. Early

196 . In view of the transfer of ConAC air defense units from precedence VI, Group II to precedence I, Group I, this Hq requests a S1 priority be assigned to the following units: Fighter-Interceptor Wings ConAC-4, 33, 56, 78, 81; Fighter-All Weather Wings ConAC-52, 325; Radar Calibration Det ConAC-7, 11, 12 (Requisitions that are initiated by the 33d Fighter Wing in support of F-94C's need not be accorded a S1 priority). This supply priority is urgently needed to provide adequate support for these high priority units.

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(413.44)

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

3 March 1950

COMM 413.44

SUBJECT: ConAC Ground Radar Installations - Maintenance Problems

TO: Scientific Advisory Board, Room 4E348, Pentagon, Washington, D.C.

The following summarizes radar maintenance problems currently being encountered within the Aircraft Control and Warning System of Continental Air Command:

a. Personnel

(1) One of the major factors contributing to the difficulties in the electronic maintenance of radar equipment in the Air Defense System is the general lack of skilled and experienced electronic maintenance personnel. In most cases personnel assigned from formal technical courses of the Air Training Command require an extended period of practical indoctrination and supervised on-the-job training at an operational radar site before they become competent to carry out their duties satisfactorily. The rapid expansion of the Air Defense System during the past two (2) years has required that the few skilled and mature electronic specialist personnel available to this command be distributed throughout the system, with the result that individual stations are largely dependent on semi-skilled and inexperienced personnel for the inspection and maintenance of their radar and associated electronic installations.

(2) The present and proposed rapid extension of the Aircraft Control and Warning program, together with normal attrition of trained enlisted personnel will likely prolong this personnel shortage for some time and to improve this situation contract agreements have been

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completed with industrial manufacturers for the provision of civilian engineers. At the present time, these engineers are assigned on a basis of one to each radar site and control center, primarily to conduct on-the-job training but also to supervise and assist as necessary in the maintenance of the electronic equipment at the site.

* * * * * *

FOR THE COMMANDING GENERAL:

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

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HEADQUARTERS 363D TACTICAL RECONNAISSANCE GROUP
Langley Air Force Base, Virginia

ROT 4 January 1950

SUBJECT: Radar Maintenance Personnel

TO: Commanding General
Continental Air Command
Mitchell AFB, New York

THRU: Commanding Officer
4th Fighter Wing
Langley AFB, Virginia

1. Reference is made to letter your Headquarters, file, COMM 200, subject: "Utilization of Civilian Field Engineers at Operational Units, Electronics Training Program" dated 13 December 1949.

2. It has been necessary to utilize as maintenance men the two Western Electric Field Engineers assigned to this unit. This is because of the extreme shortage of maintenance personnel assigned this organization.

3. This organization has 22 aircraft equipped with AN/APQ-24 and 2 bench mock up sets. To maintain this equipment there are presently assigned the following maintenance personnel:

4 - 867
2 - 866
1 - 955
1 - 867 OJT

There is only one of the above men qualified to perform maintenance on the AN/APQ-24. The other personnel are considered as untrained assistants who require constant supervision, four of whom were eliminated from the APQ-24 training at Kessler AFB, Miss for academic reasons. This situation has required the use of field engineers as maintenance men thereby seriously affecting our operators training program. It is felt that since this equipment is so costly an unnecessary waste is being incurred by the Air Force as a result of this lack of maintenance personnel.

4. At the present time we do not have a single observer completely qualified to operate this equipment. A training pro-

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ROT
Subject: Radar Maintenance Personnel 4 January 1950

gram has been set up with the assistance of the Western Electric engineers to train the 20 observers who have been recently assigned to this organization. At present this organization has no trained combat crews and can not have until such a time as the radar maintenance has progressed sufficiently to permit constant and effective training of observers.

FOR THE COMMANDING OFFICER:

/t/ ROBERT E. GROVERT
Captain, USAF
Adjutant

OC 200 1st Ind

Headquarters 4th Fighter Wing, Langley Air Force Base, Virginia, 9 Jan 1950

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

FOR THE COMMANDING OFFICER:

/t/ FRANK ROGERS
Major, USAF
Adjutant

9AF 353 (4 Jan 50) 2nd Ind 18 Jan 1950 OC

HEADQUARTERS NINTH AIR FORCE, Langley Air Force Base, Virginia

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

1. This headquarters concurs in the statement set forth in paragraph 2, basic letter, for the reasons enumerated in paragraph 3, thereof.

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Hq 363d Tac Rcn Gp, ROT 2 Jan 50
SUBJECT: Radar Maintenance Personnel
(2nd Ind - cont'd)

2. Action has been initiated to accelerate the OJT of the personnel listed in paragraph 3 that are fully qualified in the APQ-24. It should be noted that four (4) of the persons listed in subject paragraph were eliminated from APQ-24 training program at Kessler AFB, Mississippi for academic reasons. There is an acute shortage of qualified electronics technicians within this command which precludes assignment of additional personnel to the organizations equipped with B-45 aircraft.

FOR THE COMMANDING GENERAL:

/t/ JOHN M HANNAN JR
CWO USAF
ASST. ADJ. GENERAL

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19 1 March 1950

STAFF STUDY

Utilization and Housing of WAF Personnel at ConAC Bases

1. Purpose. The purpose of this study is to determine where WAF personnel may best be utilized and housed on ConAC stations.

2. References.

a. AFL 35-530 as amended, Utilization of WAF Personnel. (Attachment #1)

b. AFL 35-531, Classification and Assignment of WAF Personnel. (Attachment #2)

c. Study by Director Communications, ConAC for utilization of WAF personnel at AC&W Control Centers. (Attachment #3)

d. TD/As of all regular Air Force units assigned to ConAC.

e. Letter USAF, subject, "Proposed WAF Program", 28 April 49, File AFPMP-2-D. (Attachment #4)

f. Letter, ConAC, subject, "Special Requistion for WAF Personnel", 17 November 1949, File Mil-Pers-(WAF) 220.3. (Attachment #5)

3. Facts.

a. WAF personnel may be used in administrative fields, communications, supply, medical and food service fields (AFL 35-530, see Attachment #1).

b. Housing for WAF personnel is presently available at eight ConAC bases. (Attachment #6)

c. Housing can be made available at six addition ConAC stations. (See Attachment #2)

d. The assignment of WAF personnel to AC&W Control Groups Hqs. is desirable to release male personnel for duty in isolated stations wher it is impractical to assign small groups of WAF personnel. At the present and/or proposed control center sites there is insufficient housing for WAF personnel.

e. WAF enlisted personnel are presently on duty at eight ConAC stations and in five General Hospitals. WAF officer personnel are on duty at ten ConAC stations. WAF personnel presently assigned are being used mainly in administrative fields. There are a minimum number of women assigned to communications, supply, medical and food service fields.

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f. Results of a survey of the T/O&A of regular Air Force units assigned to ConAC, show that approsimately 8,000 WAF airmen may be utilized in this command. Information from USAF has indicated that 800 women will be assigned to ConAC by June 1950. This number does not include the 800 women requested for AC&W stations. (Par 2f above)

g. A survey of ConAC Air Forces in July 1949 indicated that a total of 1500 women could be adequately housed at ConAC bases. As a result of reorganization since that time, this number has been tentatively reduced to approximately 1300 which includes space for 474 women at bases within Fourteenth Air Force area of jurisdiction. To date there have been no assignments made to the Fourteenth Air Force of WAF enlisted personnel.

4. Discussion.

a. Women should be utilized in AC&W units to release trained male personnel for more isolated stations where it would be impractical to assign women. Because of

(1) The necessity of assigning a female officer with each unit of enlisted women,

(2) The shortage of female officers,

(3) The requirement for administrative overhead,

it is desireable to assign women to AC&W units only at those sites where the maximum number of women will be used. These sites include six control centers.

b. Plans are presently being made to assign women to six AC&W stations. USAF has approved verbally the request to make 800 WAF personnel available to ConAC for assignment to AD&W units.

c. For sound administration and utilization of officer and squadron overhead personnel, WAF squadrons should have a minimum personnel strength of 100.

d. No plans have been made to use WAF in Fourteenth Air Force at present.

5. Conclusions.

a. WAF personnel may be well utilized at all ConAC stations where housing facilities are available.

b. ConAC can properly utilize all the WAF personnel that USAF will make available to the Command.

c. WAF personnel may, and should, be assigned to AC&W Control Centers as soon as the personnel is made available in sufficient numbers to warrant organizing such units.

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6. Recommendations.

a. WAF squadrons should continue to be organized as personnel becomes available to ConAC with AC&W units being given first priority.

b. Plans for AC&W Control Centers should include housing for WAF personnel at sites to be designated by the Director of Communications.

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Mil Pers-(WAF) 220.3 17 Nov 49

SUBJECT: Special Requisition for WAF Personnel

TO : Director of Military Personnel, Headquarters United States Air Force, Washington 25, D. C.

1. The assignment of female military personnel in Air Defense Control Centers during World War II proved conclusively that this type of work can be performed most efficiently by women. In addition, these assignments released many men for duties and locations not suitable for women.

2. Letter, Pers Man-K 220.01, this headquarters to USAF, 7 November 1949, subject, "Amendment to AF Letter 35-530" requested that AFL 35-530 be amended to add certain MOSs needed in the operation of an Air Defense Control Center.

3. In view of the emphasis now being placed on air defense, it is requested that the following listed WAF personnel, trained in their specialties, be made available to this command in order to assist in relieving present serious shortages and to permit the release of male personnel for service at isolated locations:

MOS	SSN	No. Required
Clerk (Non-typist)	055	24
Cook	060	48
Draftsman	070	6
Draftsman (Topographic)	076	6
Repeaterman, Telephone	187	12
Teletype Operator	237	36
Teletype Mechanic	219	6
Automotive Equip. Operator	345	24
Clerk-Typist	405	12
Medical Technician	409	12
Administrative Specialist	502	30
Information Center Operator	510	264
Duty NCO	566	6
Comm. Supply Technician	581	6
Duty Soldier	590	24

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Mil Pers-(WAF) 220.3 Spec Req for WAF Pers

MOS	SSN	No. Required
Intelligence Specialist	631	12
Info Center Equip. Tech.	637	18
Radio Repairman	643	42
Telephone Switchboard Oper.	650	24
Mess. Center Clerk	667	24
Medical Adm. Spec.	673	6
Radio Operator (CNS)	759	84
Radio Oper. High Speed	766	60
Intercept Control Tech.	768	12
Cryptographic Tech.	805	18
Supply Technician	821	6
Mess Sergeant	824	6
Supply Clerk	835	6
Radio Repairmen VHP	951	6
		840

FOR THE COMMANDING GENERAL:

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Department of the Air Force
Headquarters United States Air Force
Washington 25, D. C.

AFPMP-2C-4 1 March 1950

SUBJECT: Special Requisition for WAF Personnel

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

1. Reference is made to letter, your headquarters, 17 November 1949, subject as above.

2. Assignments of WAF against this requisition are currently being made. It is not possible at this time to furnish WAF in all the specific SSN's desired, however, Career Fields will be followed in so far as practicable.

3. Beginning with Fiscal Year 1951 a minimum of 50 WAF per month will be assigned. There will be graduates from the various technical schools and those completing Indoctrination Division for whom no training is available; the latter being assinged as SSN 521 in a specific aptitude cluster.

BY COMMAND OF THE CHIEF OF STAFF:

M. D. MANNION
Colonel, USAF
Office, Director of Military
Personnel

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Utilization of WAF's in Aircraft Control and Warning Groups

1 15Aug Comm WAF(Attn: Maj. Hunt)

For your information and retention if you so desire.

GEORGE E. HUNSUCKER
Major, USAF
Ext 6108

HOBART R. YEAGER
Colonel, USAF
Dir of Comm & Elect
Ext 2255

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Utilization of WAF's in Aircraft Control and Warning Groups

1. To fill the requirements for personnel of the Aircraft Control and Warning Groups in FY 1950, request action be taken to have assigned WAF Airmen to ConAC in MOS and numbers indicated below. The total requested is approximately 20% reduction of T/O&E 1-600, 24 July 1945.

2. It is anticipated that the WAF Airmen will be assigned to Air Defense Control Centers, relieving male Airmen for reassignment to GCI stations that are in more isolated locations and require technicians with more training than will be found in WAF units at the present time.

3. Requirements for Air Defense Control Centers now operational and to be activated in FY 1950.

MOS	No. Required	MOS	No. Required
060	40	187	10
590	20	239	5
055	20	237	30
405	10	097	10
502	25	238	20
581	5	631	10
835	5	510	220
821	5	951	5
542	5	768	10
070	5	766	50
824	5	637	15
345	20	650	20
667	20	076	5
805	15	566	5
648	35	673	5
759	70	409	10
Total	305	Total	430
		GRAND TOTAL	735

4. The above figures do not include Radar Repairman (953), Automotive Equipment Mechanics (014), Armorers (511), Powerman (166), Wire Repairman (950) and Guard Patrolman (522).

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Utilization of WAF's in Aircraft Control and Warning Groups, (Contd)

5. It is further requested that action be taken to assign ten (10) WAF airmen to the 28th Communications Squadron, Mitchel Air Force Base to fill vacancies that will bring the Squadron to 90% of authorized strength. The MOS and number are indicated below:

MOS	No.
237	4
667	4
805	2

GEORGE E. HUNSUCKER
Major, USAF
Ext 6108

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Utilization of WAF's in Aircraft Control and Warning Groups

2 16Aug COMM DO

ADC

1. General Whitehead directed that a study be prepared as to the employment of WAF Airmen on the Air Defense Program.

2. It is considered that it will be highly advantageous to employ WAF Airmen for certain positions in Air Defense Control Centers, thereby relieving male Airmen for reassignment to outlying stations. One bottleneck is the requirement that a WAF officer must be in charge of all WAF detachments. Since there is a shortage of WAF officers in ConAC, there being a total of 28 at the present time, it is impracticable, at the present time, to organize WAF detachments at all AC&W sites.

3. It is recommended that immediate steps be taken to provide for WAF Airmen at Air Defense Control Centers as outline in comment 1.

4. It is also recommended that immediate planning be instituted to provide WAF detachments at Air Defense Direction Centers.

/s/HOBART R. YEAGER
/t/Colonel, USAF
Director of Comm & Elect
Hq Continental Air Commd
Mitchel AFB, N. Y.
Ext 2255

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Utilization of WAF's in Aircraft Control and Warning Groups

5 24Aug DAD Comm

1. Employment of WAF airmen in control centers of the continental air defense system is concurred in. Past experience has indicated that it is highly desireable to use WAF personnel for such duties as plotters, tellers, teletype operators, etc., both from the viewpoint of increased officiency in operations and of releasing male airmen for duties not suitable for women.

2. It is believed that WAF requirements presented in Item #1 are not consistent with probable future demands on ConAC, nor with the abilities and training of WAF personnel. At the outbreak of World War II there was an immediate demand on the air defense system then being established on the east and west coasts for personnel trained in control center as well as all other phases of air defense operations, for shipment to overseas bases. Such personnel must be male, at least initially. A similar requirement will no doubt occur again in the event of another emergency.

3. The requirement for WAF personnel as indicated in Item #1 appears to represent 100% of the peacetime control center authorizations in the MOS's indicated. A more desireable breakdown would appear to be that some of the control centers be manned by WAF personnel in appropriate MOS's and the remainder by male personnel. Futhermore, it is not believed that WAF personnel are capable of performing duties in some of the MOS's listed, such as Communications Specialists (542), telegraph linemen (238), etc. This should be a matter of further study and coordination with the Training Command's present and future plans for training WAF personnel.

4. WAF requirements should be computed on the basis of six control centers instead of five.

5. DAD will present a study with recommendations regarding the use of Reserve personnel, including Reserve WAF officers and airmen in the filter centers of the Observer Corps System upon completion of Operation Lookout.

6. In view of the above comments, it is recommended that Item #1 be reconsidered and re-oriented to known or anticipated D-Day requirements and to know or anticipated WAF training, capabilities and limitations.

R. C. MAUDE
Colonel, USAF
Asst Deputy for Air Defense

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Utilization of WAF's in Aircraft Control & Warning Groups

25Aug Comm WAF Staff Director — For your comments and recommendations.

HOBART R. YEAGER
Colonel, USAF
Director of Comm & Elect
Hq Continental Air Command
Mitchel Air Force Base, N. Y.
Ext. 2255

5 26Aug WAF Pers

1. Concur generally in all comments.

2. There is no objection to organizing WAF squadrons at AC&W sites where sufficient WAF personnel may be properly utilized and housed. In this respect, WAF may not be used at this time in the following MOS's listed in par 3, note 1:

759, 187 239, 097, 238, 951, 768, 637.

Additionally, it will depend in the exact type of work to be done whether or not WAF should be used in the following MOS's.

590, 566.

3. The decision to man AC&W sites up to 100% with WAF personnel in all possible MOS's and/or train male personnel in the same MOS's to be moved to overseas bases (par 2, note 3) should be determined by war plans.

4. Ref par 6, note 3, AF Letter 35-530A lists these jobs to which women may presently be assigned.

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Utilization of WAF's in Aircraft Control & Warning Gps.

5 26Aug WAF Pers Comm

The Air Training Command will consider training women in other MOS's deemed suitable for women if the need is sufficiently justified. I see no reason why women can not be trained in the following MOS's in consonance with the present job description:

759, 768

Additionally, women may be trained in the following MOS:

239, 187, 951, 637

The main objection to the above type of work for women is the weight of equipment used for installation. Women should be able to repair the instruments once they are installed

5. The request for WAF personnel in par 5, note 1 should be sent through normal personnel.requisition channels, designating a preference for WAF personnel. (A note of the requested personnel has been made in this office for assignment purposes).

6. At the present time, the Air Training Command is not training WAF personnel in sufficient numbers in any of the required MOSs. It is recommended that at such time as Item #1 has been reviewed, that USAF be requested to provide the necessary training for WAF personnel and that new enlistees be trained in those MOSs in addition to personnel presently on duty.

7. A draft letter to Hq USAF requesting changes in AF Letter 35-530 (formerly AF Letter 35-450) to include authority for WAF to be trained and assigned in additional MOSs, is attached hereto. A copy of AF Letter 35-530A is also attached.

MARJORIE O. HUNT
Major, USAF
WAF Staff Director
(7109)

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

IN REPLY
REFER TO:

Pers Man-K 220.01 7 Nov 1949

SUBJECT: Amendement to AF Letter 35-530

TO : Director of Military Personnel, Headquarters USAF, Washington 25, D. C.

1. There is a critical shortage of personnel to man Air Defense Control Centers. This type of work was successfully done by women in World War II. Certain MOS's required by Aircraft Control and Warning stations, which may be filled by WAF personnel are not authorized for WAF.

2. In accordance with paragraph 9b, AF Letter 35-530 (formerly AF Letter 35-450) it is requested that the following MOS's be authorized for WAF personnel and that quotas be established at schools training personnel in those MOS's:

MOS	SSN
Repeaterman, telephone	187
Teletype mechanic	239
Information center equipment technician	637
Radio Operator, CNS	759
Intercept control technician	768
Radio repairman, VHF	951

FOR THE COMMANDING GENERAL:

J. H. BLOSS
Lt. Col., AGD (USAF)
Asst. Adj. Gen.

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B/L fr Hq ConAC, Mitchel AFB, New York, 7 Nov 49 - Amendment of AFL 35-530

1st Ind AFPMP-2C-2

Department of the Air Force, Hq USAF, Washington 25, DC., 18 November 1949

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

1. In view of the recent published directives which outline the procedures for the conversion of SSN's to Air Force Specialty Codes and pending the establishment of a target date when the Air Force Specialty Codes will become effective, no action is contemplated by this Headquarters to amend AFL 35-530 to include the MOS's listed in basic communication.

2. AFL 35-400 which outlines the AFSC for Airmen and WAF will be published and distributed to all commands in the near future. Three (3) of the SSN's (759, 768, and 951) listed in basic letter are included in this directive and are applicable to WAF personnel.

BY COMMAND OF THE CHIEF OF STAFF:

M. D. MANNION
Colonel, USAF
Office, Director of Military Personnel

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AFPMP-2-D 28 April 1949

SUBJECT: Proposed WAF Program

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

1. In order to attain the total authorized strength for WAF in June 1950, the enlistment quota for women airmen has been increased and tedhnical training requirements established for WAF SSN's as determined by AF Letter 35-450. Generally, distribution of WAF spaces among these SSN's was based on proportions established by percentages between the command strength for each SSN and the total command strength for all SSN's.

2. Similarly, anticipatory figures have been projected as a guide for assignment of WAF to major commands. Under this plan assignment to your command of a total of eight hundred (800) WAF by June 1950 is proposed. It is estimated that assignments for June, July, and August will be approximately fifteen (15) WAF per month with gradual increase each month until total proposed strength has been attained.

3. WAF will be assigned by SSN under provisions of current instructions for assignement of other airmen except that such assignements will be limited to equitable proportions based on percentage of command strength in each SSN.

4. Your comments and recommedations are invited.

BY COMMAND OF THE CHIEF OF STAFF:

M. D. MANNION
Colonel, USAF
Office, Director of Military Personnel

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Proposed WAF Program
PP-F 220.3 (28 Apr 49) 1st Ind 6 May 1949

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

TO: Deputy Chief of Staff, Personnel, Headquarters USAF, Washington 25, D. C.

1. This headquarters will allot all WAF personnel to the numbered Air Forces in the normal manner when they are made available to this command for assignment on AF Form R-139.

2. It is requested that this headquarters be advised in advance when WAF personnel are to be allotted to this command in increments in excess of 15.

FOR THE COMMANDING GENERAL:

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1 March 1950

HOUSING FOR WAF AIRMEN

AF Base	*Housing Presently Available	Housing To Be Made Available	**Present Personnel Strength	Comments
First Air Force				
Mitchel AFB***	135		96	
Stewart AFB	108		42	
Roslyn AFB		50	0	By moving male personnel off the base.
Fourth Air Force				
Hamilton AFB***	138		108	
Moses Lake AFB	79		46	
McChord AFB	45		25	
Silver Lake AFB	0		0	
Ninth Air Force				
Langley AFB	120		86	
Tenth Air Force				
Selfridge AFB	35		36	
Benjamin Harrison AFB	0		0	
O'Hare Int. Apt.		50	0	Can be made available in 90 days.
Scott AFB		5	0	To live with AFTRC personnel.
Twelfth Air Force				
Brooks AFB	100		27	
Fourteenth Air Force				
Robbins AFB	0		0	
Smyrna AFB		88	0	
Turner AFB		132	0	
Moody AFB		88	0	
Pope AFB		78	0	
Lawson AFB		90	0	

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Notes:

* Housing survey was made in July 1949. Figures on the First, Fourth, Ninth and Twelfth Air Force and Selfridge AFB have been corrected to 1 March 1950.

** Personnel strengths were taken from 31 January 1950 reports and corrected to 1 March 1950 insofar as possible. These figures include personnel assigned but not yet arrived.

*** Includes all tenant units.

**** Roslyn WAF personnel will be housed at Mitchel AFB until housing is available at Roslyn.

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, N.Y.

LtColLPDash/adj/9Jan50

MilPers-X 320.4 10 Jan 1950

SUBJECT: Manning Priorities of Continental Air Command Tactical Units
Same ltr to: 9th, 10th, 12th & 14th AF's: Info to: TAC, EADF, WADF

TO :Commanding General, Fourth Air Force, Hamilton Air Force Base, Hamilton, California
Same ltr dispatched to 1AF, Info cy EADF, 5 Jan 1950.

1. Equality of manning will be observed in assigning personnel to all Continental Air Command tactical organizations, including Air Divisions (Defense), Aircraft Control and Warning Groups (included in 14AF only: "the 502nd Tactical Control Group") and their supporting units.

2. Continental Air Command Air Forces will man such units to an equitable percentage of authorized strength from personnel resources made available to their commands. It is not expected that the activation of new units will disrupt the manning of existing units, but rather that newly activated units, after being given their initial cadre, will then receive their proportionate share of personnel who become available for assignment; thus, in general, the date of activation will establish the relative order of completion of manning. Transfers of individuals from units already established and operating will be kept to an irreducible minimum consistent with proper utilization, and withdrawals will not be made from any tactical unit which would result in reducing or limiting the ability of the unit concerned to accomplish its assigned mission.

3. This letter supersedes all previous directives from this headquarters which provided for or established manning priorities of tactical units.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

/t/ V. E. MURPHY
Lt Col USAF
Asst Air Adj Gen

Info cy to:
Cg, WADF

Pencilled notation: Staff coordination was completed on ltr to 1st AF - dispatched 5 Jan. w/copy to EADF

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C O P Y

FILE: 320.3

HEADQUARTERS
CONTINENTAL AIR COMMAND
INTEROFFICE ROUTING SLIP

SUBJECT: Manning of 78th Fighter Wing

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.
1	5 Feb	DP	VC	1. Basic letter MilPers F320/4, subject: "Manning of 78th Fighter Wing" was forwarded on the 4th of January to CG, Fourth Air Force. Subject letter directed that the 78th Ftr Wing would be manned at 100% strength as soon as possible. 2. On the 10th of January, however, a separate letter, MilPers-X 320.4, subject: "Manning Priorities of ConAC Tactical Units", was forwarded from this headquarters to the CG's of all numbered Air Forces. This letter superseded all previous directives from this headquarters, which provided for or established manning priorities of tactical units. This letter established equality of manning in assigning personnel to all ConAC tactical organizations and further stated that activation of new units would not disrupt the manning of existing units, but rather that newly activated units, after being given their initial cadre, would then receive their proportionate share of personnel who become available for assignment; thus, in general, the date of activation would establish the relative order of completion of manning. 3. In view of letter of 10 January, "Manning Priorities of ConAC Tactical Units", it is felt that no special action should be taken to man the 78th Fighter Wing to 100% T/O strength, but rather they receive a proportionate share of the personnel who become available for reassignment. 4. It has been noted from attachments to 1st Indorsement that officers are required to fill vacancies. Records of this headquarters fail to reveal 4th Air Force requisitions for officer shortages. In view of the foregoing, paragraph 3 of 4th Indorsement is intiated. /s/ R. A. Wray, Jr. /t/ R. A. WRAY, JR. Major, USAF Ext 6246 /s/ BM Fellows 1102

ConAC FORM HQ-AG 1
10 December 1948

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This is is reply to correspondence bearing AG Register No._____ which was suspended to (date)_____

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, N. Y.

LtColLPDash/ajd/11Jan50

MilPers-X320.4 18 Jan 1950

SUBJECT: Manning of Continental Air Command Tactical Units.

TO : Deputy Chief of Staff, Personnel, Headquarters United States Air Force, Washington 25, D. C.

1. A policy letter has recently been dispatched by this headquarters to Commanding Generals of Continental Air Command numbered Air Forces directing that equality of manning is to be observed in assigning personnel to Continental Air Command Tactical organizations, including Air Divisions (Defense), Aircraft Control and Warning Groups, Tactical Control Groups and their supporting units. The letter referred to above supercedes all previous Continental Air Command directives which provided for or established manning priorities of tactical units.

2. It is intended that Continental Air Command Air Force commanders will man such units to an equitable percentage of authorized strength from personnel resources made available to their commands. It is not intended that the activation of new units will disrupt the manning of existing units, but rather that newly activated units, after being given their initial cadre, will then receive their Proportionate share of personnel who become available for assignment; thus, in general, the date of activation will establish the relative order of completion of manning. Transfers of individuals from units already established and operating will be kept to an irreducible minimum consistent with proper utilization, and withdrawals will not be made from any tactical unit which would result in reducing or limiting the ability of the unit concerned to accomplish its assigned mission. In effect, this policy places all Continental Air Command tactical units in Group I priority.

3. It is requested that this policy be utilized as a guide by your headquarters in allocating personnel to this command, particularly in view of the serious existing shortages of certain technical SSN's in the communications, electronics and aircraft maintenance fields.

4. This letter is a reply to the informal inquiry recently received from the Enlisted Assignment Division your Headquarters.

FOR THE COMMANDING GENERAL:

/t/ CHARLES T. MYERS
Major General, U. S. Air Force
Vice Commander

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FILE: MilPers-X 320.4

HEADQUARTERS
CONTINENTAL AIR COMMAND
INTEROFFICE ROUTING SLIP

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SUSPENDED TO				
EXTENDED TO				
CLASS	ADM	MISC	HIST	PERS

SUBJECT: Manning of Continental Air Command Tactical Units

DP-1-13

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	11Jan	DP	DM DO IG VC CG AG	1. Letters have been dispatched to our Air Force commanders, Commanding General, Eastern Air Defense Force, Commanding General, Western Air Defense Force, and Commanding General, Tactical Air Command, outlining the policy expressed in letter attached. Headquarters USAF has not previously been advised of this policy. 2. Enlisted Assignment Division, Headquarters USAF has inquired informally as to which Continental Air Command units are considered to be in Group I priority, in order that Headquarters USAF could allocate available airmen to ConAC on a priority basis consistent with priorities established by Headquarters USAF. 3. Attached letter announces Continental Air Command manning policy, and requests USAF to utilize this policy as a guide in allocating personnel to this command. /s/ Lt. Dash /t/ Lt. Col L. P. Dash /s/ R. W. Fellows Ext 3250
2	18 Jan	Adm Asst VC	AG	(By hand) Dispatch please /s/ Lavan Rec'd in Dep for Ops Time 1700 137 Date Jan 1 1950

ConAC FORM HQ-AG 1
10 December 1948

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This is in reply to correspondence bearing AG Register No._____ which was suspended to (date)_____

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C O P Y
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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

Major H. E. Byrd/gjf/2231

PO&R 320.3 26 May 1950

SUBJECT: Non-T/O&E Authorizations

TO : Commanding General, First Air Force, Mitchel Air Force Base, New York

(same letter to all ConAC AF's w/ incls. - except 12th AF)

1. Personnel Allotment Voucher (PAV) No. 12 contains the personnel authorizations allotted your command by unit and activity for 30 June 1950 reporting.

2. Spaces are allocated on the basis of a standard organization for each type unit adjusted to meet any unusual workload known to be perfomed by individual units.

3. You are authorized to make any adjustments you desire within the command ceiling established by your June PAV except that there will be no deviation in grades or totals for Chaplains,ANG instructors, AFROTC instructors, VARTU liaison and AFRTC authorizations. Any transfer of civilian authorizations must be made within your capability to maintain employment at 100% of your command authorization. Any adjustments made between units under these limitations will be outlined and justified in the letter of transmittal of the T/D's or T/DA's concerned.

4. Tables of Distribution and Tables of Distribution Augmentation will be prepared to reflect the factors and policies included in inclosures 1, 2 and 3. After approval of this headquarters, these T/D's and T/DA's will constitute the firm personnel authorizations for all units and activities and upon approval by Headquarters USAF, they also become the firm authorization for grades.

5. Airmen grades will not exceed those established by PAV 12. Air Force Regulation 35-60 will be used as a guide only to determine the grades within SSN's.

6. The inclosed forms will be used in preparation of T/D's and T/DA's for Air Force Headquarters, Wings, tenant and non-tenant AFRTC's. (Ref AFR 20-52, and ConAC Reg 21-1, 16 November 1949 as amended)

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PO&R 320.3
Subj: Non-T/O&E Authorizations

7. Tables of Distribution will be prepared, using the old SSN's and forwarded so as to reach this headquarters not later than 16 July 1950 for the following units:

2597th Air Police Squadron
2596th Air Force Reserve TrainingCenter
2592nd Air Force Reserve Training Center

8. Tables of Distribution are not required for other units under your command in view of plans pertaining to your headquarters which will be implemented in the near future.

9. The inclosed Policies and Instructions supersede Policies and Instructions inclosed in letter this headquarters P&O 320.3, subject: Non-T/O&E Personnel Authorizations, 7 November 1949.

10. Grades for first sergeant in all units will be in accordance with inclosure number 3.

11. Air Force commanders will be responsible for the accurate preparation and prompt submission of T/D's and T/DA's for all units and activities under their command.

BY COMMAND OF MAJOR GENERAL HALE:

4 Incls:
1. Policies and Instructions
2. Mandatory Check List for T/D's and T/DA's
3. First Sgt's Grades for Non-T/O&E Units
4. Forms for T/D's

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C O P Y
320.3

HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

PO&R 320.3 13 Feb 1950

SUBJECT: Proposed T/O&E's for Air Force Units

TO : Assistant for Programming, Headquarters United States Air Force, Washington 25, D. C.

1. Reference letter Headquarters USAF, subject: "Proposed T/O&E's for Air Force Units", 12 January 1950. This Command does not concur in a T/O&E for a ConAC Air Force Headquarters. Among the many factors that make Organization of a ConAC AF Hq under T/O&E's impractical are:

a. The number and types of units assigned to ConAC AF's vary extensively.

b. While the basic mission and function of all ConAC AF's are identical the Troop Space requirements for the various activities vary extensively among the respective Air Forces. For example, personnel required for Reserve Records Administration in the Air Force Headquarters varies as to the number of reservists in the respective areas; number and types of inspector personnel vary with the number and types of activities to be inspected and other similar items.

c. The total strength of the smallest Air Force is approximately one-third that of the largest.

d. Due to the area jurisdiction of the numbered ConAC AF's, many responsibilities have been delegated to the Air Forces that are not necessarily performed by Air Forces of other major commands.

2. Since it does not appear feasible to have a T/O&E that could be adapted to a ConAC AF without considerable augmentation and/or deletion, it is the recommendation of this headquarters that the present policy of utilizing Non-T/O&E personnel remain in effect for ConAC AF's. If it is determined that a T/O&E for a Hq and Hq Sq Air Force is essential, it is recommended that ranks and SSNs delegated to duties peculiar to ConAC be included in a Table of Distribution Augmentation for the Headquarters rather than in a column of the T/O&E itself.

FOR THE COMMANDING GENERAL:

/s/t/ HERBERT B. THATCHER
Brigadier General, USAF
Deputy for Operations

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C O P Y
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AFOMA (13 Feb 50) 1st Ind 4 Apr 50
SUBJ: Proposed T/O&E's for Air Force Units

Dept of the Air Force, Hq USAF, Washington 25, D. C.

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

1. The recommendation contained in paragraph 1, basic communication, is not favorably considered. This Headquarters has determined that, to the maximum extent possible, within the budget limitations imposed upon troop authorizations, it is desirable to organize the Headquarters and Headquarters Squadrons of all numbered Air Forces under appropriate T/O&E's. This decision is premised upon the following:

a. That the fundamental staff functions are common to the cited units and the basic personnel requirements can be standardized.

b. That effective and economical management of personal can be promoted through employment of uniform staff and command procedures.

c. That the adoption of uniform organizational structure provides orderly and expeditious transmission of routine staff matters within and between affected Headquarters.

d. That standard organization documents preclude excessive or luxurious authorizations of personnel and equipment.

2. This Headquarters concurs in the alternate proposal, paragraph 2, basic communication, to utilize a Table of Distribution Augmentation for the affected Headquarters in lieu of an augmentation column within the T/O&E. It is recommended that the proposed T/O&E for Headquarters and Headquarters Squadron, Air Forces, and T/O&E for 1-1005, Headquarters and Headquarters Squadron, Air Division, be reviewed, and that recommendations, including tentative T/DA's for the Headquarters of each ConAC Air Force be submitted to this Headquarters for review. Recommendations received prior to publication of the new T/O&E for Headquarters and Headquarters Squadron, Air Force, will be utilized for planning purposes. Final action thereon will be consummated subsequent to publication of the cited table.

BY COMMAND OF THE CHIEF OF STAFF:

/s/t/ EDMUND C. LYNCH
Brigadier General, USAF
Dir. of Manpower & Organ. DCS/O

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C O P Y
320.3

Hq ConAC, PO&R 320.3
Subject: Proposed T/O&E's for Air Force Units

PO&R 320.3 (13 Feb 50) 2nd Ind 27 April 1950

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

TO: Director of Manpower and Organization, Headquarters United States Air Force, Washington 25, D. C.

It is requested that the proposed T/O&E for an Air Force Headquarters and Headquarters Squadron as resolved by conference at Headquarters USAF be furnished this headquarters to be used as a guide in the preparation of T/DA's.

FOR THE COMMANDING GENERAL:

/s/ V. E. MURPHY
/t/ V. E. MURPH
Lt. Col. USAF
Asst AirAdj. Gen.

AFOMA 3rd Ind. 11 May 1950

Department of the Air Force, Hq USAF, Washington 25, D.C.

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

Copies of the revised T/O&E for Air Force Headquarters and Headquarters Squadron will be forwarded to your headquarters within the next thirty (30) days.

BY COMMAND OF THE CHIEF OF STAFF:

/s/ T. O. Ryan for
/t/ ALLEN R. SPRINGER
Colonel, USAF
Chief, Manpower Allocations Division
Directorate of Manpower & Organization DCS/O

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FILE:

SUBJECT:

HEADQUARTERS
CONTINENTAL AIR COMMAND
INTEROFFICE ROUTING SLIP

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.
	Apr 6 1950	VC	PO&R	I suggest that you and M. E. B. prepare another indorsement if you think a further fight is indicated. (Notation by hand) C. M.

4

ConAC 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)_____

L-49-66

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

MilPers-X 320.2 6 Mar 1950

SUBJECT: Reduced Manning Levels

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

* * * * *

4. Your current general officer and colonel (excluding those general officer positions occupied by general officers) authorization is thirty (30). Of those, manning of Air Defense Activities is based on 100% of authorizations for this priority project. The following are those organizations considered to be Air Defense Activities. In the case of fighter-interceptor and a fighter-all weather wings, an allowance of one (1) colonel has been made for the medical group without taking into consideration the bed strength of the hospital.

	General and Colonel Positions
4th Fighter-Interceptor Wing	6

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, N. Y.

MilPers-X 320.2

SUBJECT: Reduced Manning Levels 3 March 1950

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

* * * * *

4. Your current gener al officer and colonel (excluding those general officer positions occupied by general officers) authorization is seven (7).

* * * * *

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, N.Y.

MilPers-X 320.2

SUBJECT: Reduced Manning Levels

TO : Commanding General, Fourth Air Force, Hamilton Air Force Base, Hamilton, California

* * * * *

4. Your current general officer and colonel (exoluding those general officers positions occupied by general officers) authorization is forty-eight (48). Of these, manning of Air Defense Activities in based on 100% of authorizations for this priority project. The following are those organizations considered to be Air Defense Activities. In the case of fighter-interceptor and fighter-all weather wings, an allowance of one (1) colonel has been made for the medical group without taking into consideration the bed strength of the hospital.

	General and Colonel Positions
25th Air Division	3
28th Air Division	3
70th Fighter-Interceptor Wing	6
325th Fighter-All Weather Wing	6
505th AC&W Group	1
542nd AC&W Group	1

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, N. Y.

MilPers-X 320.2 2 Mar 50

SUBJECT: Reduced Manning Levels

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

* * * * *

4. Your current general officer and colonel (exoluding those general officer positions occupied by general officers) authorization is twenty-eight (28). Of these, manning of Air Defense Activities is based on 100% of authorizations for this priority project. The following organization is considered to be Air Defense Activities:

	General and Colonel Positions
81st Fighter-Interceptor Wing	5

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HEADQUARTERS
CONTINETNAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

MilPers-X 320.2 2 March 1950

SUBJECT: Reduced Manning Levels

TO : Commanding General, Tenth Air Force, Selfridge Air Force Base, Michigan

* * * * * *

4. Your current general officer and colonel (excluding those general officer positions occupied by general officers) authorization is thirty-seven (37). Of these, manning of Air Defense Activities is based on 100% authorization for this priority project. The following are those organizations considered to be Air Defense Activities. In the case of the fighter-interceptor and fighter-all weather wings, an allowance of one (1) colonel has been made for the medical group without taking into consideration the bed strength of the hospital.

	General and Colonel Positions
30th Air Division	2
56th Fighter-Interceptor Wing	6
54lst AC&W Group	1

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

7 Mar 1950

MilPers-X 320.2

SUBJECT: Reduced Manning Levels

TO : Commanding General, Tactical Air Command, Langley Air Force Base, Virginia

* * * * *

4. Your current general officer and colonel (excluding those general officer positions occupied by general officers) authorization is eleven (11).

5. Those units actively engaged in Air Defense activities are authorized 100% manning of general officer and colonel positions by colonels. The remaining general officer and colonel space authorizations throughout Continental Air Command will be established at a sixty (60) percent manning level. Your organization is not considered to be engaged in Air Defense activities.

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, N. Y.

MilPers-X 320.2 6 Mar 1950

SUBJECT: Reduced Manning Levels

TO : Commanding General, First Air Force, Mitchel Air Force Base, New York

* * * * *

4. Your current general officer and colonel (excluding those general officer positions occupied by general officers) authorization is forty (40). Of those, manning of Air Defense Activities is based on 100% of authorizations for this priority project. The following are those organizations considered to be AirDefense Activities.

	General and Colonel Positions
26th Air Division	3
32nd Air Division	2
33rd Fighter Interceptor Wing	6
52nd Fighter All Weather Wing	5
503rd AC&W Group	1
540th AC&W Group	1

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, N. Y.

MilPers-X 320.2

SUBJECT: Reduced Manning Levels 6 Mar 1930

TO : Commanding General, Eastern Air Defense Force, Mitchel Air Force Base, New York

* * * * *

4. Your current general officer and colonel (excluding those general officer positions occupied by general officers) authorization is seven (7).

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, N. Y.

MilPers-X 320.2 6 Mar 1950

SUBJECT: Reduced Manning Levels

TO : Commanding General, Tenth Air Force, Selfridge Air Force Base, Michigan

* * * * *

4. Your current general officer and colonel (excluding those general officer positions occupied by general officers) authorization is thirty-seven (37). Of those, manning of Air Defense Activities is based on 100% of authorizations for this priority project. The following are those organizations considered to be Air Defense Activities. In the case of fighter-interceptor and fighter-all weather wings, an allowance of one (1) colonel has been made for the medical group without taking into consideration the bed strength of the hospital.

	General and Colonel Positions
30th Air Division	2
56th Fighter-Interceptor Wing	6
541st AC&W Group	1

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DEPARTMENT OF THE AIR FORCE
WASHINGTON

16 Jan 1950

SUBJECT: Requested Revision to Authorized Master and Technical Sergeants

TO : Commanding General
Continental Air Command
Mitchel AFB, New York

1. Reference is made to Messageform No. PO&R 577, your headquarters dated 11 January 1950, which requests a considerable upward revision to your number of Master and Technical Sergeants now authorized your command.

2. Based upon January 1950 reporting ceilings contained in Personnel Allotment Voucher No. 11, dated 30 December 1949, it is noted that request involves a percentage increase to the presently authorized Master and Technical Sergeants of 1.8 (a total of 427) and 1.5 (a totle of 374), respectively. The proposed percentage totals in these grades, i.e., Master Sergeants (7.4) and Technical Sergeants (12.3), it is further noted, are well in excess of currently budgeted Air Force ceilings and are also considerably higher than ceilings presently established for all other major air commands throughout the Air Force.

3. While it is recognized that a considerable number of National Guard and ROTC instructor positions warrant higher grade consideration within your command, it would appear that an exaggerated SSN requirement, misapplication of AF Regulation 35-60 or an unusually high requirement for supervisory positions, exclusive of the necessary instructors, has occasioned this seemingly excessive requirement. In this connection, your attention is invited to provisions of paragraph 3d and 5 of AF Regulation 35-60 which pertain to required certifications with respect to SSN's and grades.

4. Provided, however, that requested grades result from a strict application of AF Regulation 35-60, and that SSN requirements have been accurately determined and certified, it is nevertheless probable that approval of the entire requested grade increases cannot be favorably considered in view of current budgetary limitations.

5. It is desired that your headquarters review proposed grade ceilings with particular respect to paragraphs 3d and 5 of above-cited regulation, and advise this headquarters whether proposed structure remains essential and appropriate. Upon receipt of this information, action will be taken by this headquarters to effect

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C O P Y
320.3

Subj: Requested Revision to Authorized Master and Technical Sergeants
cont 16 Jan 50

an upward adjustment to the extent possible.

BY COMMAND OF THE CHIEF OF STAFF:

/s/ L. O. Ryan for
/t/ EDMUND C. LYNCY
Brigadier General, USAF
Dir of Manpower & Organization, DCS/O

PO&R 320.3 (16 Jan 50) 1st Ind 25 Jan 1950

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

TO: Director of Manpower and Organization, Headquarters United States Air Force, Washington, 25, D. C.

1. Personnel Allotment Voucher No. 11, 30 December 1949, from Headquarters United States Air Force authorized the following airman grades for this command: 1361 Master Sergeants, 2606 Technical Sergeants, 5673 Staff Sergeants, 6036 Sergeants, 5172 Corporals and 3382 Privates.

2. The airman grade requirements for this command for January and succeeding months based on Tables of Distribution and Tables of Distribution Augmentation which have been approved or are being processed, and for Hospital Squadrons are as follows: 1780 Master Sergeants, 2968 Technical Sergeants, 5111 Staff Sergeants, 5784 Sergeants, 5103 Corporals and 2935 Privates.

3. a. Grades for the Hospital Squadrons included in paragraph 2 above are listed in inclosures to letter, your headquarters, AFCSG-34.1, subject: "Personnel Authorizations for Hospital Squadrons", 30 November 1949, as follows: 107 Master Sergeants, 114 Technical Sergeants, 242 Staff Sergeants, 281 Sergeants, 318 Corporals and 226 Privates.

b. Grades for the Air BaseGroup or Standby Unit at Benjamin Harrison Air Force Base, Indianan, and 2594th AFORD, New Orleans, Louisiana, are not included in paragraph 2 above.

c. All Tables of Distribution and Tables of Distribution Augmentation of this command, approved or being processed, were carefully reviewed for compliance with AF Regulation 35-60 and have been so certified. As interpreted by this headquarters, the enlisted grade requirements are indicated in paragraph 2 above.

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C O P Y
320.3

Hq USAF
Subject: Requested Revision to Authorized Master & Tech Sgts.

PO&R 320.3 (16 Jan 50) 1st Ind (cont)

d. A limited number of Tables of Distribution were not approved when referenced message was transmitted. Grades for these units were included, however, and were based on those for other similar units.

4. In addition to the higher grades for ANG and AFROTC instructors, your attention is invited to the following:

a. This command has twenty-three (23) Air Force Reserve Training Centers. While they are authorized relatively few personnel, the grade spreads including instructors, run higher than for other base units.

b. There are ten (10) headquarters units in this command on a Table of Distribution basis. In order to provide sufficient supervisory personnel, grades for these units run high. These headquarters are:

Headquarters and Headquarters Squadron, Continental Air Command
Headquarters and Headquarters Squadron, Eastern Air Defense Command
Headquarters and Headquarters Squadron, Western Air Defense Command
Headquarters and Headquarters Squadron, Tactical Air Command
Headquarters and Headquarters Squadron, First Air Force
Headquarters and Headquarters Squadron, Fourth Air Force
Headquarters and Headquarters Squadron, Ninth Air Force
Headquarters and Headquarters Squadron, Tenth Air Force
Headquarters and Headquarters Squadron, Twelfth Air Force
Headquarters and Headquarters Squadron, Fourteenth Air Force

c. This command has three (3) Air Bases operated by Table of Distribution Air Base Groups not a part of Table of Organizaton and Equipment wings; the 4400th at Stewart Air Force Base, the 2500th at Mitchel Air Force Base, and the 2595th at Brooks Air Force Base. Airman grade-spreads for these units run higher than grade-spreads for Tables of Distribution Augmentation in order to provide supervisory personnel normally provided for in Wing Table of Organization and Equipment elements.

5. In view of paragraphs 3 and 4 above, request that this headquarters be authorized airman grades as indicated in paragraph 2 above for January and succeeding months.

FOR THE COMMANDING GENERAL:

/s/t/ NEAL J. O'BRIEN
Colonel USAF
Air Adj Gen

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C O P Y
320.3

B/L Dept AF to Cg ConAC, 16 Jan 50, subj: Requested Revision to Authorized Master and Tech. Sgts.

2d Ind 8 Feb 50 AFOMA

DEPARTMENT OF THE AIR FORCE, HEADQUARTERS UNITED STATES AIR FORCE
Washington, 25, D.C.

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

1. No action with respect to requested grade increases can be taken at this time.

2. Recent budgetary action has necessitated downward revisions to AF-wide authrorized grade structure, both officer and enlisted. To that end, all personnel allotment vouchers to be issued within the near future for Fourth Quarter, FY 1950 reporting will include such adjustments as are necessary to enable alighment of world-wide grade ceilings within budgetary ceilings prescribed for the remainder of the current fiscal year.

3. Consideration will be given to request at a later date, however, and an attempt made to adjust the enlisted grade authorization of your command to the maximum extent consistent with current grade standards and budgetary limitations.

4. The provisions of AFR 35-60, while serving as a grade yard-stick for AF-wide requirements must necessarilly be modified when grade ceilings derived from its application exceed the structure approved by the Bureau of the Budget.

5. Pending completion of world-wide revisions and subsequent adjustments to your enlisted grade structure, authorized grades for your command will continue to be governed by the latest Personnel Allotment Voucher.

BY COMMAND OF THE CHIEF OF STAFF:

/s/ ALLEN R. SPRINGER
/t/ ALLEN R. SPRINGER
Colonel, USAF
Chief, Manpower Alloc Div
Dir Manpower & Org, DCS/O

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MEMORANDUM FOR THE RECORD Capt J.J.O'Connor/6132/tm

SUBJECT: Adjustment of Airmen's Grade Authorizations 14 Feb 50

THRU : DO

TO : AG FILES

1. Tables of Distribution and Tables of Distribution Augmentation for units of this command were prepared using the grade structure established by AFR 35-60. The resultant grade totals exceeded the ConAC command-wide authorication in the grades of Master Sergeant and Technical Sergeant and left Staff Sergeant and Private spaces unallotted.

2. To correct this discrepancy we submitted a request to Hq USAF for a grade adjustment. Hq USAF notified us by 2nd Ind, AFOMA, 8 Feb 50 to ltr Hq USAF, 16 Jan 50, "Requested Revision to Authorized Master and Technical Sergeants", that action could not be taken on our request because of budgetary limitations. We are therefore limited to the airmen's grades authorized on our current Personnel Allotment Voucher from Hq USAF.

3. Since the grade adjustment was not received from Hq USAF it became necessary for us to reallocate airmen's grades so that unit reporting of authorized grades would remain within our command ceiling. This was accomplished in our Personnel Allotment Voucher No. 8 to the numbered Air Forces. In arriving at a just allocation of the grades available to the command, all Air National Guard and AFROTC grades were deducted from the total and the remaining grades were distributed equitably to all units based on theri missions.

/s/ F. A. V. Hartbrodt
t/t F. A. V. HARTBRODT
Lt Col, Usaf
Chief, Orgn Div
Ext 5221

/s/ James H. Price
/t/ JAMES H. PRICE
Col, USAF
Dir of PO&R
Ext 7244

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C O P Y
320.2

Hq Continental Air Command, Mitchel Air Force Base, N. Y.
Mil Pers-X 320.2 7 Mar 50
Subject: Reduced Manning Levels

AAG 320.3 (7 Mar 50) 1st Ind 11 Mar 1950

Hq, Tactical Air Command, Langley Air Force Base, Virginia

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

1. In accordance with paragraph 6, basic communication, list of general officer and colonel positions authorized this command, in descending order of manning priority is attached as Inclosure 1.

2. While the necessity of a sixty percent (60%) limitation being imposed generally in manning colonel positions is appreciated, it is pointed out that the training, experience and technical knowledge of officers for the position listed above precludes their being considered "adequately filled" if occupied by officers of lesser field grade.

3. Attention is invited to the fact that as originally conceived in December 1948 Tactical Air Command personnel requirements, as approved, included eighteen (18) colonel positions. This figure was decreased, in January 1949, to twelve (12). In January 1950, the number of colonel positions was further reduced to ten (10). These decreases have reduced the manning ceiling of this command to the minimum compatible with continued fulfillment of assigned tasks.

4. Joint exercise planning and coordinating functions performed with the Army Field Forces and the Naval Forces require that senior USAF personnel possess grades corresponding to those of Army and Navy representatives. The office, Chief, Army Field Forces, with which officers of this command are in constant personal contact is represented exclusively by general officers and senior colonels. In order that the U.S, Air Force may maintain prestige, it is imperative that ist representatives be of equal grade, so that their presentations of defense plans and doctrine, personal opinions, experience, and technical training, may be accepted with confidence. This is true also if views of officers of the TacticalAirCommand are to continue to enjoy the respect of scientific and technical personnel with whom liaison is maintained.

5. It is urgently recommended that the Tactical Air Command, which acts as an operational, planning, and requirements agency in Tactical Air Command operations for Continental Air Command, be authorized one hundred percent (100%) manning of general officer and colonel positions by grades indicated in approved Table of Distribution, (2 general officers and 10 colonels).

/s/t/ E. E. WARBURTON
Colonel, USAF
Commanding

1 Incl
List of Gen & Col postions (3 cys)

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9 February 1950

Major General John E. Upston
Commanding, Hq Fourth Air Force
Hamilton AFB, California

Dear Jack:

As you probably know, General Whitehead is at Walter Reed for a minor operation on his nose.

He passed your letter of 3 Februa ry in regard to "package sale" of liquor on to me to answer. His note on the letter was "Write Upston all package stores are out."

For your information I might point out that the thinking behind this decision to eliminate all package sales of liquor on Air Force installations is that it is bad publicity for the Air Force to be discussed in Congress and in the newspapers as continuing the sale of package whiskey when it is specifically prohibited by law. This has happened in the past and was largely brought about as a result of the sales being conducted in dry counties and in isolated areas where there was a strong sentiment against liquor. It is realized that some inconvenience may be caused by the elimination of the sale of package whiskey but it is believed that the good will which will be engendered by conformance to the law will benefit the Air Force more in the long term picture than exceptions to complying with the law would benefit Air Force personnel.

I know that you and your people must feel we are being unreasonable in our requests for personnel for field exercises. For your information, there are now more than 175 officers, many of them in the rank of Colonel and Lt. Colonel, from various units of this command on TDY at various maneuvers. In addition, the full effort of Hq TAC and TAF are involved. We are trying to find a solution to this one because we realize we must. For your future planning you will be very lucky if you have available to you 50% of the Colonels authorized. You might start reviewing your Colonel requirements and select the places where you have to have strength and determine the places where less strength can be utilized so as to employ your available Colonels to obtain maximum results. USAF has given us this information informally as a guide and I am passing it on to you for what it is worth.

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General Whitehead also asked me to tell you that your letter of 9 January covering the general subject of cost reduction actvities indicates that you have gotten over to your people what you wish done and an excellent achievement. When the letter was circulated to the staff here in the headquarters, the remarks made were very complimentary. If you are interested in pursuing the suject a little further you might get your people to explain to you the increase in personnel cost for Commanding General, Comptroller, Personnel and Administration, Operations and Training, and Materiel. From June 1949 to January 1950 the total number of personnel increased from 489 to 591 and the payroll increased from $113,266 to $144,000.

Another one that you might ask them to explain, if you wish, is why your Fourth Air Force bases are below standard in their A-1 and S-1 costs at McChord and Long Beach. Why your squadron administration at Moses Lake and McChord is higher than average and why the personnel services function at Long Beach is so far out of line and why Portland supply costs are almost 50% higher than average. These are little items that our cost people pointed up, but the primary thing that was pointed up on the discussion of your letter was the evidence of real accomplishment in carrying out the cost reduction program throughout the Fourth Air Force.

I hope your Commanders' Meeting worked out the way you wished it to.

Sincerely,

CHARLES T. MYERS
Major General, U. S. Air Force
Vice Commander

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
Washington 25, D. C.

AFCRF-2 18 August 1949

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 the 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

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some instructors 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 others 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

/s/ H. McGuire, Major
/for/ C. W. SCHOTT
Colonel, USAF
Deputy Spec. Asst. for
Reserve Forces

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Assignment of Instructors to the Air National Guard
Pers Man-R 210.65 (18 Aug 49) 1st Ind 18 Oct 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. 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 view. 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 in-

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Assignment of Instructors to the Air National Guard

structors may appear superficially to be as effective as those with instructors, in general, and assuming qualifications of unit commanders to be equal, detailed inspection will reveal that the unit without the unit instructor is normally characterized by rather spotty control and handling. The instructor is regarded as a desirable influence and liaison agency. As such, he inevitably is effective although he does not direct or exercise control.

b. Reference paragraph 1b above. This headquarters concurs that it is both possible and desirable to authorize only one instructor at a base where there is both a group headquarters and one squadron. It is believed that this can be accomplished with very little, if any, effect on the efficiency of current operations. Should this one instructor be eliminated, the squadron instructor position should be the one to be eliminated. It is also recommended that consideration be given to the elimination of the authorization for the wing Executive. This position is not regarded as essential and with present shortages of qualified personnel in the higher field grades it is not reasonable to continue this authorization. In connection with the elimination of one instructor at those stations at which both a group headquarters and a squadron are located, it is believed 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 squadron of tactical type.

c. Reference paragraph 1c above. It may be anticipated that particularly during the organizational phase of ANG units best results will be attained by providing instructors whose grade is the same as that authorized for the unit commander. Dependent upon Air Force policy, it should be feasible to reduce the grade of instructor personnel after an organizational 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.

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Assignment of Instructors to the Air National Guard

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:

/s/ Charles T. Myers
/t/ CHARLES T. MYERS
Major General, U. S. Air Force
Vice Commander

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Assignment of Air Instructors to the Air National Guard
AFCRF-2 2nd Ind 28 Dec 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 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:

/s/ J. P. McConnell
/t/ J. P. McCONNELL
Brigadier General, USAF
Deputy Spec. Asst. for
Reserve Forces

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Hq USAF AFCRF-2
Subject: Assignment of Instructors to the Air National Guard

P&R 320.3 (18 Aug 49) 3rd Ind 25 Jan 1950

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:

	Required Grades			
Total	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 grades in the PAV. Adjustment within ConAC allocation to provide the increase is not feasible.

FOR THE COMMANDING GENERAL:

/s/ Charles T. Myers
/t/ CHARLES T. MYERS
Major General, U.S. Air Force
Vice Commander

2 Incls:
Incl 1 n/c
Incl 2 ANG Off Rqmts

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Bsc Ltr fr Dept of the Air Force, Hq USAF, Wash 25, D.C., dtd 18 Aug 49, Subj: Assignment of Instructors to the Air National Guard

AFOMA 4th Ind 10 Feb 50

Dept of the Air Force, Hq USAF, Washington 25, D. C.

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

1. Your request to establish the Air National Guard Officer Instructor requirement at a total of one hundred fifty-eight (158) officers is approved. The planned withdrawal of forty (40) ANG officer instructor troop spaces will be modified to reduce your fourth quarter Personnel Allotment Voucher by thirty-nine (39) spaces, as requested.

2. With respect to authorized grades for these personnel, no action to increase number of colonels currently authorized your command is contimplated. While it is recognized that an authorization of instructor grades comparable to those already established for the parent unit commanders is desirable, current grade ceilings imposed by the Bureau of the Budget preclude such action at this time. Consequently, grades for this activity will be authorized from within ceilings presently prescribed for your command.

BY COMMAND OF THE CHIEF OF STAFF:

/s/ Edmund C. Lynch
/t/ EDMUND C. LYNCH
Brigadier General, USAF
Director of Manpower and
Organization, DCS/O

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

PO&R 320.3

Capt J.J.O'Connor/5221/tm
9 March 1950

SUBJECT: Authorization and Assignment of Instructors in the Air National Guard Program

TO: Director of Manpower and Organization, Headquarters United States Air Force, Washington 25, D. C.

1. Reference is made to letter AFCRF-2, your headquarters, 18 August 1949, "Assignment of Instructors to the Air National Guard", and indorsements thereto.

2. Based on authorized grades reflected in Personnel Allotment Voucher Number 11, 30 December 1949, this command allocated thirty-three (33) Colonel spaces for Air National Guard Instructors as compared with a requirement for fifty-one (51) Colonel spaces. The remaining eighteen (18) spaces were allocated in the grade of Lieutenant Colonel.

3. Paragraph 1A, Personnel Allotment Voucher Number 12, 17 February 1950, reduces this command eighty-six (86) officer spaces, four (4) of which are in the grade of Colonel. In absorbing this reduction in Colonel grades this command has converted four (4) Air National Guard Instructor spaces from the grade of Colonel to the grade of Lieutenant Colonel. This results in an actual authorization of instructors in the grade of Colonel for twelve (12) Air National Guard Wings, Colonel for seventeen (17) Air National Guard Groups, and Lieutenant Colonel for twenty-two (22) Air National Guard Groups.

4. In an effort toward elimination of the inequities between groups established by the reduced authorization indicated above and because of the difficulties encountered in manning these spaces with officers in the grade of Colonel the following proposal is submitted:

a. That Air National Guard Wing Instructors be authorized in the grade of Colonel.

b. That Air National Guard Group Instructors be authorized in the grade of Lieutenant Colonel.

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POAR 320.3, Subj: Authorization and Assignment of Instructors in the ANG Program (Cont)

c. This grade adjustment would result in a total authorization of Air National Guard Instructor grades as follows: twelve (12) Colonels, one hundred (100) Lieutenant Colonels, thirty-seven (37) Majors and nine (9) Captains.

5. It is realized that this proposal does not meet the desired standard of authorizing the grade of the instructor equal to the grade of the unit commander. However, our present authorization and assignment of Colonels in the Air National Guard Program fall far short of this standard with the result that the situation is unrealistic and open to criticism. Favorable action with regard to this proposal would provide a more realistic basis for future assignment of qualified officers to the Air National Guard Program and would assist in alleviating the present shortage of Colonel spaces USAF-wide. In this connection it is the desire of this command to retain three (3) of the Colonel grades saved to provide adequate grade authorization for spaces reserved for Air Defense activities and hospital squadrons.

6. In view of the above, it is recommended that:

a. The proposal outlined in paragraph 4 above, be approved.

b. The officer grade authorizations for this command be decreased by fourteen (14) Colonel spaces and increased by fourteen (14) Lieutenant Colonel spaces on next Personnel Allotment Voucher; other grade adjustments for instructors for the Air National Guard Program to be made by redistribution of grades currently allocated to this command.

FOR THE COMMANDING GENERAL:

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

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

CP 230 15 February 1950

SUBJECT: Utilization of Civilian Personnel Space Authorizations and Funds

TO: CG All AFs

1. Due to fluctuations in personnel ceilings and uncertainty as to the availability of funds during the first half of FY 50, civilian personnel authorizations available to this command and to your headquarters have not been utilized to the maximum.

2. Aggressive action must be taken without delay to correct this situation so as to fully utilize civilian space authorizations and funds available to your command. Funds now available to you are firm and should be adequate for the balance of the FY. Every effort is being made by this headquarters to stabilize space authorizations.

3. You will take action to utilize civilians in all positions which do not require military skill or a military incumbent up to the number of civilian spaces now authorized. In accordance with the procedure outlined in AF Letter 40-38, 14 November 1949, additional positions will be established to cover current and planned requirements. The number of these positions should equal the normal number of vacancies which continually occur as a result of extended leave without pay, resignations and other separations. Use of this procedure should result in actual employment of the number of civilians authorized on personnel allotment voucher.

4. It is believed some backlogs of work may have developed, or that certain projects have been deferred, due to non-availability of personnel during the first half of FY 50. These conditions should be corrected without delay by employing additional civilians for short periods of time or by authorizing overtime work of present employees within fund availability.

5. This headquarters should be promptly advised of any surplus of space authorizations or of funds even though this condition may be temporary. If any number of allotted civilian spaces cannot be utilized for a period of thirty days or more, this number of spaces should be reported as available for reallotment until such time as these spaces are actually needed, or until personnel become available to utilize the spaces.

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CP 230
Utilization of Civilian Personnel Space Authorizations and Funds
(Cont)

6. Close supervision of space utilization, prompt submission of reports of surplus spaces available for short periods and timely requests for additional spaces will permit this headquarters to reallot within availability and assist all field headquarters in achieving full utilization of authorized spaces.

7. No information is presently available as to the proposed civilian personnel authorized for FY 51. Continuing effort will be made to attain maximum employment of civilian personnel within present authorizations in order that available resources may be expended effectively to accomplish the mission of this command.

Initialed: C.T.M.
VC

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HEADQUARTERS NINTH AIR FORCE
Langley Air Force Base, Va.

3 March 1950

Lieutenant General Ennis C. Whitehead
Commanding General
Continental Air Command
Mitchel Air Force Base, New York

Dear General Whitehead:

The following example of improved management is believed to be a good illustration of "Better Management Through Cost Control". Through using the dollar cost as a comparison, attention was focused on an area that required and received further review and investigation. This in turn, resulted in not only more effective utilization of personnel, but also estimated dollar savings.

In various Cost Analyses of Motor Pool Operation issued by Headquarters Continental Air Command and Headquarters USAF, using different work load measurements, the 2236th AFRTC, Godman Air Force Base, reflected high operating costs. These various analyses included as measurement factors, cost of fuel consumed, miles operated and vehicle credit units. In all cases and in independent analyses by this headquarters, this training center maintained a consistently high relative cost of operation of motor pool. This consistency tended to confirm the validity of each separate approach. A complete survey of this activity at Godman Air Force Base was undertaken to effect economy of operations. As a result of action taken on this survey, the AFRTC Commander has estimated a monthly savings of approximately $2,000 per month.

It was determined that the primary cause of disproportionate costs of motor pool operation at this installation was the continued utilization of civilian drivers. With this in mind, investigation was made as to whether conditions warranted their continued employment. It was determined that this function could be adequately staffed with available military personnel and steps were taken to terminate the civilian positions. Concurrently with this, there was a critical shortage of available military aircraft maintenance personnel and consequently certain of the civilian positions were reassigned to this function. Possibly of even greater importance than any dollar savings effected through this action was the better utilization of personnel that resulted. The utilization of civilian personnel in functions where there are not adequate qualified military personnel available, rather than continued employment of civilians in functions for which there are available adequate military personnel, is sound management. The effect of this is two-fold; it provides a means to overcome temporary critical shortages of qualified military personnel and

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Letter to General Whitehead - contd.

encourages the utilization of military personnel in functions for which they have been trained and possess the required occupational specialty.

The average total payroll costs of motor pool operation at this installation for the six months period July through December 1949 is listed below, together with the average cost for January and February 1950. The savings already indicated approximate over $1,400 per month, and as the reductions and reassignments planned were not fully reflected until February, it is considered feasible that estimated savings will closely approximate Commander's estimate of $2,000 per month. The average savings already effected, when projected, indicate a savings of $17,268 per year to the USAF.

2236th AFRTC	Motor Pool Operation
*Average monthly total cost of personnel engaged in Motor Pool activity 6 month period - July through December 1949	$6,101.00
Average cost, total, of personnel engaged in Motor Pool activity first two months 1950 (January, $5,049 - February, $4,276)	$4,662.00
Indicated Average Monthly Savings	$1,439.00
Estimated annual savings on basis of average savings already indicated	$17,268.00
Estimated annual savings on basis of February's personnel costs - ($6,101.00 - $4,276.00 = $1,825.00)	$21,900.00

*Costs for July, August and September adjusted to compensate for payroll increases effected as the result of enactment of Career Compensation Act of 1949 and the Classification Act of 1949. Payroll costs reported were adjusted upward for these months at the rate of 03.25% for civilian and 20% for military.

Sincerely,

/s/ WILLIS H. HALE
/t/ WILLIS H. HALE
Major General, USAF
Commanding

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

7 Ma rch 1950

Brigadier General Joseph H. Davidson
Commanding, Fourteenth Air Force
Robins Air Force Base, Georgia

Dear Joe:

An analysis of existing trends leads to the conclusion that further reduction in funds and personnel may be made on the Air Force during Fiscal Year 1951.

There is some "fat" in many of our installations in so far as personnel allotments are concerned. Surveys performed by the Manpower Evaluation Board of this headquarters have convinced us at ConAC that we can accomplish our presently assigned mission with less authorized personnel than the number now available. Just how much less personnel is not definite. To determine this is where we need your help and the help of the other Air Force Commanders. ConAC Reg. 21-1 directs the implementation of a manpower board at each Air Force Headquarters. These manpower evaluation boards can be made to be very productive in determining how many people are actually needed to do the job at each of your installations. First, because they inevitably require a clean and complete definition of the mission of each installation and then by using yardsticks already developed by the USAF Manpower Board in their two years of continuous surveys of all types of activities, a factual evaluation of the actual number of personnel required can be attained.

It is considered here that a board consisting of three officers and one airman or civilian clerk at each Air Force headquarters is adequate to accomplish the results desired. These manpower boards, by continuously conducting surveys, will not only improve manpower utilization but will put you in a position to evaluate properly the balance between your mission, your work load and your personnel availability. We feel sure the time is coming when you aregoing to need qualified advice on the functions which must be eliminated or modified if and when arbitrary cuts are imposed. In order to accomplish the results expected it will be necessa ry to run a manpower survey for each installation under your command at least once each year. A separate official directive will set up the procedures in connection with the reports prepared on the surveys.

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In order to implement this survey program throughout ConAC on as near the same basis and in order to assure the same evaluation criteria, it is desired that your manpower survey team people be selected and available to send to this headquarters for two days TDY arriving on 2 April. At this two day conference your personnel will be briefed and, in addition, will be furnished the proposed Air Force Manual Manpower Guide, a typical work load questionnaire and copies of Manpower Survey work sheets; in addition SOPs for actually conducting surveys, the mechanics to employ in carrying out the surveys and specific case histories will be available.

Field grade officers with general administrative experience and an aptitude or a liking for the type of work required should be selected. Your 1 April 1950 PAV will reflect an increase of two officers to assist you in establishing the Manpower Evaluation Board. It is regretted, due to the limitation on available authorizations, that the third officer and the airman or civilian clerk must be furnished from your current authorization.

I cannot too strongly emphasize the need for personal attention and full support if these boards are to be effective, nor can I too strongly emphasize how important proper exploitation of the possibilities of these boards will be to the future of the Air Force.

For your information, it is planned that the ConAC Hq Manpower Board will survey all activities responsible directly to this headquarters during 1950. They will also be available to perform special projects on request of the Air Forces and will review the results of the manpower surveys submitted to this headquarters by the survey teams of the Air Forces.

Best personal regards.

Sincerely,

CHARLES T. MYERS
Major General, U. S. Air Force
Vice Commander

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C O P Y
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AIR INSPECTOR POLICY)
NO. 6)

OFFICE AIR INSPECTOR
HQS CONTINENTAL AIR COMMAND
Mitchel AFB, NY 14 February 1950

AIR INSPECTION PRACTICES

Manpower Evaluation & Inspection Activities

1. The Manpower Evaluation Board of this headquarters is the only activity within this headquarters charged with performing manpower utilization surveys to deterine the adequacy of manpower authorizations as to both numbers and job descriptions.

2. Air Inspectors, in the conduct of inspection activities, must coordinate and cooperate with Headquarters Continental Air Command Manpower Evaluation Board and in no manner compromise any action, finding or recommendation of this Board, either directly or indirectly.

3. Inspection teams of this headquarters will refrain from recommending increases or decreases in the number of individuals assigned to the activity being inspected. If it appears such action is required, a manpower survey by the air force concerned or Headquarters Continental Air Command should be recommended in the report.

4. Remarks concerning the specialty or qualifications required for a particular assignment may be made without reference to and/or coordination with the Manpower Board.

5. Upon return from an inspection, teams should coordinate manpower activities requiring attention with the Manpower Evaluation Board of this Headquarters.

6. Informal reports to the Headquarters Continental Air Command Manpower Evaluation Board are encouraged in instances of encountering complicated problems or observing some feature of phase of the Manpower Program of this command wherein assistance, action, or particular interest of the ManpowerEvaluation Board is desirable in furtherance of this program.

EDGAR T SELZER
Colonel, USAF
Air Inspector

Info cy: VC
AAG

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FILE:

SUBJECT: Manpower Groups

HEADQUARTERS
CONTINENTAL AIR COMMAND
INTEROFFICE ROUTING SLIP

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.
1	1 Mar 50	MEB	VC	1. The attached draft is a letter to the ConAC AF Commanders that directs the establishment of Manpower Evaluation Boards in each of the AF Hq. 2. The establishment of the MEB is recommended for the following reasons: a. The ConAC MEB estimates that they can survey one AF Hq a month. A base may take a little longer. If the ConAC board was to spend twelve months in the field they could survey approximately ten installations a year. From recent experience, (and due to the fact that 99% of ConAC's installations have never been scrutinizedfor efficient personnel utilization), it is the considered opinion of this board that there are innumerable authorizations given to units in excess of their requirements. With the number of units under this hq, it will be a year or two before the ConAC board could get around to a good share of the installations. During this year or two, the number of authorizations that would have been saved had the Manpower Evaluation Board been able to visit the installation should multifold warrant the establishment of ConAC AF MEB's. b. The ConAC board would have no time to study survey procedures or take on special projects for the CG if they were to spend their full time in the field. c. It is the opinion of this board that hundreds of authorizations that are unnecessaay to the requirement of ConAC are spread throughout this command. In order that we may find these authorizations, it is believed that it is necessary to survey all ConAC installations. The ConAC MEB would take two to three years to complete this job if working by itself. With a board in each AF, the job could be done in ten or twelve months. 3. It is firmly believed that the MEB's in ConAC AF's would more than pay for themselves in their first two months of operation by saving our personnel resources. /s/ E. H. Nigro /t/ E. H. NIGRO Lt. Col, USAF Chief, Manpower Evaluation Bdg

ConAC FORM HQ-AG 1
10 December 1948

Do not detach from correspondence

In reply to
AG Register No._____
which was suspended
to (date)_____

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

MEB 334 30 March 1950

SUBJECT: Report of Continental Air Command Manpower Evaluation Board's Activity

TO: Chief USAF Manpower Group, HeadquartersUSAF
Washington 25, D. C.

1. In order to keep your headquarters informed of the activity of the Continental Air Command Manpower Evaluation Board, the following information is furnished.

a. Since the activation of the Continental Air Command Manpower Evaluation Board, a complete personnel utilization study has been made of the following organizations:

1. Headquarters Tenth Air Force, Selfridge Air Force Base, Michigan
2. Headquarters First Air Force, Mitchel Air Force Base, New York
3. 2500th Air Base Group, Mitchel Air Force Base, New York
4. 2233rd Air Force Reserve Training Center, Mitchel Air Force Base, New York
5. Headquarters, Fourteen th Air Force, Robins Air Force Base, Georgia

2. General conclusions derived from the surveys thus far conducted are as follows:

a. A number of personnel authorizations may be saved through the medium of these surveys.

b. Some unsound and unrealistic organizational structures exist in Continental Air Command; these are being corrected by mutually agreed upon recommendations of the Evaluation Board and the organization commanders.

c. There are presently in existence administrative and operational practices and procedures which may be unsound and wasteful of manpower. These are being studied and indexed.

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MEB 334, Report of Continental Air Command Manpower Evaluation Board's Activity (cont)

d. A review of the missions, and directives establishing these missions, is in order at the present time and is being brought about be these personnel utilization studies.

3. Manpower Evaluation Boards have been established by direction of this headquarters in all of the Continental Air Command Air Forces Headquarters and will be operational by 15 April 1950. All Continental Air Command Air Force Manpower Evaluation Board personnel will attend a conference at this headquarters on 3 April 1950 for a review of their operating instructions. Your headquarters was informed verbally of this conference.

4. The Continental Air Command Manpower Evaluation Board will commence a personnel utilization study of Continental Air Command Headquarters on 4 April 1950. This is a departure from the proposed schedule provided your headquarters at an earlier date. It is estimated that the Continental Air Command survey will take approximately one month. It is proposed that Continental Air Command Manpower Evaluation Board will conduct a personnel utilization study of the Ninth Air Force Headquarters at Langley Air Force Base during the month of May.

FOR THE COMMANDING GENERAL:

/t/ 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.

10 April 1950

SUBJECT: Continental Air Command Manpower Program

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

1. It was gratifying to this headquarters to learn, through your letter 30 March 1950, that the implementation of the Manpower Program at your command has progressed, not only to the extent that five manpower utilization surveys have been completed, but additional surveys are planned for April and May 1950.

2. The establishment of Manpower Groups in all Continental Air Command Air Force Headquarters should assist commanders in knowing how their personnel are being employed and result in a better utilization of the manpower resources.

3. The general conclusions which were reached as a result of the five surveys and the further studies contimplated in specific areas are of interest to this headquarters as we plan to disseminate helpful suggestions to improve over-all Air Force manpower economy. This was the major reason for requesting information on command manpower activities in our letter of 12 December 1949.

BY COMMAND OF THE CHIEF OF STAFF:

/s/ Edmund C. Lynch
/t/ EDMUND C. LYNCH
Brigadier General, U.S. Air Force
Director, Manpower and Organization
DCS/Operations

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

MEB 334 30 June 1950

SUBJECT: Discontinuance of Manpower Evaluation Boards

TO: Identical letter sent to all ConAC AF Commanders

1. Effective the date of the reorganization of your headquarters, but not later than 1 September 1950, the Manpower Evaluation Board at your headquarters will be discontinued. As of 1 September 1950, Manpower Evaluation Boards will be established in Headquarters, Tactical Air Command, Eastern Air Defense Force and Western Air Defense Force. The Manpower Evaluation Board at this headquarters will be increased in size and will assume the responsibility of surveying all activities which will be under the jurisdiction of the Numbered Air Forces following the ConAC reorganization.

2. To prevent duplication, and in order to maintain a continuity of surveys, it is requested that copies of completed survey reports on activities being transferred from your jurisdiction be furnished the appropriate headquarters assuming jurisdiction of the surveyed unit. In the event copies of AFRTC survey reports have previously been furnished this headquarters, additional copies will not be required.

3. Request that the following be furnished this headquarters prior to the termination of your MEB activities:

a. Two copies of each report of survey conducted by your MEB. Reports previously submitted need not be duplicated.

b. Information as to disposition of all copies of reports of surveys indicated above.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

/t/ BRUCE H. GEMMEL
Captain, USAF
Asst. Air Adj. Gen.

Lt Col WALanford/3114/mj

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

MEB 334 30 June 1950

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:

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

Lt Col WALanford/3114/mj

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HEADQUARTERS
CONTINENTAL AIR COMMAND
INTEROFFICE ROUTING SLIP

REGISTER NO				
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FILE: COPY (210)

SUBJECT: Reduction in Officer Personnel

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.	5 Jan 50	DO	CG	1. First days results in the 10 percent reductions in officer strength meeting in Washington, resulted in the following points being considered. a. From all TO&E's of Wings, delete the following: Aide to the Commanding General; Wing Provost Officer; Wing Chemical Officer; Wing Executive Officer; Asst Comptroller; Staff Communications Officer; Staff Special Services Officer, and Base Photo Officer. b. From Fighter Squadron TO&Es delete: One supply Officer; one Motor Vehicle Officer. c. From Troop Carrier TO&E's delete: One Communications Officer. 2. Colonel Price called for verification, and I reiterated ConAC's position whereby no deletions in TO&E's were acceptable - deletions only in functions and activities to be approved. Colonel Price voted "No" on all of the above, with the exception of the Aide, which he agreed to reduce. 3. A large percentage of ConAC's reductions might be achieved in the movement of the 62nd Wing to Kelly Field, in that all of the Wing staff would not be necessary. I told Price to resist any such idea, since a Wing organization is necessary to tie the maintenance and tactical group together. 4. The 10 percent reduction has now been reduced to 5 percent, insofar as ConAC is concerned. s/t/ HERBERT B. THATCHER Brigadier General, USAF Deputy for Operations

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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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CG ConAC Jan 16 1950 PRIORITY

To Chief of Staff, Hq USAF
Attn: Director of Manpower & Organization

38. Reference your radio 52061, reference is made to my letter, 1 Dec 49, CG 320.3, Subject "Reduction in Officer Troop Space Authorizations for ConAC". With the exception of general aides where no General Officers are assigned, I do not concur with reductions within my T/O&E units as stated in paragraph 2B of above referenced letter. In addition to possible savings recommended in paragraph 4 above referenced letter, there is an indicated saving of approximately 70 officers between my Non T/O&E officer requirements and your PAV number 11. An additional field for consideration is possible reduction in the numberof officers uKsed in Aviation Cadet and officer procurement teams. Whitehead

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From: Hq USAF 6 Jan 1950

TO: CG ConAC

CG AMC, CG AIRU, CG APGC, CG SAC, CG ATRC, USAF SECURITY SERVICE
(Also sent to Hq Comd Bolling AFB and ComMATS Andrews AFB)

Reference our radio AFOOR 51678 dated 20 Dec 49 and Conference, this headquarters, 4 and 5 Jan 50, attended by representatives your command, a reply is desired by 16 Jan indicating officer spaces by number and function which can be eliminated from present organizations. Reply should include all savings made possible by consolidation of functions and elimination of specific assignments as a full time requirement. Numbers recommended by this Headquarters should be used as a base, but savings found possible over and above these should be reported. Areas recommended for reduction by your command not included in list furnished by this headquarters should be indicated. (Officer requirements in present program must be reduced to a minimum based on full utilization of all officers.) Due to expected future reductions, our immediate objective is to establish as accurately aspossible a point beyond which changes to meet lowered Air Force officer strength ceilings must be made by elimination of complete functional fields, units, or stations. Your recommendations should be such that you would be willing to personally defend your remaining requirements

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, N. Y.

P&OR 320.3 8 May 1950

SUBJECT: T/O&E 1-600

TO : Director of Manpower and Organization, Headquarters, United States Air Force, Washington 25, D, C.

1. An intensive effort is being directed toward establishment of an effective air defense system in this country. During the past two years several intensive studies have been conducted to determine the proper organization, personnel and equipment requirements for the AC&W Groups. The most recent study culminated in a complete revision of the existing T/O&E. This revision was presented in April to representatives of your headquarters.

2. The urgency of publishing a T/O&E sutable for operation under present and future conditions cannot be overemphasized. The existing T/O&E is inadequate in number of personnel and prescribes an internal organization which is not suitable to current conditions. The recommendations presented at the recent conference in USAF represent what is believed to be most desirable in organization, equipment and personnel required for effective operations.

3. Request highest priority practicable be assigned to processing and publishing the new T/O&E 1-600. In order that sound anticipatory plans and other related action may be taken towards improving the AC&W portion of air defense, request this command be advised of the date publication may be expected.

FOR THE COMMANDING GENERAL:

/s/ NEAL J. O'BRIEN
/t/ NEAL J. O'BRIEN
Colonel, USAF
Air Adjutant General

RESTRICTED

ARMED FORCES DAY
TEAMED FOR DEFENSE
20 MAY 1950

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IRS
Subject: Pers Rqmts for 1st Qtr FY-51 to Man & Operate 24-hrs a day, 7 days a Wk

No. 1 10 Jul Comm to DO

1. Attached is personnel requirements for 1st Qtr, FY-51, to man and operate 24-hours a day, 7 days a week:

a. Lashup III radar system.

b. The 1st priority (18) permanent radar sites.

2. Figures take into consideration the fact that most all of the 18 permanent sites will replace one or more Lashup III sites.

3. a. Total authorizations for our AC&W units now operating:

776 officers
5,847 airmen

b. Total authorizations for our AC&W units now on the approved USAF Troop Program as of 4th Qtr, FY-51:

1,391 officers
10,036 airmen

c. Total revised requirements for 1st Qtr, FY-51:

1,125 officers
12,014 airmen

s/st/ HOBART R. YEAGER
Colonel, USAF
Director of Comm & Elec

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

P&R 200 17 July 1950

SUBJECT: Immediate Personnel Requirements for Existing AC&W System

TO: Deputy Chief of Staff, Operations, Headquarters, United States Air Force, Washington 25, D. C.

1. Present personnel authorizations for the Headquarters, Air Divisions (Defense) and Aircraft Control and Warning Units are insufficient to man the existing LASHUP III system on a 24 hour, seven day per week basis.

2. A total of 1414 officers and 15185 airmen is needed to:

a. Man six Air Division (Defense) Headquarters.

b. Man the "island" type AC&W systems in the Kirtland, New Mexico and Oak Ridge, Tennessee areas on a 24 hour, sevenday per week basis.

c. Man the remainder of the LASHUP III AC&W system, as replaced and augmented by 24 permanent radar sites, on a 24 hour, seven day per week basis.

3. The personnel requirements indicated for the 2d quarter of FY 1951, in the "Revised Troop Program" submitted to your headquarters as Inclosure 1 to our letter, P&R 660.2, 11 July 1950, subject: "Aircraft Control and Warning System," were used in compiling the figures shown in paragraph 2, above. Personnel necessary for the operation of the ECM detachments were deducted from the 2d quarter FY 1951 Troop Program totals inasmuch as the personnel requirements for the ECM detachments have not been approved by your headquarters and procurement schedules for the necessary ECM equipment have not been formulated.

4. The 1st quarter's personnel requirements indicated in the subject troop program do not reflect 24 hour, seven day per week operation and, therefore, can not be used. The 2d quarter figures, on the other hand, reflect the actual personnel requirements necessary for continuous operation of the present (LASHUP III) operating sites as replaced and augmented by permanent sites phased into the AC&W system during the next six to eight months.

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5. It is recommended that immediate action be taken to provide this headquarters with a total of 1414 officer and 15185 airmen authorizations for the 24 hour, seven day per week operation of the AC&W system.

FOR THE COMMANDING GENERAL:

st/ CHARLES T. MYERS
Major General, U. S. Air Force
Vice Commander

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HEADQUARTERS
FIRST AIR FORCE
MITCHEL AIR FORCE BASE, NEW YORK

20 Feb 1950

DP 200.3

SUBJECT: Rotation of Personnel

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

1. The inclosed letter from the Commanding Officer of the 52d Fighter-All Weather Group (Incl. #1) presents a problem existing in the 52d Fighter-All Weather Group which is admittedly very serious, serious to the Group, and particularly so to this Headquarters. Unless this situation is corrected, I must agree with the statement made by Colonel Cellini in paragraph 2g that his Group will never reach "100% combat readiness."

2. An analysis of the orders resulting in the changes in personnel during the year 1949, which Colonel Cellini recounts, resulted in the following tabulation:

	Officers	Airmen
Transfers to other Units within the 52d Fighter-All Weather Wing	17	38
PCS within ZI	19	20
Overseas Assignments	18	85
Discharges	5	91
Deaths	2	0
	61	234

3. Under existing regulations, the only transfers which I can control at First Air Force Headquarters are those coming under the classification of "PCS within ZI."

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DP 200.3
Subject: Rotation of Personnel

The reasons behind these transfers are presented as inclosures Nos. 2 and 3, by name, for each of the nineteen (19) officers and twenty (20) airmen. Analysis of these reasons results in the conclusion that not more than two fo the officer losses and not more than six of the airmen losses (including three compassionate requests) could have been avoided at my headquarters. The Commanding Officer of the 52d Fighter-All Weather Wing assures me that transfers to other units of the Wing were made to relieve the Group of personnel who were surplus to their needs.

4. I concur in the statement of Colonel Cellini (Incl. #1, par 2g.) that unless the turnover of personnel is substantially reduced, it is doubtful if this Group could ever attain 100% combat efficiency.

/t/ GLENN O. BARCUS
Major General, U.S.A.F.
Commanding

3 Incls:
1 - Ltr fr CO, 52d Ftr-AW Grp
2 - List of Officers
3 - List of Airmen

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C O P Y
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Hq First AF, CP 200.3
Subject: Rotation of Personnel

Mil Pers-F 200.3 (20 Feb 50) 1st Ind 9 Mar 1950

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

TO: Commanding General, First Air Force, Mitchel Air Force Base, New York

Turnover of personnel in operating units is a matter of primary importance to this headquarters. A letter, subject, "Manning Priorities: Precedence List of USAF Functional Activities" is presently being coordinated with the staff in this headquarters. This letter, in addition to establishing manning priorities, will greatly restrict the turnover of personnel in many of the units under your command.

/t/ CHARLES T. MYERS
Major General, U.S. Air Force
Vice Commander

3 encls.
n/c

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FM H. USAF WASHDC

TO COMGENCONAC MITCHEL AFB NY

AF GRNC

FROM AFPMP-4 21ØØ8

RE LTR THIS H. SUBJ: "RRL OF RATED R/F OFFICERS FR EAD AND CONVERSION OF RATED R/F OFFICERS TO NON-FLY STATUS UP AFL 36-26" DATED 25 NOV 49. YOU WILL NOT REPEAT NOT BE REQUIRED TO SEP ANY R/F OFFICERS DURING MC OF APR. YOUR QUOTA FOR APR CONVERSION IS 152 ALL OF WHICH WILL BE IN GR OF MAJ AND BELOW. THIS FIG IS HIGHER THAN PREVIOUS PLANNED QUOTA DUE TO REALIGNMENT OF SEP RQMTS BASED ON TOT STR OF USAF. WHERE POSSIBLE, GR SPREAD SHOULD BE PROPORTIONATE TO PLANNING FIGS FURNISHED IN REF LTR. NORMALLY NO OFF ON INITIAL TOUR OF AD WILL BE CONVERTED AMPLIFYING LTR FOLLOWS.

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D210.456

April Quota AFL 32-26

Special Actions Branch 13 February 1950

In turn to:

2

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3 Attn: Major Lake

1. Attached hereto is a copy of USAF Msg AFPMP-4, BC 21008, 9 Feb 1950, alloting a quota to this command for April conversion of Rated Reserve Forees officers to a permanent non-flying status under the provisions of AFL 36-26, 29 November 1949 (Inclosure #1).

2. It should be noted that the quota for ConAC for April does not include any officers to be separated. However, the total number of pilots on flying status to be converted to a permanent non-flying status is 152. This figure represents a little more than double the number which had been previously furnished this headquarters for planning purposes. Inasmuch as 152 officers are to be converted, letters were dispatched to the six Air Foreced of this command on Friday, 10 February 1950, requesting nomination of a total of 194 pilots on flying status to be submitted to this headquarters no later than 21 February 1950. This gives the Selection Board of this headquarters a 27% overage of names.

3. Since USAF states that "Normally no officer on initial tour of active duty will be converted", we did not request nomination of officers in grade of 2nd Lieutenant.

4. A breakdown of nominations requested from Air Forees is attached hereto (Inclosure #2).

CAPT K. E. JOYE
Ext 7117

2 Incls
1. USAF Msg AFPMP-4, BC 21008
9 Feb 50
2. Air Force Quotas

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APRIL QUOTA

	FIRST AF	FOURTH AF	NINTH AF	TENTH AF	TWELFTH AF	FOURTEENTH AF	TOTAL
	Conv	Conv	Conv	Conv	Conv	Conv	Conv
Major	6	6	2	2	2	8	26
Captain	16	16	8	8	8	18	74
1st Lt	20	20	10	10	10	24	94
TOTAL	42	42	20	20	20	50	194

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HQ CONTINENTAL AIR COMD MITCHEL AFB NY UNCLASSIFIED

DIR MIL PERS HQ USAF WASH 25 DC

PRIORITY

AFPMP-4 21008/9Feb50 NC

Mil Pers-D 5387 . 1. Reurmsg AFPMP-4 21008, 9 Feb 50, and ltr, your hq, subj: "Apr Conversion Quota, AFL 36-26," 15 Feb 50, it is strongly recmd that this comd be granted auth to sep offs UP AFL 36-26 for the folg reasons: A. Con AC AF comdrs have recmd to Selctin Bd that certain rated offs be reld fr AD rather than converted to a perm non-fly status either because they possess no specialty which would be of value to the AF in a non-rated status or because their effcy is lower than other rated plts whose fly rec is oustanding, but who also possess a non-rated specialty which is of im value to the AF. B. In revg pers recs, ConAC AF comdrs have strongly recmd that some non-rated R/F offs be reld fr AD because of substandard effcy which does not fall within the purview of AFR36-2 2. Apr quota alotd this comd does not auth sep. Provided auth is granted this comd to sep aff, the Apr quota cna be met w/o jeopardizing the aero rating or penalizing a good off whose non-rated potential is high, while giving an unfair advantage to plts who have no other specialty. In this connection, it would appear highly

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desirable to encourage major comdrs to vigorously screen the recs of R/F offs in order that the "dead wood" and substandard off mat can be reld fr AD by the simple adm process UP AFL 36-26, rather than having to resort to AFR 36-2 action. This recm is in keeping with budgetary economics. Req earliest reply due to impending Selection Bd action at this hq. End

CG, ConAc

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FM HQ USAF WASHDC

TO COMGENCONAS MITCHEL AF B NY

AF GRNC

FROM AFPMP-4 2347. REURAD MIL PERS-D 5387 DTD 21 FEB 195Ø.

REQUESTED APR SEP QUOTA UP AFL 36-26 CANNOT BE ALLOCAD IN THAT SEP ACTIONS ALREADY AFFECTED DURING FY 195Ø HAVE SATISFIED PRESENTLY KNOWN BUDGETARY LIMITATIONS.

CFN AFPMP-4 23479 5387 21 195Ø 36-26 195Ø

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C O P Y
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HEADQUARTERS NINGH AIR FORCE
LANGLEY AIR FORCE BASE, VIRGINA

Mil Pers-E

9AF 220.01 25 May 1950

SUBJECT: Establishment of Manning Levels by Career Fields

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

1. The purpose of this letter is to suggest an improvement in the present method of performing airmen manning functions. From time to time it is apparent that your headquarters bases decisions to withdraw airmen from this command on consideration entirely on the authorized/assigned status in a given SSN. It cannot be too strongly urged that such decisions be based not only upon a consideration of the particular SSN, but on the manning level of an entire career field as well. The practice of your headquarters in basing withdrawals on a given SSN alone is evidenced by frequent reference to the "Authorized and Assigned SSN by Unit" report (P16). This report would more accurately reflect the capabilities of this command to perform a given function if airmen skills were arranged by carreer field.

2. A typical instance in which a more accurate portrayal of the airmen manning status is made possible by career field arrangement was a recent query to this headquarters as to the reason for an AFRTC having assigned a greater percentage of airplane and engine mechanics 747 than the 4th Fighter-Interceptor Wing. A consideration of the aircraft and maintenance field in its entirety would have disclosed that, due to the employment of airplane maintenance technicians 750 as mechanics 747, the 4th Fighter-Interceptor Wing was better manned than the AFRTC.

FOR THE COMMANDING GENERAL:

/s/ John W. Jones
/t/ JOHN W. JONES
MAJOR, USAF
ASST AIR ADJ GENERAL

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Prog 171.6 (ConAC, 19 Jun 50) 1st Ind.
SUBJECT: Special Study on Officer Turnover Rates

HEADQUARTERS, FIRST AIR FORCE, Mitchel Air Force Base, New York

TO: Commanding General, Continental Air Command, Mitchel Air Force Base, New York
ATTENTION: Director of Programs and Costs (Comptroller)

1. The Officer Turnover Study, dated 14 June 1950, was reviewed with considerable interest in this headquarters. Comments of the Deputy for Personnel, this headquarters indicated that:

a. Relatively high rates for First Air Force were caused by the activation of the 32nd Air Division, the separation of Reserve Officers, and the closing of three (3) bases in January.

b. The rate of 10.5% for April is expected to increase in May and during the summer months because school assignments will be accelerated, an increase in operating schedules of the Air Divisions will require a shifting of officer personnel, and the adjustment of strength within the Tactical units, held to a minimum in April, probably will be stepped-up.

2. Although intra-unit transfers are not considered in this study, it is interesting to note that some changes within units reflect man-hours of training required, reduced operating efficiency, and other aspects of turnover. In this sense, the rates given in the study are likely underestimates of total "turnover on the job."

3. The overall ConAC turnover rate (annual) of 139% results in the computation of 8.5 as the average number of months an officer remains at one unit. If eighteen (18) months were used as the base, an annual turnover rate of 67% could be derived.

4. Based on the two (2) months -- March and April, the First Air Force had a projected annual turnover rate of 133% as against ConAC's 139% for the same period. Of the total annual cost reported in the study $3,957,500, it is estimated that approximately $637,000 represents First Air Force transactions. In view of the many factors involved, it is felt that the figures reported reflect a relatively moderate turnover rate in this command. However, the reorganization of First Air Force mission in the near future is expected to alter the picture considerably.

FOR THE COMMANDING GENERAL:

E. C. FOSTER
Colonel, USAF
Air Adjutant General

1 Incl
w/d

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HEADQUARTERS
FIRST AIR FORCE
Mitchel Air Force Base, New York

2 March 1950

Lt. General Ennis C. Whitehead
Commanding General
Continental Air Command
Mitchel Air Force Base, New York

Dear General Whitehead:

In reply to your arrow message C179CG I heartily concur that to bring our units, mentioned in said message, to an acceptable standard of combat effectiveness, it is imperative that the freeze as described in paragraph 2 of your message be implemented.

To obtain the maximum value from our presently assigned personnel, a few transfers are still indicated to get the right men in the right job. I believe that we now have a monitoring system established that will prevent that waste of personnel from occurring in the future.

When ourunits have attained the required state of combat efficiency I recomend a controlled turnover of personnel at the rate of 33-1/3% per year. This should make for a healthy and effective organization.

Sincerely yours,

s/t/ GLENN O. BARCUS
Major General, U. S. A. F.
Commanding

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By authority of the Commanding General Continental Air Command

Initials Date

Classifying Officer

HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

IN REPLY REFER TO

MilPers-X 352

SUBJECT: Reduction of Mandatory Quotas

TO : Chief of Staff, United States Air Force, Washington 25, D. C.

1. In order that units of this command included in Group I, Precedence List of USAF Functional Activities, 10 October 1949, as amended, can be maintained at a degree of operational effectiveness necessary for the air defense of the United States, I have issued instructions to my subordinate commanders to "freeze" all personnel in those units who are not excess to authorizations in each specific MOS. This "freeze" encompasses overseas shipments, with the exception of volunteers, and fulfilling of mandatory school quotas. The latter, of course, excludes such schools as are considered necessary to the career development of individual officers (Air Tactical School, Air Command and Staff School, etc.) and training required and requested by the unit.

2. I have further directed that personnel in priority units who are excess to authorizations and who cannot be retrained by OJT to fill critical shortages, be removed from those units and supplanted by qualified or potentially qualified personnel from units of lesser priority. This action will necessitate many waivers of paragraph 4d (1), Air Force Regulation 35-59 dated 21 February 1950.

3. Without establishing these restrictions on withdrawal of personnel from priority units, I cannot properly fulfill my responsibilities with respect to air defense activities which I consider as paramount among all others. I am fully cognizant of the additional burden which shall be placed upon my Air Force Headquarters, Reserve Training Centers, and other units which do not fall within Priority Group I.

4. Approximately thirty (30) percent of my officers and three (3) percent of my airmen are presently unavailable for overseas and school consideration by virtue of being AFROTC and/or Air National Guard instructors; members of officer procurement teams; pilot graduates with less than one year experience since graduation from flying school; regular Air Force second lieutenants, those reserve officers

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in frozen status as a result of action taken under Air Force Letters 36-2, 36-3, 36-26, deferred officers, category "R" personnel and certain liaison assignments. As a result of my freezing this additional personnel, the total percentage of personnel not available for withdrawal will approximate fifty-four (54) percent of officers and forty-three (43) percent of airmen assigned to this command. The foregoing figures do not take into consideration officers and airmen actively engaged in Exercises Portrex, Sweetbriar, and Swarmer.

5. It is therefore obvious that an immediate review of school and overseas levies on this command is necessary, and it is imperative that future quotas be apportioned on a substantially reduced scale. I request that this matter be made a subject of special concern of your principal staff members and that I be notified at the earliest possible date of the results of studies and/or establishment of policies concerning future allocations for withdrawal of personnel from this command.

Ennis C. Whitehead

ENNIS C. WHITEHEAD
Lieutenant General, U. S. Air Force
Commanding

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
Washington 25, D. C.

APPMP-2-R-1 17 April 1950

SUBJECT: Reduction of Mandatory Quotas

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

1. Reference is made to your letter of 4 March 1950, pertaining to the above subject.

2. This Headquarters is in agreement with you in that officers and airmen in your Command who are required in the manning of Group I priority units should, in most instances, be withdrawn only for the reasons indicated in your letter and to meet requirements in overseas commands with units on a similar manning priority.

3. In consonance with the proposed actions to improve the manning effectiveness of your Command, the following personnel practices are established by this Headquarters:

a. Overseas Shipments:

(1) In general, withdrawals foroverseas shipments will be limited to personnel in numbers and by MOS who are excess to the requirements in your Group I priority units and restricted assignments. Specialists in short supply will be withdrawn only in instances when no other sources that Group I priority units exist in the Zone of Interior, Group I units of your Command have reached a manning level on a par with similar units in othercommands, and overseas assignment is nedessary to maintain a minimum manning level. In instances when it is necessary to withdraw such specialists for other assignments, replacements will be furnished from overseas returnees, technical school graduates and other pipeline sources.

(2) Should overseas requisitions for enlisted personnel which are presently in your headquarters or which you receive in the future include levies forspecialists which can be met only by utilizing personnel required in your Group I priority units and restricted assignments, request this Headquarters be furnished an

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Subject: Reduction of Mandatory Quotas

immediate indication of the projected short shipments.

b. Mandatory School Quotas:

(1) Career civilian institutions and Air Force Institute of Technology school allocations, which are based upon stated command requirements, may be reduced when necessary.

(2) Reduction in technical school quotas allocated for courses directly effecting your Command mission is not desirable. However, by increasing the quotas allocated to Continental Air Command for these schools, a proportionate reduction of your quotas to other technical courses not directly effecting your mission can be accomplished.

(3) Mandatory quotas for airmen to attend technical schools which you feel will interfere with the effective manning of your Group I priority units and restricted assignments may be brought to the attention of this Headquarters for further study and decision. An immediate report of recommended changes or short shipments is requested in order that we may make an effort to secure the quotas from other sources.

4. It is anticipated that, at such time as your Group I priority units are manned to their total requirements, we may be compelled to withdraw personnel from these units on an exchange basis in order to meet our overseas requirements in Group II priority units. In this way you will receive oversea returnees, technical school graduates and other pipeline personnel as replacements for qualified personnel who are eligible for foreign service.

5. It is realized that the manning of your Group I priority units will necessitate the reassignment of surplus and unqualified personnel from the units, and qualified personnel within your Command into the units. Therefore, effective until 1 September 1950, the provisions of paragraphs 4d (1) and 5e, Air Force Regulation 35-59, dated 21 February 1950, may be waived when necessary to accomplish these reassignments.

6. The input of personnel to your Command will be in accordance with the procedure established for Group I priority for manning. Under this procedure the flow of technical school graduates and other pipeline personnel will continue to be divided between all units in Group I priority for manning with the major portion on those skills peculiar to your Air Defense Units being assigned to Continental Air Command. Also, your Command will receive a higher proportionate share of all specialists required in your Group I priority units until such time as these units are manned to a percentage level equivalent to other Group I priority units which have been in top priority for manning during a

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Subject: Reduction of Mandatory Quotas

considerable period of time.

BY COMMAND OF THE CHIEF OF STAFF:

s/st E. H. UNDERHILL
Brig. Gen., USAF
Acting Director of Military Personnel
Office of DCS/P

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

IN REPLY
REFER TO: Mil Pers-F 322

3 May 1950

SUBJECT: Reduction of Mandatory Quotas

TO : Commanding General, First Air Force, Mitchel Air Force Base, New York

1. In reply to a letter from the Commanding General, Continental Air Command, concerning the "freeze" of personnel in Group I manning priority units, Headquarters USAF has established a number of important manning policies. These policies will be implemented as directed herein.

2. Overseas Shipments:

a. Generally, overseas quotas will be limited to personnel who are excess to the requirements of Group I priority units. However in some instances, it may be necessary to withdraw specialists in short supply from Group I units if no other source is available. Every effort will be made to replace such specialists from pipeline sources.

b. In the event that an overseas requisition can be filled only by withdrawing personnel who are required by Group I priority units, this headquarters will be notified immediately in order to inform Headquarters USAF of projected shot shipments.

c. While Group I priority units are being manned to their total requirements, it may be necessary to withdraw personnel from these units on an exchange basis with lower priority units in order to send the most eligible personnel overseas.

3. Mandatory School Quotas:

a. Allocations for career civilian institutions and Air Force Institute of Technology schools are based on USAF-wide requirements and may be reduced when necessary.

b. Reduction in technical school quotas for training required by this Command is not desirable. However, mandatory quotas for airmen technical schools which are considered to interfere with

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Mil Pers-p322
Subject: Reduction of Mandatory Quotas

the manning of priority units will be brought to the attention of this headquarters in order that an attempt may be made to secure the quotas from other sources.

4. To accomplish the immediate manning of priority units, you are authorized until 1 September 1950 to waive the provisions of paragraphs 4d (1) and 5e, Air Force Regulation 35-59, 21 February 1950, when necessary.

5. The in-put of personnel to this Command and to your Air Force will be in accordance with the procedure established for the manning of priority units. This Command will receive a higher proportionate share of all specialists required in priority units until such units are manned to a level equal to the manning of all other priority units in USAF which have previously enjoyed a top manning priority.

st/ CHARLES T. MYERS
Major General, United States Air Force
Vice Commander

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CLASSIFIED: Secret
Auth: CG Tenth Air Force
1 March 1950
HOA

HEADQUARTERS TENTH AIR FORCE
SELFRIDGE AIR FORCE BASE, MICHIGAN

OFFICE OF THE COMMANDING GENERAL

1 March 195

Lt. General Curtis E. LeMay
Commanding General
Continental Air Command
[illegible]

Dear General LeMay:

- You are aware that the Tenth Air Force has been engaged in a study of the [illegible] dated 24 February 1950 and has carried considerable doubt as to the positive means of increasing the effectiveness of close [illegible]

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Lt. General [illegible] Whitehead

[illegible] March 1[illegible]

a. The handicap it would impose on our [illegible] considers to meet special personnel requirements for [illegible] programs such as assistance for summer AROTC and reserve, reserve record perfection program, etc.

A very considerable portion of the total strength of this and other Continental Air Forces is already exempt, either by directive or by the very nature of their duties, from most TDY requirements. Included therein is personnel of [illegible] Air National Guard, the entire Category "A" personnel, individuals assigned to [illegible] Station Basic Procurement program, and those [illegible] Special squadrons. Inclosure 1 indicates the total airmen authorizations for officers and airmen for the Tenth Air Force and separately therefor, also by types and numbers, including the tactical units under discussion, who would be frozen. The balance represents the personnel authorized for the Air Force Reserve Training Centers, this headquarters, and [illegible] Sherman and Benjamin Harrison Air Force Bases, the latter to be closed out at an early date.

Records at this headquarters indicate that for the period October 1948 to January [illegible] inclusive, permanent change of station losses, including separations, totaled [illegible] officers and [illegible] airmen. During this same period this command was required, by directives of your headquarters, to place a total of [illegible] officers and [illegible] airmen on TDY for periods up to 30 days. [illegible] left little, if any, option to this headquarters as to the units from which such personnel had to be drawn.

For the reasons indicated above, I believe a freeze of personnel in the units referred to would be impractical except as a short term measure.

The following measures will be taken by this headquarters on a continuing basis to increase the combat effectiveness of these units:

a. Man units as fully as is possible from resources of this command to the point where it does not jeopardize the ability of other Tenth Air Force units to accomplish their mission.

b. Control to [illegible] duty [illegible] possible [illegible] the similar [illegible] units.

The following measures are recommended for adoption by your headquarters or Headquarters USAF:

a. A more accurate and complete forecast of gains and losses.

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TENTH AIR FORCE AUTHORIZATIONS AS OF 28 FEBRUARY 1950

	OFFICER	AIRMEN
1. Tenth Air Force	999	7165*
2.**56th Fighter-Interceptor Wing	224	1777
2476th AB Sq (Oscoda) sub-base 56th Wing	8	172
ANG	53	115
AROTC	146	140
Cat "B"	145	713***
541st AC&W Group	41	471
20th Air Division	12	22
2204th Hosp Sq	35	85
2208th Hosp Sq	38	170
Avn Cadet Procurement	15	
TOTAL	714	3676
3. Balance after Par 2 totals subtracted from Par 1 totals:	285	3489

*Includes 28 authorized 56th Supply Sq [illegible]

**Includes augmentation of 22 officers & 513 airmen.

***Gradual build-up to 713, current 358

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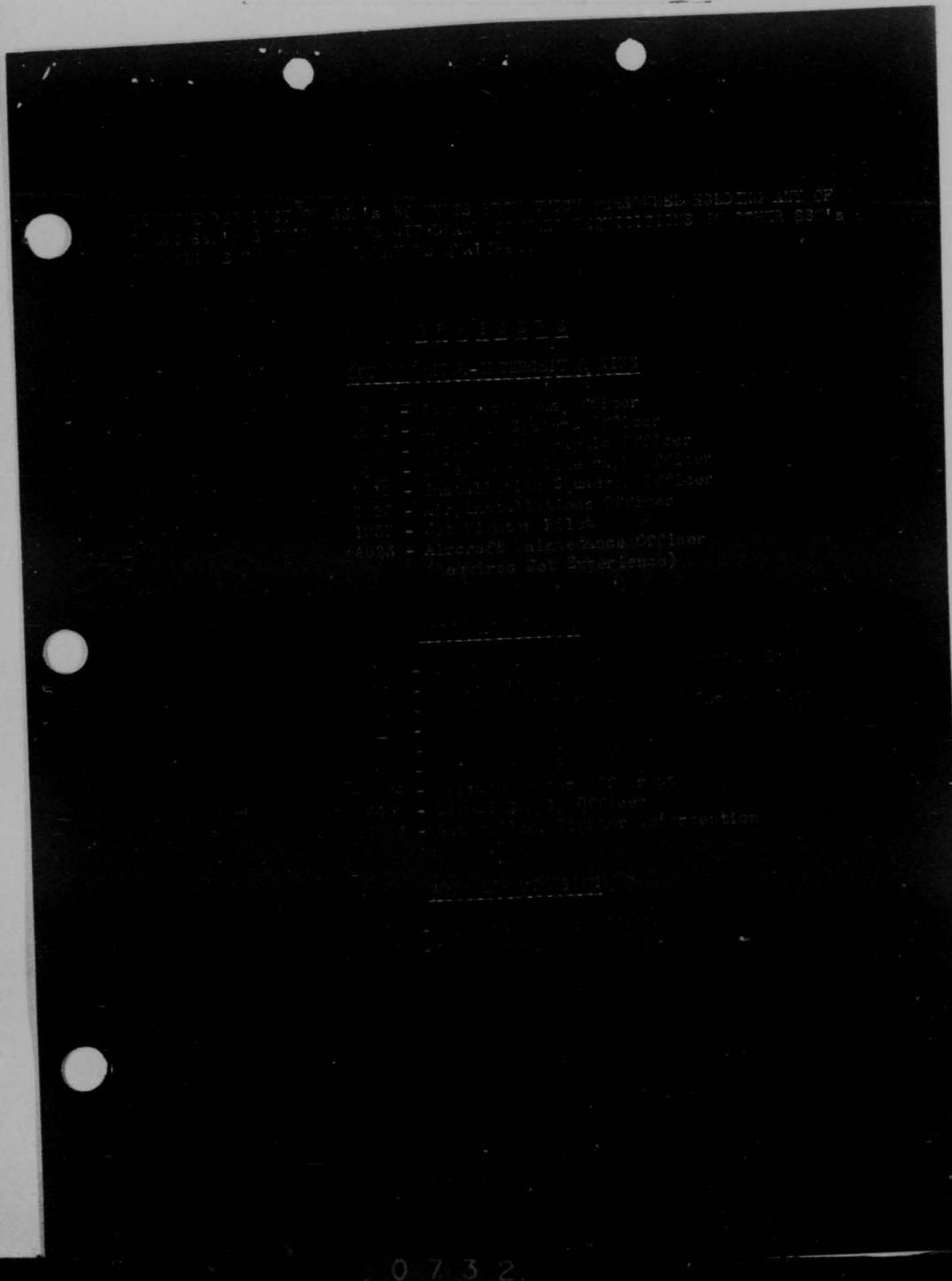

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

1 February 1950

Dear Glenn:

Cummulative ground accident statistics for this command for the calendar year 1949 indicate that ConAC has some of the highest ground accident frequency rates and accident costs per capita of all major air commands. This is a condition which can be neither tolerrated nor condoned. Ground accidents in this command produced a monetary loss in 1949 of $2,610, 572, or $35.53 for every officer, airman and civilian assigned. This sum is sufficient to by 16 F-84E's or 35 C-47B's.

Alibis for the year 1949 will serve no useful purpose at this time. Rather we must vitalize the Ground Safety Program as part and parcel of our day to day operation at every echelon. This is not a job that is to be, or can be, done by Ground Safety personnel alone. Each individual must be made conscious of his personal responsibility not only for his own safety on and off the job, but that of his fellows as well. In peacetime there is no mission so urgent, nor any project so important that we cannot take time to accomplish it safely.

Secretary of Defense Louis Johnson in a press release dated 26 January 1950 stated:

"Accident prevention, including the correction of unsafe practices and conditions, is a direct and inherent responsibility of command. To coordinate and intensify the attack on accidents, provisions will be made by every commander by which each supervisor and employee of the command will receive thorough and continuing indoctrination. Adequate safety organizations, with assigned responsibilities, are essential in providing commanding officers with techinical assistance and analyses, insuring a directed and objective addident prevention program, and in utilizing effective and practical controls."

It is my desire that you assure that the above stated accident prevention policy is made effective within your command.

T/S ENNIS C. WHITEHEAD
Lieutenant General, U.S. Air Force
Commanding

Major General Glenn O. Barcus
First Air Force
Mitchel Air Force Base, N. Y.

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

29 May 1950

Dear -----

You will recall my letter of 1 February 1950 in regard to the cost of ground accidents in Continental Air Command in 1949. A review of the ground accident statistics for January through April 1950 indicates a general improvement in both frequency rates and accident costs per capita over the average for 1949. This is desirable. But it is not enough. Continuation of the current rate of loss through the balance of 1950 will approximate a $2,000,000 annual loss for the command. This must be reduced.

This week, Secretary of the Air Force, Thomas K. Finletter, issued the following policy statement concerning the USAF Ground Safety Program:

"I wish to reaffirm the established Air Force policy relative to management control and economy with a view to insuring the utmost in defense for each tax dollar spent. Unnecessary losses of manpower and material from accidents represent a direct drain of our resources detrimental to planned economy. I believe the losses due to accidents can be significantly reduced in keeping with the existing policy of good management.

"It is my intention that the Air Force continue to maintain its program for accident prevention withou retrenchment, to reduce accident losses to a minimum. In this respect, I wish to recall the attention of all personnel to the fact that accident prevention is an integral part of operational efficiency in the use of men and equpment. Active support of the Ground Safety Program, in my opinion, will materially assist in reducing unnecessary losses thereby contributing to the fulfillment of our defense mission."

Your continued personal support of this program is essential to obtain the operarional efficiency required within the Continental Air Command.

ENNIS C. WHITEHEAD
Lieutenant General, United States Air Force
Commanding

Personal ltr to CG, ConAC
Air Forces

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CHART #3

CONTINETAL AIR COMMAND HEALTH STATISTICS
(January-June 1950)

ADMISSION RATES (Per 1,000 strenght per annum)	Jan.	Feb.	Mar.	Apr.	May	Jun.
Common Respiratory Disease	77.7	82.0	113.6	70.2	46.2	35.6
Pneumonias (all types)	8.0	5.5	4.4	2.7		
Diarhea and Dysentary	3.0	4.0	4.0	2.7		
Injuries	48.5	50.0	45.4	45.5	65.2	55.4
VENEREAL DISEASE						
White	9.8	10.9	9.3	7.6	9.3	9.5
Colored	136.3	104.8	146.0	109.1	94.3	181.1
TOTAL:	16.3	16.2	16.2	12.4	13.7	18.5
NON-EFFECTIVE RATE (Per 1,000 strength)						
Injuries	2.2	2.20	1.80	2.20	2.4	2.70
Venereal disease	0.1	.04	.02	.02	.03	.06
All other diseases	7.9	7.90	7.70	6.70	6.2	6.20
	10.2	10.20	9.50	8.92	8.6	8.96

Flying Statistics

Number of Pilots -	3837	3475	3782	3610	3576
Number of Other Type Flying Personnel -	208	180	312	343	149
Number of Airmen -	1715	1548	1515	2042	1624
Flying Personnel Admitted to Hospital -	64	54	41	31	44
Flying Personnel Admitted to Quarters -	38	52	20	10	29
Flying Personnel Removed from Flying, Not Admitted -	0	59	28	18	37
Deaths -	0	2	1	4	5
Number Remaining Off Flying End of Rpt Period -	46	34	30	28	27

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ROUTING | INFORMATION | STAFF ACTIVITY

CG
DC
AAF
AVC
NKB
AF LIAISON
AAG
Pub
Admin
Hist
A SURG
IG
I Insp
APM
PS
PIO
COMPR
Prog
Stat
Stad
Asd
Fis
DP
ACH
A/A
WAF
PPM
Mil Pers
MPP
CE
PS
A/PROTG
Grd Sfty
DO
O&T
POD&R
Comm
Int
DM
Mat P
MS&S
Instl
DTAD
HQ SQ

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SUBJECT: Misuse or Dissipation of Personnel Assigned for Duty.

TO: : Commanding General, First Air Force, Mitchel Air Force Base, New York and 4, 9, 10, 12, 14 AF's.

1. During a recent project in which a tactical squadron of this command participated, it was noted that, of seventy-six (76) maintenance personnel authorized, an average of only approximately thirty-eight (38) men were available for duty each day. The reasons for the absence of the personnel were given as follows:

a. Squadron details.

b. TDY at schools.

c. Furloughs.

d. Processing for discharge.

e. Enroute to other stations.

f. Sick call and hospital.

These figures represent an inexcusably low percentage of personnel available for maintenance duty which seriously affected the operations of this unit during the project. This dissipation of the manpower in our tactical squadrons is alarming. These tactical units are provided with sufficient manpower to accomplish their mission, provided this manpower is not dissipated by misuse.

2. It is directed that your headquarters cause a muster of each tactical unit within your command on a pre-determined date to be specified by your headquarters. This muster should be conducted without warning to the tactical units. Each man not present for duty will be accounted for by SSN (not by name).

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ConAC Form AAG 8
Revised 23 November 1949

Air Adjutant General's Central File Copy

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ROUTING / COORDINATION

STAFF ACTIVITY	AI
CG	
VC	
ARF	
AVC	
MRR	
AVIATION	
AAG	
Pub	
Admin	
Hist	
A SURG	
HQ	
A Insp	
APM	
PS	
PIO	
COMPR	
Prog	
Stat	
Rad	
And	
Fin	
DP	
ACR	
AJA	
WAP	
PPM	
Mil Pers	
MPP	
CR	
P	
APROTC	
Grd Sfty	
DO	
C&T	
POL&P	
Comm	
Int	
DM	
Mat P	
MS&S	
Instl	
DTAO	
HQ SQ	

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Misuse or Dissipation of Personnel Assigned for Duty

3. A report of this muster (see Inclosure #1 for report form) will be prepared by each squadron indicating by SSN the number of personnel authorized, the number assigned, and the number not immediately available for the unit for the reasons listed in sub-paragraphs 1a thru 1f, above, and for any other reason. The total number not immediately available will be further explained by indicating the reasons for non-availability and the number of individuals in each category.

4. It is desired that these reports be consolidated by your headquarters on the form attached as Inclosure #2 and forwarded so as to reach this headquarters not later than 20 February 1950. The individual squadron reports should be attached as inclosures to the consolidated report.

Incls:
1 - Rpt form for Tactical Sq
2 - Rpt form for Air Force Hq

ENNIS C. WHITEHEAD
Lieutenant General, United States Air Force
Commanding

ComAC Form AAG 5
Revised 23 November 1949

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(date)_____ 1950

REPORT TO _____ AIR FORCE OF THE MUSTER OF _____ SQ,

_____ GROUP, CONDUCTED ON _____ 1950

MOS	NUMBER AUTHORIZED	NUMBER ASSIGNED	NUMBER NOT AVAILABLE FOR DUTY

REASONS FOR NON-AVAILABILITY	TOTAL NUMBER NOT AVAILABLE
1. Squadron details	
2. TDY at schools	
3. Leaves	
4. Processing for discharge	
5. En route to other stations	
6. Sick call and hospital	
7. Pass	
8. Kitchen police	
9. Physical training	
10.	
11.	

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Inst #1

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CONSOLIDATED REPORT TO HQ CONTINENTAL AIR COMMAND OF THE MUSTER OF TACTICAL SQUADRONS OF _____ AIR FORCE CONDUCTED ON _____ 1950

SQN	NUMBER AUTHORIZED	NUMBER ASSIGNED	NUMBER NOT AVAILABLE FOR DUTY

REASONS FOR NON-AVAILABILITY	TOTAL NUMBER NOT AVAILABLE
1. Squadron details	
2. TDY at schools	
3. Leaves	
4. Processing for discharge	
5. En route to other stations	
6. Sick call and hospital	
7. Pass	
8. Kitchen police	
9. Physical training	
10.	
11.	

Encls
(1)-Report of Muster, ___ _____ Sq
(2)-Report of Muster, ___ _____ Sq
(3)-Report of Muster, ___ _____ Sq
etc

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

20 March 50
O&T/LtCol STALNAKER/3139/msm

27 March 1950

Dear Glenn,

(Identical ltrs to Commanding Generals, 4th, 9th, 10th, 12th & 14th AFs)

I am deeply concerned about the extent of the manhour loss from our primary mission. These losses occur principally in such items as I&E lectures, reading of the Articles of War, drill, record checks, lectures which fail to start on time and which run overtime, excessive time for coffee breaks, excessive time enroute to places of assembly, etc. Economical use of available manhours is essential if we are to bring our units to a high level of combat proficiency.

For your information, I have attached as Inclosure No. 1 an accurate tabulation of the monthly manhours lost from the primary mission at a USAF base which employs 542 airmen in maintenance. The twelve (12) items which I have numbered total about two-thirds of this manpower loss. Attached as Inclosure No. 2 is a study which evaluates the various items detracting from the manhours available to the primary mission. You will note that all items required by regulation, whether USAF or ConAC, are of value. However, they must be administered in such a manner that they will not consume manhours required to support the primary mission. As an example, ConAC Regulation 50-4, 16 September 1949, and ConAC Regulation 50-4A, 9 December 1949, state that training programs will not be scheduled at such hours as will interfere with the primary mission of the unit. I want you to analyze the method of utilization of available manhours in your units and take necessary steps to insure that the maximum number possible are devoted to the primary mission.

Past experience indicates that there are times when crews on the line are not expecially busy. Their aircraft may be flying or their job training may be finished for the day. At such times I feel that senior non-commissioned officers or selected officers could conduct I&E lectures, read the Articles of War, give physical exercises, or accomplish similar items. This would decrease the number of manhours devoted to other than the primary mission by eliminating time required to form the troops, march to places of meeting, and return to place of duty. In this connection, you will note in the study (Inclosure No. 2) that an average of over one and one-half hours per man were used

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to comply with a one hour I&E requirement. This is too much. If it is not feasible to conduct training in the manner mentioned above, investigate the possibility of devoting one Saturday morning each month to the accomplishment of Troop Training Program requirements. Items such as reviews and inspections will be conducted on Saturday mornings or during other normal off-duty hours during the week. Record check, personal conferences and other items of a similar nature will be accomplished during periods when individuals are not busy at their job assignment or on-the-job training. As many of these items as possible will be handled during normal off-duty hours.

Items of a personal nature such as hair cut, commissary and gasoline purchases, and banking will be taken care of during normal off-duty hours. You should cause your base commanders to have the hours of the barber shop, commissary, Post Exchanges and other personal facilities so arranged that this requirement may be put into effect. Coffee breaks and smoking periods, while beneficial to morale and efficiency, will be supervised to insure that no advantage is taken of the privilege.

The economical use of available manhours is a matter of good management. Increased efforts to reduce and control manhours devoted to items other than the primary mission will result in increased efficiency in our units.

Sincerely,

ENNIS C. WHITEHEAD
Lieutenant General, United States Air Force
Commanding

2 Incls.
1. Study/Manhour Loss fr Primary Mission, 27Dec49
2. Memo fr AI to VC, 8Feb50, w/Breakdown of Manhour Loss fr Primary Mission.

Major General Glenn O. Barcus
Commanding General
First Air Force
Mitchel Air Force Base
New York

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Col R W Fellows/ers/12 Jan 50/1102

ROUTING	COORDINATION	STAFF ACTIVITY
		CG
		VC
		ARF
		AVC
		MRR
		AN LIAISON
		AAG
		Psb
		Admin
		Hist
		A SHEQ
		IG
		A Insp
		APM
		PS
		PIO
		COMPTR
		Proj
		Stat
		Bud
		Aud
		Fin
		HP
		ACH
		AJA
		WAF
		PPM
		Mil Pers
		MPP
		OR
		PS
		AFROTC
		Grd Sfty
		DO
		C&T
		PO&R
		Comm
		Int
		DM
		Mat P
		MS&S
		Instl
		DTAO
		HQ SQ

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JAN 1950

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SUBJECT: Officer Overage and Shortage Costs

TO: Deputy Chief of Staff, Personnel, Headquarters USAF, Washington 25, D.C.

1. Reference is made to my letter 22 December 1949, subject, Airman Overage and Shortage Costs. I have prepared a similar analysis of the officers situation in Continental Air Command which indicates similarly a lack of balance between authorized and assigned officers by MOS.

2. Inclosure No. 1 is a complete list of officer MOS's in which surpluses exist within ConAC other than radio, radar and communications MOS's as of 30 Nov 1949. Surplus officers number 1,644, representing an annual officer payroll of some $10,500,000 (at $6,500 annually per officer).

3. Inclosure No. 2 is a complete list of the shortages and surpluses in the radio, radar and communications field within ConAC. The net shortage is 349 officers, an annual officer payroll rate of $2,795,000, which was not being provided ConAC to carry out its mission.

(signed)

HOYT S. VANDENBERG
Lieutenant General, U. S. Air Force
Commanding

2 Encls
1. Officer Overages, 30 Nov 49
2. Officer MOS's, 30 Nov 49

Air Adjutant General's Central File Copy

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SSN's in Which Surplus Exists Within ConAC
Other Than Radio - Radar - Communications SSN's
(As of 30 Nov 49) (F-25 Report)

TITLE	SSN	AUTH	ASGD	SURPLUS
Passenger & Freight Transportation O	0612	18	30	12
Master or Mate	0820	2	1	1
Marine Engineer	0823	0	2	2
Air Transportation Regulating Officer	0910	0	2	2
Weight and Balance Officer	0911	0	1	1
Priorities and Traffic Officer	0913	0	5	5
Air Base Commander	1013	30	110	80
Bombardier	1035	0	13	13
Pilot, Two-Engine	1051	380	526	146
Pilot, Single-Engine	1054	122	521	399
Tactical Reconnaissance Pilot, SE	1061	19	38	19
Helicopter Pilot	1066	4	6	2
Aviation Engineer Unit O	1337	10	12	2
Adjutant or Adjutant General	2110	362	403	41
Administrative Inspector	2121	48	54	6
Unit Officer, non-tactical	2136	68	113	45
Operations Officer, AF, non-flying	2138	3	8	5
Air Traffic Service Officer	2159	2	18	16
Operations Officer, Air Forces	2161	238	518	280
Operations & Training Staff Officer	2162	281	391	110
Military Personnel Officer	2200	107	116	9
Civilian Personnel Officer	2202	1	7	6
Personnel Staff Officer	2260	95	23	28
Historical Officer	2421	0	1	1
Flexible Gunnery Officer	2554	0	1	1
Administrative Assistant, Legal	2601	3	12	9
Quartermaster, Staff	4015	3	17	14
Air Force Exchange Officer	4210	21	26	5
Procurement Control & Production O	4319	0	1	1
Engineer Supply Officer	4470	2	3	1
Armament Staff Officer	4590	29	30	1
Armament Special Munitions Officer	4591	10	18	8
Armament Weapons Officer	4592	4	7	3
Armament Ammunition Officer	4594	2	4	2
Flight Test Maintenance Officer	4821	25	65	40
Aircraft Maintenance Officer	4823	243	358	115
Petroleum Products Supply Officer	4960	7	8	1
Chaplain	5310	57	58	1
Physical Fitness Officer	5521	1	5	4
Physical Reconditioning Officer	5525	0	2	2
Finance Officer, Disbursing	6201	33	41	8
Budget and Fiscal Officer	6302	52	62	10
Statistical Control Officer	6402	72	107	35
Engineer, Staff Officer	7010	35	44	9
Air Installations Officer	7025	55	98	43
Design & Development O, (Designated Type)	7050	1	12	11
Photographic Equipment Engineer	7052	0	1	1
Utilities Maintenance Officer	7120	0	1	1
Technical Inspector, AF	7536	50	72	22
Senior Legal Officer	8103	36	39	3

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TITLE	SSN	AUTH	ASGD	SURPLUS
Aerial Photographic Officer	8502	16	20	4
Still Photography Officer	8510	0	1	1
Air Provost Marshal	9100	53	57	4
Military Intelligence Officer	9300	6	12	6
Intelligence Staff Officer (Combat)	9301	66	76	10
Counter Intelligence Officer	9302	0	4	4
Intelligence Staff Officer (Base)	9307	2	15	13
Inspector General	9310	23	28	5
Special Investigations Officer	9325	0	3	3
Intelligence Evaluation (PI) Officer	9505	0	2	2
TOTALS				1,624

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Shortage and Surplus in
Radio - Radar - Communications SSN's within ComAC
(As of 30 Nov 43) (P-25 Report)

TITLE	SSN	AUTH	ASGD	SHORT	OVER
Aircraft Warning Ground Reporting Equip	0110	123	31	92	0
Aircraft Warning Airborne Equipment	0130	1	0	1	0
Radar Officer	0140	16	12	4	0
Electronics Officer	0141	26	19	7	0
Radar Observer Bombardier	0142	0	10	0	10
Radar Maintenance & Repair	0145	4	9	0	5
Radar Filter	0160	24	0	24	0
Communications Officer	0200	216	162	54	0
Signal Officer	0210	21	33	0	12
Message Center Officer	0220	1	2	0	1
Message Center Officer, Cryptographic	0224	23	5	18	0
Telephone and Telegraph Officer	0400	16	6	10	0
Telephone and Telegraph O,(Inside Plant)	0410	16	3	13	0
Telephone and Telegraph O(Outside Plant)	0430	6	5	1	0
Radio Officer	0500	46	6	40	0
Radio Officer, VHF	0503	4	1	3	0
Radar Observer, All Weather	0520	72	55	17	0
Controller, Fighter Interception	1014	100	143	0	43
Navigator-Bombardier	1037	140	2	138	0
Guided Missile Electronic Flight O	1045	0	0	0	0
Pilot, Radio Controlled Target(PQ Type)	1050	0	3	0	3
Communications Inspection Officer	2680	2	5	0	3
Communications Unit Commander	2902	0	0	0	0
Signal Supply Officer	4400	15	26	0	11
Maint & Repair O,Airborne Signal Equip	4402	11	6	5	0
Signal Equip Maint & Repair O	4415	1	1	0	0
Radar Observer, RCM	7888	3	2	1	0
Security Officer, Cryptographic	9610	9	0	9	0
TOTALS				437	88

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

21 January 1950

DP 200.3

SUBJECT: Airmen Training and Stabilization

TO: Deputy Chief of Staff, Personnel, Headquarters, USAF, Washington 25, D. C.

1. With reference to your letter,of 17 January 1950, subject, "Stabilization of Airmen Overages and Shortages," anything Headquarters USAF can do to relieve our airmen MOS overages through overseas shipments and relieve our MOS shortages from technical school graduates and other pipeline sources will be greatly appreciated. You may rest assured that this Command will make every effort to meet the airmen overage and shortage problem internally.

2. The instructions and advice contained in your letter of 3 January 1950, subject, "Responsibility for Support of the Accelerated Training Program," have been expanded upon and passed on to ConAC Air Force commanders in two letters which are attached for your information. The first letter, subject, "Utilization and Training of Airmen," implements an extensive on-the-job training program aimed at meeting as many of the airmen shortages as possible from our airmen surplus. Certain MOS's have been specified in which no further training will be accomplished and certain others in which training will be accomplished only in exceptional circumstances. Commanders aredirected to utilize excess personnel to fill school quotas and, further, are provided a tabulation which is in effect an easy-reading on-the-job training guide.

3. The second letter, subject, "Reclassification and Utilization of Airmen," goes into detail concerning a classification and reclassification program designed to help resolve the shortage - surplus MOS problem. The program actually is aimed at eliminating first of all the surplus in the five airmen MOS's in which this Command is most overstrength, 014, 078, 502, 505 and 824, which are also surplus USAF-wide. Four of the five MOS's were cited specifically in your letter of 3 January. ConAC has added the MOS of 824 (Food Service Steward) to this list. ConAC Air Forces are directed to review by board action qualifications of all airmen possessing these five MOS's. Those individuals found not fully qualified in their primary, but who possess a critically needed secondary, will be reclassified to their secondary MOS. The

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remaining individuals of the group will be reassigned to duty in their primary MOS only as far as actual TO&E, T/D or T/DA authorizations permit. Remaining airmen of the surplus MOS group who desire school training in the aircraft maintenance and electronics fields and who possess reasonable aptitude will be sent to an appropriate school. The remaining airmen will be placed on on-the-job training in short MOS's.

4. It is confidently expected that the action currently being taken to resolve our airmen shortage - surplus MOS problem will result in a substantial improvement in the situation in the immediate future. It is anticipated that a considerable number of first-three graders in the surplus clerical and administrative field will be sent to various technical schools formerly attended only by basic airmen and other airmen with low ratings. It is requested that you affirme your acceptance of this situation. Furthermore, in order to encourage volunteers for technical training, it is requested that you authorized this Command to inform volunteers for a permanent change of station school that if they so desire and if approved by all echelons of command up to this headquarters, such volunteers will be returned to their present station upon completion of their school course.

5. We will continue to study the airmen shortage - surplus pattern and take action to insure that training being conducted is in consonance with Air Force needs.

/s/ Charles T. Myers
/t/ CHARLES T. MYERS
Major General, United States Air Force
Vice Commander

2 Incls.
1. Ltr, Util & TR of Airmen, 11 Jan 50
2. Ltr, Reclass & Util of Airmen, 13 Jan 50

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D.C.

3 January 1950

SUBJECT: Responsibility for Support of the Accelerated Training Program

TO : Commanding General
Continental Air Command
Mitchel Air Force Base, N. Y.

1. The attainment of maximum striking effectiveness by the most expedient means is the primary Air Force mission. This goal cannot be reached until the current critical shortages of airmen technicians have been alleviated.

2. The Accelerated Training Program was established in March 1949 to provide trained personnel in accordance with the exact manning requirements of the major Air Commands, by a definite target date. With few exceptions, airmen training schedules have been met by utilizing the entire trainable recruitment input, by expediting the entry of overseas returnees directly into training courses and by drawing upon major Air Commanders for additional student personnel when no other source was available.

3. The training program has now progressed to the point where recruitment, limited by manpower ceilings, and other sources of pipeline personnel cannot support required student inputs scheduled to reach a peak in February 1950 and to level off gradually in March, April, May and June to a fairly constant flow designed to maintain training standards consistent with operational requirements.

4. It is estimated that approximately 3,000 airmen must be drawn from the continental Air Commands by mandatory action prior to 1 April 1950 to insure full class capacities in courses training toward critically needed specialties. Additional levies may be necessary during the remainder of the fiscal year.

5. It will be the responsibility of each major Air Commander to insure that all allocated school quotas for airmen are filled in their entirety, and that the airmen selected are fully qualified for training in accordance with course prerequisites as contained in the "Training Prospectus for United States Air Force Personnel."

(Pencilled note: "To AG for file. Action taken by Sep corres. Temp. 30 Dec 50. Maj C. R. Jones 1236)

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Ltr to ConAC
Subj: Responsibility for Support of Accelerated Trng Prog

6. While higher enlistment standards have tended to reduce recruiting capability, re-enlistment rates have increased markedly in recent months, providing a considerable source of trainable personnel. It will be necessary that all re-enlistments who have never received formal technical training be entered into school where such action will result in greater individual value to the Air Force.

7. It is known that large numbers of airmen, recruited prior to the Accelerated Training Program, were forced to acquire technical skills by on-the-job training. All of these airmen cannot be considered fully competent to perform their specialties under all conditions, and will be given every opportunity to qualify for formal training where necessary.

8. Furthermore, personnel status reports indicate significant overages throughout the Air Force in certain specialties listed below with recommendations for appropriate retraining or reassignment:

TITLE	SSN	RECOMMENDED ACTION
Diesel Mechanic	013	Cross train in airplane and engine mechanics.
Seaman	065	Cross train in any technical course for which qualified.
Electrician	073	Cross train in radio, radar or powerman courses.
Master	118	Cross train in any technical course for which qualified.
Personnel Consultant Assistant	289	Cross train in Career Guidance course.
Administrative Specialist	502	Cross train to SSN's 1275, 212, 1274, 9268, 805 or other technical specialties for which qualified.
Ammunition Supply Technician	505	Retrain personnel awarded this MOS by on-the-job training in any specialty for which qualified.
Flight Maintenance Gunner	748	Upgrade by training in advanced Aircraft maintenance specialties.

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Ltr to ConAC
Subj: Responsibility for Support of Accelerated Trng Prog

TITLE	SSN	RECOMMENDED ACTION
Flight Maintenance Gunner	748	Upgrade by training in advanced Aircraft maintenance specialties
Aircraft Maintenance Technician (Suffixes B, C, D, G only)	750	Reassign to duties in other suffix field or cross train in jet maintenance courses.
Aerial Engineer	2750	Reassign in critical secondary SSN's or train in advanced maintenance specialties.
Automotive Equipment Technician	014	Cross train in Airplane and Engine Mechanics.

9. It will be necessary that personnel classified in the specialties listed above and surplus to the needs of your Command be retrained or reassigned in critical secondary specialties. Quotas allocated by this Headquarters will be based, in part, upon the numbers of personnel assigned your Command in surplus SSN's. Conflicting provisions of Air Force Regulations 35-34 and 39-25 may be waived pending revisions of these directives. In addition, letter, this Headquarters, AFPMP-11, 7 July 1949, subject, "Cross training of Critical and Acutely Short Specialties" is amended to authorize retraining from acutely short specialties without regard to field of skill unless the provisions of Air Force Regualtion 50-8 preclude such training.

10. Certain quotas have been allocated your Command for entry during the first week of February 1950. Other quotas will be allocated as projected shortages are reborted by Headquarters Air Training Command. Requests for cancellations cannot be favorably considered except under the most unusual circumstances.

11. In connection with the procedures outlined herein reference is made to your letter of 22 December 1949 on the subject of airmen overage and shortage costs to which I am replying by separate communication.

BY COMMAND OF THE CHIEF OF STAFF:

/s/ I. H. Edwards
/t/ I. H. EDWARDS
Lieutenant General, USAF
Deputy Chief of Staff, Personnel

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Mil Pers-F-S-352

SUBJECT: Technical Training of Surplus Specialists

TO : Commanding General, 1st AF, 4th AF, 9th AF, 10th AF, 12th AF, 14th AF.

1. Reference is made to letter, this headquarters, PPM-K 220.3, "Reclassification and Utilization of Airmen" 13 January 1950, and PPM 352, "Quotas for Technical Schools", 21 January 1950.

2. To further assist commanders in reducing overages in certain airmen specialties by means of additional training, your headquarters is authorized to submit requests for training of airmen into specialties for whcih no requirement exists within your command, but does exist elsewhere in the USAF, providing these individuals cannot be utilized to alleviate current ConAC shortages by formal or on the job training.

3. AF Regulation 35-34, 17 February 1950, lists the SSNs in which a world-wide critical shortage exists. A forthcoming directive from this headquarters, which will be published in the latter part of April, contains up-to-date lists of SSNs which are currently critically short and critically surplus in ConAC.

4. Training requested in accordance with paragraph 2 above, will be considered as being a separate section of the monthly training of Assigned Personnel Report and will be submitted on the attached format, in accordance with ConAC Letter 53-5, 22 September 1949. This section will be entitled "Request for Training of Personnel Surplus to Command Requirements". Each request will indicate at least three (3) technical courses consistent with the desire and qualification of the individual airman. Individual qualifications and recommendations will be reviewed in this headquarters and Headquarters United States Air Force. Approval of training in a specific course will be dependent upon the Air Force world-wide trained personnel requirements.

5. Airmen detailed to school under this authority will be sent in a Permanent Change of Station status.

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Mil Pers-F-S-352, Technical Training of Surplus Specialists (Cont)

6. Requests for this training may be submitted so as to arrive at this headquarters by Wednesday of each week or may be included as a part of the regular monthly report. When requests are submitted weekly it will not be necessary to request them in the monthly report. ConAC Letter, 53-5, and this letter will be cited as authority for submitting weekly requests for this training.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

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SUBJECT:

109 **HEADQUARTERS**
CONTINENTAL AIR COMMAND
INTEROFFICE ROUTING SLIP

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	1 May 1950	O&T	DO CG Admin	Capt R. B. Libbey/7247 1. The following is a brief summary of action taken by this directorate concerning on-the-job training during the period January through April: a. Letter to all air forces, "Utilization and Training of Airmen", 11 January 1950, outlined in detail the on-the-job training policies of this command. b. ConAC Letter 50-1, "On-the-Job Training", originally published in January, was amended on 3 April 1950 to specify that on-the-job training would be based on job descriptions contained in Air Force Letters 35-400 series (The New Airmen Career Development Program). This amendment also included further details concerning requests for Air Training Command assistance. c. Commencing with the 28 February report, Personnel Accounting Charts prepared by the Director of PPM have been carefully analyzed to determine the effectiveness of on-the-job training, and to further determine whether the policies announced in letter cited in sub-paragraph a above are being aggressively implemented. Particular attention has been given to a Personnel Accounting Chart consolidating all units of the Twelfth AF and to Personnel Accounting Charts of the following Air Force Bases: Stewart, Otis, Selfridge, Hamilton and Langley AFB's. Based on an analysis of these Personnel Accounting Charts, letters have been prepared to the respective air forces pointing out areas in which questionable or commendable on-the-job training appears to be in effect. Similar action, month by month, will be continued to insure that questionable on-the-job training practices are discontinued and commendable on-the-job training practices intensified. d. Copies of certain course outlines and syllabi for specialties which are short in the Continental Air Command have been obtained from the Air Training Command, and are being forwarded to the ConAC air Forces for the purpose of standardization and improvement of on-the-job training programs.

ConAC FORM RQ-AG 1
10 December 1948

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This is in reply to correspondence bearing AG Register No._____ which was suspended to (date)_____

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SUBJECT:

HEADQUARTERS
CONTINENTAL AIR COMMAND
INTEROFFICE ROUTING SLIP

REGISTER NO				
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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	1 May 1950			(Cont'd) **2.** To date, no requests have been received from the air forces for on-the-job training assistance which Air Training Command is to make available in accordance with paragraph 5c, AF Regulation 50-23, 5 January 1950. A letter to each air force (copy attached) has, therefore, been prepared to further publicize and stimulate interest in this service. s/ C. H. M. t/ CHESTER H. MORGAN Lt Colonel, USAF Chief, Training Div s/ D. E. M. t/ DOLF E. MUEHLEISEN Colonel, USAF Dir of Oprs & Tng

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ConAC FORM HQ-AG 1
10 December 1948

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HEADQUARTERS FOURTH AIR FORCE
Hamilton Air Force Base
Hamilton, California

4AF PPM-220.3 3 March 1950

SUBJECT: Utilization of Airmen

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

1. Reference is made to letter, your headquarters, file Per Man-R 200.3, subject as above, 21 November 1949, and our indorsement thereto, 19 December 1949. Report required by paragraph 5 of reference letter is hereby submitted.

a. Since the establishment of our program, the quarterly reports of Wing audit teams have not been received at this headquarters. Staff visits and Personnel Audit Team reports indicate considerable activity by these teams and a generally improved utilization picture resulting from their use.

b. Personnel reports received at this headquarters since issue of our check list have shown a decided improvement.

c. Obstacles brought to the attention of this headquarters which preclude full compliance with utilization directives are made the subject of special study for elimination where possible. To date, no major obstacles, impossible of local correction, have been reported.

d. Results of annual IG inspections are being closely checked against previous audit team reports. Cases of recurring misutilization previously reported are made the subject of special investigation by this headquarters.

e. Since outlining our utilization program, 28 December 1949, Personnel Accounting Charts reflect noticeable progress within all units of this command, toward alleviation of surplus and shortage patterns. Below are listed several examples of SSN's by duty which were over or short within this Command as of 30 November 1949, in comparison to the status reported on 15 February Personnel Accounting Charts.

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Utilization of Airmen
4AF PFM-220.3

SSN	30 Nov		15 Feb	
	Over	Short	Over	Short
014	38		15	
078	12		0	
502	75		78	
824	2		0	
548		15		11
747A		56		19
750C		4	22	

(1) Although SSN 502 reflects a slight increase over November 1949, approximately 180 airmen have appeared before Classification Boards during the period 13 February through 17 February 1950. Of this number, 135 were found qualified to fill authorized T/D vacancies, 14 found qualified for whom no T/D vacancies existed, and 31 found unqualified. The latter were reassigned to critically short SSN's. Results of reclassification procedures has reduced the total surplus of SSN 502 from 75 to 33. Approximately 100 airmen with SSN 502, assigned to VART, ANG, and Air ROTC units are now in the process of being interviewed to determine present qualifications.

(2) The present overage of 22 - 750C's as compared to a shortage of 4 in November 1949 has been partially effected by converting the unauthorized SSN 2750 to SSN 750C.

2. A Personnel Analysis Branch has been established at this Headquarters under the direction of the PFM, to continuously analyze, screen and monitor personnel accounting charts, and resolve personnel utilization and assignment problems. Personnel Accounting Charts are analyzed and studied by this Branch, and where mal or misassignments are noted, discrepancies are brought to the attention of the unit concerned for immediate correction. In the short period of time this Branch has been in existence, it has assisted considerably in the overall reduction of the shortage-surplus problems, and through its continued efforts, the utilization of personnel will continue to improve throughout this Command.

3. It is felt that full implementation of our 28 December program, coupled with Fourth AF Ltr 39-11, 9 February 1950, will result in improved utilization of personnel and definite allevia-

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Utilization of Airmen
4AF PPM-220.3

tion of the shortage-surplus trend. By intensive on-the-job training, cross training, timely reclassification procedures, continuing analysis and supervision by this headquarters, justifiable results toward better utilization and management practices will be achieved throughout this Command.

FOR THE COMMANDING GENERAL:

/s/ R. S. Barnard
/t/ R. S. BARNARD
Capt. USAF
Asst. Air Adj. Gen.

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HEADQUARTERS
FOURTEENTH AIR FORCE
Robins Air Force Base, Georgia

PPM 200.3 2 February 1950

SUBJECT: Utilization of Airmen

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

1. In compliance with letter your headquarters, Pers Man-R 200.3, 21 November 1949, subject as above, a program for the utilization of airmen was established, as outlined in letter, PPM 200.3, this headquarters, 8 December 1949, subject, Utilization of Airmen.

2. In the relatively short period of time that has elapsed since the establishment of this program, considerable progress has been made toward the solution of internal airmen shortage-surplus problems. With the reciept of the Personnel Accounting Charts as of 31 January 1950, however, more information will be available as to the definite amount of progress accomplished by units of this command.

3. Examples of progress made by units of this command in compliance with your letter cited in paragraph 1 above are as follows:

a. All units have an on-the-job training program in effect in accordance with Fourteenth Air Force Regulation 50-3, 18 Junly 1949.

b. Wing bases are taking action to adjust local shortage-surplus situations wherever possible within the wing, reporting conditions not capable of correction by the Wing Commander to this headquarters for remedial action.

c. Local schools have been established to train surplus airmen to MOS's which are critically short at particular installations. At Shaw Air Force Base, for example, a school to train personnel in SSN 555, airplane sheet metal worker, is in operation.

d. Regular and frequent inspections of DA AGO Forms 20 are conducted by base personnel to determine whether proper classification action is being taken.

e. Personnel are encouraged to apply for courses of training leading to the award of SSN's which are short within this command.

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PRM 200.3
Subject: Utilization of Airmen (Cont'd)

4. Analysis of information which will be available after 31 January 1950, together with the results of Personnel Audit Team visits will enable this headquarters to pursue an aggressive course of action whereby continued progress is expected.

FOR THE COMMANDING GENERAL:

/s/ H. P. Bonnewitz
/t/ H. P. BONNEWITZ
Colonel, USAF
Air Adjutant General

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HEADQUARTERS TWELFTH AIR FORCE
Brooks Air Force Base, Texas

PPMA 220.3 28 January 1950

SUBJECT: Utilization of Airmen

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

1. In compliance with instructions contained in letter, your headquarters, Pers Man-R 200.3, dated 21 November 1949, subject as above, the following report is submitted:

a. Personnel Accounting Charts of all units of this command, for 30 November 1949 and 31 December 1949, were reviewed and analyzed to determine the percentages of personnel employed in primary MOS, personnel assigned in upgrade training, personnel assigned in justifiable lateral or downgrade assignments, and personnel malassigned. The following figures indicate the degree of improvement in personnel utilization during the month of December 1949:

	% Asgd in (P) MOS	% Asgd in Upgrade Tng	% in Justifiable Asgmts	% Mal-Asgd
30 Nov 49	77.0	2.3	13.3	7.2
31 Dec 49	78.3	5.6	12.6	3.4

b. Definitions of above terms:

(1) Assigned in (P) MOS refers to airmen assigned to duty in their primary MOS.

(2) Assigned in upgrade training refers to those airmen being trained in a higher MOS in the same functional field, in which there is a shortage of qualified personnel.

(3) Assigned in justifiable lateral or downgrade assignments refers to those persons working in a secondary MOS or in training for an additional MOS in the same functional field. It also in cludes personnel qualified in

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Subject: Utilization of Airmen

basic specialties who are working in a basic or related SSN in a different functional field. In order for any of these to be justifiable there must be a shortage of qualified personnel in the duty MOS and a surplus of qualified personnel in the primary MOS.

(4) Malassignments include personnel assigned in any of the follwoing instances:

(a) Assignment of personnel in an MOS surplus to the number authorized and required except when there is a general overall surplus of personnel within the unit.

(b) Training of personnel into specialties in which a surplus of qualified personnel already exists and shortages of qualified personnel exist in other specialties in which these individuals could be trained.

(c) Utilization or training of personnel in SSN's which are neither authorized nor required in the unit.

(d) Utilization of critical personnel in other than a critical MOS. AFR 35-34.

c. Each unit of this command is notified monthly of its standing, in relation to other units, in regard to effectiveness of personnel utilization. Also each unit is advised of each instance where an airman is considered malassigned and instructions are given to effect corrective action.

2. The action indicated above will be continued by this headquarters until such time as the improvement in utilization and training of airmen warrants the discontinuance of such action. A report will be submitted to your headquarters on or before 22 February 1950, based on the Personnel Accounting Charts of 31 January 1950. This report will give the same type of information set forth in paragraph 1a above.

3. The reclassification of airmen directed in letter, your headquarters, PPM-K 220.3, dated 13 January 1950, subject: Reclassification and Utilization of Airmen, is well under way.

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Subject: Utilization of Airmen

Airmen will be encouraged to apply for technical school training in SSNs in which a shortage exists. Every effort will be made to fill school quotas allotted this command by your headquarters. It is believed that this reclassification and retraining combined with the action indicated in paragraphs 1 and 2 above, will resolve, to a large extent, the shortage-surplus pattern within this command.

FOR THE COMMANDING GENERAL:

/t/ JOHN E. FITZGERALD
1st Lt., USAF
Asst. Adj. Gen.

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HEADQUARTERS
FIRST AIR FORCE
Mitchel Air Force Base, New York

Dir PPM 220.3 1 February 1950

SUBJECT: Utilization of Airmen

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

1. The shortage-surplus pattern in airmen SSN's within this command has been reviewed and letters have been sent to units bringing to the personal attention of the commander examples of probable poor utilization of airmen. In compliance with letter (file: Pers Man-R 200.3), your headquarters, 21 November 1949, subject same as above, it was directed that an immediate positive program be implemented to correct the mal-assignments of airmen. Emphasis was placed in utilizing overages where shortages existed.

2. To assure that a positive program would be implemented units are taking the following action:

a. On-the-job training into surplus SSN's has been discontinued.

b. Wherever possible airmen possessing SSN's in which there is an overage within the unit are being diverted to duties in SSN's in which there is a shortage.

c. Airmen who cannot be utilized by the unit will be sent to schools where possible or reported to this headquarters for appropriate action.

d. All airmen assignments are being carefully scrutinized to assure that units are not being over-manned with airmen possessing SSN's needed elsewhere.

e. Personnel Classification Boards are operating at all bases reviewing the qualifications of airmen possessing SSN's which are considered surplus within Continental Air Command and/or USAF world-wide, and where these airmen possess other key SSN's they are being immediately assigned to these duties.

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Dir PPM 200.3
Subject: Utilization of Airmen

f. Unit commanders are required to accomplish the following certificate on the copy of the monthly Personnel Accounting Chart that is submitted to this headquarters:

> "I certify that the above figures are true and correct, and that this report has been prepared in accordance with the provisions of ConAC Regulation 30-1, 15 September 1949."

3. To assure that the program is effecting continuous action, this headquarters is taking the following action:

a. Personnel Accounting Charts are being reviewed individually for proper preparation, accurate reporting, and proper utilization of airmen.

b. Where requirements are noted in Column "H", the unit commander must justify each requirement.

FOR THE COMMANDING GENERAL:

/s/ W. T. Coleman
/t/ W. T. COLEMAN
Lt. Col., USAF
Adj. Gen.

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

PPM-K 220.3 23 March 1950

SUBJECT: Reclassification and Utilization of Airmen

TO: Commanding General, First Air Force, Mitchel AFB, New York

1. Reference is made to letters this headquarters, O&T 200.3, subject, Utilization and Training of Airmen, 11 January 1950, and PPM-K 220.3, subject, Reclassification and Utilization of Airmen, 13 January 1950.

2. Since the inception of the utilization, training, retraining and reclassification program outlined in above referenced letters, questions concerning the applicability of this program to airmen in certain categories have arisen. It is the purpose of this letter to establish a policy which will govern in cases of this nature.

3. The general policy of this headquarters regarding the program of utilization, training, retraining, and reclassification of airmen in accordance with instructions outlined in recent letters to your headquarters will be that no category of airmen shall be excluded from this program without prior approval of this headquarters.

a. Airmen possessing surplus MOS's listed in paragraph 5a, letter this headquarters PPM-K 220.3, subject, Reclassification and Utilization of Airmen, 13 January 1950, who are physically located at points distant from parent organizations having reclassification responsibility will appear before reclassification boards as soon as practicable at the discretion of Air Force Commanders. Reclassification action in these cases may be deferred until airmen are normally scheduled to appear before Airman Career Program conversion boards at which time both actions will be accomplished simultaneously.

b. One year enlistees will not be excluded from this program regardless of date of termination of enlistment.

c. Airmen will not be trained into specialties established as surplus in paragraph 5a of above referenced letter and paragraph 4b, letter this headquarters O&T 200.3, subject, Utilization and Training of Airmen, 11 January 1950, as amended by message this headquarters O&T 1560, 20 January 1950, notwithstanding local

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PPM-K 220.3 Reclassification and Utilization of Airmen (Cont)

shortages, even when such specialties are considered to be "stepping stone" MOS's toward a higher MOS in which shortages exist. The surplus in the "stepping stone" MOS will be retrained into the higher specialties first. When the "stepping stone" MOS is removed by this headquarters from the surplus list, training into that specialty may be resumed to meet local requirements. It is emphasized that no training restriction is placed on specialties not appearing on lists of surplus SSN's outlined in above referenced letter. These lists will be revised periodically.

4. The only type personnel to whom this program does not apply is Category "R" airmen. These airmen, by authority of directives from Headquarters, USAF, were recalled to active duty for the purpose of filling specific position vacancies and as such should be fully qualified in their primary specialties. Such airmen will be neither reclassified nor retrained.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

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

Identical letter sent to CG 1st AF 4th AF, 10th AF, 12th AF, 14th AF, Tac, WADF, 28th Comm and 2220th Ext Gp.

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

6 May 1950

Major General Kenneth McNaughton
Director of Training
Hq United States Air Force
Washington 25, D. C.

Dear Mac:

I am inclosing for your personal attention some recent correspondence with your office and our most recent reply. Some months ago, we sent your office copies of correspondence which detailed a program of reclassification, training and utilization of airmen which we had established. You concurred basically in our entire program and that program is well under way. It might be more accurate to say that it has been successfully implemented to the point where we are nearing completion of what we were after. I don't believe that correspondence like the inclosed helps any of us.

I will appreciate your reviewing this paper and seeing what can be done to resolve this entire situation.

Sincerely,

ENNIS C. WHITEHEAD
Lieutenant General, United States Air Force
Commanding

Incl.

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HEADQUARTERS TWELFTH AIR FORCE
Brooks Air Force Base, Texas

PHMA 333 3 March 1950

SUBJECT: Report of Classification Audit Activities (RCS CNS-AF-P3)

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

1. In accordance with the provisions of paragraph 5, ConAC Regulation 35-3, dated 24 March 1949, the following report is submitted:

* * * * * * *

4. The records and reports listed below were inspected to determine correctness of preparation and maintenance and the proper classification and utilization of assigned personnel:

DA Forms 20 (Soldiers Qualification Card)
Classifiaction Board Proceedings
Classification and Audit Lists
Personnel Accounting Charts
Morning Reports and Special Orders
Airmen Career Program Publications

5. Findings of the Classification Audit Team revealed the following:

a. Review of the proceedings of the Classification Boards indicated that units are failing to take the action recommented by the boards and as approved by the convening authority. This was particularly true of SSN's to be deleted.

b. Entries on Item 29 of the Forms 20 are not always complete insofar as promotions are concerned.

c. Status Changes announced on Special Orders are not always entered on the Morning Report and the Classification and Audit List.

d. Non-compliance with ConAC Regulation 50-3.

e. Distribution of the Airmen Career Program Publications was found to be unsatisfactory due to the fact that units are not receiving all of the appropriate publications.

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PPMA 333
Subject: Report of Classification Audit Activities (RCS CNS-AP-P3)

6. Discrepancies listed in paragraph 2, above, other minor discrepancies and recommendations have been made the subject of separate reports to the units concerned.

7. A report was submitted to your headquarters regarding a muster of all tactical units of this command, under subject: "Misuse or Dissipation of Personnel Assigned for Duty." The results revealed that only 20.4% of the personnel assigned to all tactical units for all reasons were not available for duty. Of the 20.4%, only 7.2% were within limitations over which the local commanders exercise control.

8. The Reclassification and Utilization of airmen required by letters, your headquarters, file PPM-K 220.3, Subject: Reclassification and Utilization of Airmen, dated 13 January 1950, is well underway. The initial phase of the program has been completed in that all personnel who possess 3SN's listed as overages have met the Boards. There are excentions which include airmen at school, TDY, on leave, in the hospital. The paperwork has not been completed in all cases. A situation which is not so desirable is resulting, namely, that in eliminating present 3SN overages, other 3SN overages are being created. No action to correct this situation is being taken until the final results of all board recommendations are known and/or because of budgetary limitations on travel which would result from either intra or inter-command transfers.

* * * * * * *

FOR THE COMMANDING GENERAL:

/s/ A. J. Cupper
/t/ A. J. CUPPER
Captain, USAF
Asst. Adj. Gen.

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25 D.C.

AFPTO-3

3 Apr 50

SUBJECT: Airmen Training and Stabilization

TO : Commanding General
Continentntal Air Command
Mitchel Air Force Base
New York

1. Reference is made to letter, your Headquarters, dated 21 January 195D, subject as above; and approving 1st Indorsement, this Headquarters, 17 February 1950. Particular reference is made to that portion of par 3 of basic letter regarding reclassification procedures for SSN's 502 and 824.

2. Subject SSN's denote top supervisory skills in Administrative and Food Service Fields. As stated in referenced 1st Indorsement this Headquarters approves in principle all reclassification and reassignment procedures outlines in basic communication. However, it is felt proper to request that those airmen who are qualified in these specialties, and for whom a local manning vacancy is not available in PSSN, shoud not be reclassified in primary when assigned to duty in a subordinate SSN to the SSN held. (Paf 4b(1). AFR 35-34).

3. Two examples are offered for guidance:

a. An airman qualified in PSSN 502, is assigned to duty in SSN 405. His PSSN shoulc remain SSN 502

b. An airman qualified in PSSN 824 is assigned to duty in SSN 060. His PSSN should remain SSN 824.

BY COMMAND OF THE CHIEF OF STAFF:

/s/t/ JIMMIE W. BRITT
Lt Col, USAF
Executive, Career Devel.
and Class. Div.
Directorate of Trng. DCS/P

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C O P Y
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Hq USAF, AFPTC-3
Subject: Airman Training & Stabilization

PPM-K 220.01 (3 Apr 50) 1st Ind 14 Apr 1950

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

TO : Director of Military Personnel, Hq USAF, Washington 25, DC
ATTENTION: Career Development and Classification Division

1. The policy expressed in basic letter is one which this command follows.

2. Amplification of same is maed by stating that if primary MOS is critically surplus and secondary MOS is critically short, either USAF wide or ConAC wide, the secondary MOS becomes the new primary, even when that secondary MOS is a subordinate specialty in the same field.

FOR THE COMMANDING GENERAL:

/t/ NEAL J. O'BRIEN
Colonel, USAF
Air Adjutant General

B/L fr Hq USAF, 3 Apr 50, "Airman Training and Stabilization".

AFPTO-3 2nd Ind Apr 25 1950

Dept of the Air Force, Hq USAF, Washington 25, D.C.

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

1. The last clause of paragraph 2, 1st Ind, "even when that secondary MOS is a subordinate specialty in the same field", does not conform with the provisions of paragraph 4b(1), AFL 35-34. Personnel will not be reclassified to any specialty which is considered a prerequisite or is subordinate (in the same field) to the specialty currently held and designated asprimary, even when the secondary specialty is on the USAF critically short list. This policy is based on the assumption that the individual is qualified in primary MOS.

2. The above does not preclude assigning an individual to duty in a subordinate specialty which is critically short or selecting the individual for training in another field of skill as indicated in paragraph 7c, AFL 35-34.

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3. As an added point of clarification, the Air Force, from a skilled standpoint, would theoretically have attained the ultimate objective if all airmen were qualified in the highest specialty of their respective fields of skill. However, such a condition is subjected to many variables such as critical shortages, which necessitate continual cross training and reassignment is best accomplished with basic airmen, airmen possessing basic specialties, and airmen who are unqualified in advanced specialties rather than by the arbitrary reclassification of airmen who possess advanced but surplus specialties. It is realized, however, that the current classification system is not completely adaptable to such a policy, due to the relative obscurity of progression for many specialties. The alleviation of this and other inherent fallacies of the current classification system lies in the successful and timely implementation of the Airman Program.

BY COMMAND OF THE CHIEF OF STAFF:

Jimmie W. Britt
Lt. Colonel, USAF
Executive, Career Development
and Classification Div.
Directorate of Training, DCS/P

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C O P Y
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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, N. Y.

Hq USAF, AFPTC-3
Subject: Airman Training and Stabilization

PPM-R 220.01 (3Apr 50) 3rd Ind 8 May 50

HQ CONTINENTAL AIR COMMAND, Mitchel AirForce Base, New York

TO: Director of Training, Headquarters United States Air Force, Washington, 25, D.C.

1. Reference is made to par 508, AF Manual 35-1 in which the primary MOS is defined and wherein the phrase "of the greatest value to the Air Force" is used. This phrase was used as the determinant in establishing this headquarters' policy as stated in par 2, 1st Ind.

2. A critically surplus MOS cannot be regarded as being equal in value to the Air Force with an MOS that is critically short. Since this question of value to the Air Force is interjected in the definition and since this should be the over-riding consideration, there would certainly seem to be little or no justification to permit any individual to retain a critically surplus MOS as primary when he possesses another practical consideration, completely apart from the question of definitions, is that our reporting and accounting system is based upon primary MOS's. To continue to report personnel in a critically surplus MOS when they possess a critically short MOS leads to waste, improper utilization and ultimately to an inhibition of mission accomplishment. Our requirements must be the paramount consideration and any administrative device which does not facilitate the use of personnel to meet these requirements must be changed or accomodated to permit such action.

3. This entire question is regarded as largely academic in nature. First, this headquarters has already taken action to implement this entire program in accordance with your previous approval. Secondly, the impending implementation of the Airman Career Program will obviate many of the questionable points at issue. Pending final action on this Indorsement, this headquarters will continue its previously expressed policy.

Cy of 1st Ind already
in AG files.

/t/ ENNIS C. WHITEHEAD
Lieutenant General, United States Air Force
Commanding.

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

28 April 1950
O&R 200.3 Capt RBLibbey/mfn-7247

SUBJECT: Progress Toward Effective Training and Utilization

TO: Commanding General, First Air Force, Mitchel Air Force Base, New York

1. Reference is made to the following correspondence in which the policy of this command concerning training and utilization of airmen was announced:

a. O&T 200.3, 11 January 1950, "Utilization and Training of Airmen", as amended by messages, O&T 1560 and O&T 6315.

b. PPM-K 220.3, 13 January 1950, "Reclassification and Utilization of Airmen", as amended by letter, 23 March 1950, "Reclassification and Utilization of Airmen".

2. In order for this headquarters to determine the effectiveness of individual training and determine the success your subordinate commanders have achieved in implementing the policies enumerated in the letters cited in paragraph 1 above, Personnel Accounting Charts of all units stationed at Otis Air Force Base have been consolidated and carefully analyzed. Attached for your information are twenty-two (22) analysis work sheets. The SSNs selected were critically surplus or critically short throughout the entire command as of 28 February 1950. It will be noted that the letter "T" or "S" is affixed to the SSNs included in each work sheet. The letter "T" indicates that the individual concerned is in on-the-job training status. The letter "S" indicates that the individual concerned possesses the duty SSN as a secondary.

3. The following is a narrative analysis of several of these work sheets and is presented as an illustration of the information which can be gained by careful examination of Personnel Accounting Charts:

a. Examples of Questionable On-the-Job Training or Utilization:

(1) This station is overstrength seven (7) in SSN 791, Air Operations Specialist; however, none of these airmen are training into other fields. As this SSN is critically surplus

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O&T 200.3
Subject: Progress Toward Effective Training and Utilization (Contd)

ConAC-wide, this condition should be reviewed to determine whether any of the surplus SSNs 791 are qualified to train into the electronic or maintenance fields, or in other fields in which shortages exist.

b. Examples of Commandable On-the-Job Training or Utilization:

(1) The majority of the Basic Airmen, SSN 521, are being trained into short specialties such as SSN 055, Clerk Non-Typist, SSN 835, Supply Clerk, and SSN 747, Airplane and Engine Mechanic.

(2) One (1) SSN 014, Automotive Equipment Mechanic (over), training in SSN 188, Construction Worker (short).

(3) Three (3) SSNs 1059, Jet Pilot (over), training in SSN 0200, Communications Officer.

4. It is fully realized that only broad and very general conclusions may be drawn from the analyses contained in the preceding paragraph. There are many variable conditions, such as pipeline transactions and operational commitments, which are not reflected in the consolidated Personnel Accounting Chart. General trends, however, can be determined and, therefore, Personnel Accounting Charts should be used in phasing future on-the-job training and establishing formal training requirements.

5. This headquarters will continue to monitor the progress of on-the-job training throughout the entire Continental Air Command. It is hoped that the next analysis of your air force area will continue to reveal effective progress toward the eventual elimination of the problem of critical SSNs.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

1 Incl:
Analysis Work Sheets (dup)

/t/ BRUCE H. GEMMEL
Captain, USAF
Asst. Air Adj. Gen.

CY OF INCL NOT DEEMED ESSENTIAL FOR RECORD.

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

O&T 200.3 28 April 1950
Capt RBLibbey/mfn-7247

SUBJECT: Progress Toward Effective Training and Utilization of Airmen

TO: Commanding General, Fourth Air Force, Hamilton Air Force Base, Hamilton, California

1. Reference is made to the following correspondence in which the policy of this command concerning training and utilization of airmen was announced:

a. O&T 200.3, 11 January 1950, "Utilization and Training of Airmen", as amended by messages, O&T 1560 and O&T 6315.

b. PPM-K 220.3, 13 January 1950, "Reclassification and Utilization of Airmen", as amended by letter, 23 March 1950, "Reclassification and Utilization of Airmen".

2. In order for this headquarters to determine the effectiveness of individual training and determine the success your subordinate commanders have achieved in implementing the policies enumerated in the letters cited in paragraph 1 above, Personnel Accounting Charts of all units stationed at Hamilton Air Force Base have been consolidated and carefully analyzed. Attached for your information are twenty-six (26) analysis work sheets. The SSNs selected were critically surplus or critically short throughout the entire command as of 28 February 1950. It will be noted that the letter "T" or "S" is affixed to the SSNs included in each work sheet. The letter "T" indicates that the individual concerned in in on-the-job training status. The letter "S" indicates that the individual concerned possesses the duty SSN as a secondary.

3. The following is a narrative analysis of several of these work sheets and is presented as an illustration of the information which can be gained by careful examination of Personnel Accounting Charts:

a. Examples of Questionable On-the-Job Training or Utilization:

(1) It is noted that of fifty (50) Basic Airmen, SSN 521, assigned, only two (2) are receiving on-the-job training in SSN 510, Information Center Operator, although this station is

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O&T 200.3
Subject: Progress Toward Effective Training and Utilization of Airmen (Contd)

currently understrength forty-one (41) SSNs 510. It is further noted that a majority of the fifty (50) SSNs 521 are training into surplus specialties such as SSN 144, Painter; SSN 348, Parts Clerk, Automotive; SSN 345, Automotive Equipment Operator. While a shortage in SSN 345 does exist, the shortage in this specialty is not nearly as critical as the shortage in SSN 510.

(2) One (1) SSN 826, AF Supply Technician (surplus), training in SSN 750, also surplus. Cross-training from the supply to the maintenance fields should be limited to on-the-job training in short SSNs provided airman does not already possess a short SSN which is a prerequisite to the SSN in which training.

b. Examples of Commendable On-the-Job Training or Utilization:

(1) It is noted that the potential shortage of eighty-five (85) SSNs 747, Airplane and Engine Mechanic, has been alleviated substantially through cross-training of surplus specialists and utilization of surplus 750s.

(2) One (1) SSN 050, Carpenter (surplus), working in SSN 1383, Fire Fighter Crash Rescueman (short).

4. It is fully realized that only broad and very general conclusions may be drawn from the analyses contained in the preceding paragraph. There are many variable conditions, such as pipeline transactions and operational commitments, which are not reflected in the consolidated Personnel Chart. General trends, however, can be determined and, therefore, Personnel Accounting Charts may be used in establishing on-the-job and formal training requirements.

5. This headquarters will continue to monitor the progress of on-the-job training throughout the entire Continental Air Command. It is hoped that the next analysis of your air force area

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Subject: Progress Toward Effective Training and Utilization of Airmen (Contd)

will continue to reveal effective progress toward the eventual elimination of the problem of critical SSNs.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

/t/ BRUCE H. GEMMEL
Captain, USAF
Asst. Air Adj. Gen

1 Incl:
Analysis Work Sheets (dup)

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

28 April 1950
O&T 200.3 Capt RBLibbey/mfn-7247

SUBJECT: Progress Toward Effective Training and Utilization

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

1. Reference is made to the following correspondence in which the policy of this command concerning training and utilization of airmen was announced:

a. O&T 200.3, 11 Janua ry 1950, "Utilization and Training of Airmen", as amended by messages, O&T 1560 and O&T 6315.

b. PPM-K 220.3, 13 January 1950, "Reclassification and Utilization of Airmen", as amended by letter, 23 March 1950, "Reclassification and Utilization of Airmen".

2. In order for this headquarters to determine the effectiveness of individual training and determine the success your subordinate commanders have achieved in implementing the policies enumera ted in the letters cited in paragraph 1 above, Personnel Accounting Charts of all units stationed at Langley Air Force Base have been consolidated and carefully analyzed. Attached for your information are twenty-three (23) analysis work sheets. The SSNs selected were critically surplus or critically short throughout the entire command as of 28 February 1950. It will be noted that the letter "T" or "S" is affixed to the SSNs included in each work sheet. The letter "T" indicates that the individual concerned is in on-the-job training status. The letter "S" indicates that the individual concerned possesses the duty SSN as a secondary.

3. The following is a narrative analysis of several of these work sheets and is presented as an illustration of the information which can be gained by careful examination of Personnel Accounting Charts:

a. Examples of Questionable On-the-Job Training or Utilization:

(1) One (1) SSN 0110, Aircraft Warning Officer, Ground Reporting Equipment (short), working in SSN 4000, Supply Officer, General (over).

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O&T 200.3
Subject: Progress Toward Effective Training and Utilization (Contd)

(2) It is noted that a majority of the Basic Airmen, SSN 521, are training into specialties in which overages exist. The aptitude of all basic airmen so employed should be examined and, wherever possible, basic airmen possessing desired aptitudes should be apprenticed into the electronic or maintenance fields and earmarked to fill future quotas for formal Air Training Command courses.

b. Examples of Commendable On-the-Job Training or Utilization:

(1) Langley AF Base is authorized two hundred seventy-four (274) SSNs 747, Airplane and Engine Mechanic, and is assigned by primary SSN only 194. This potential shortage of eighty (80) is being effectively reduced through on-the-job training of surplus specialties. In a similar manner, other SSNs critically short ConAC-wide are completely manned at the station.

4. It is fully realized tha t only broad and very general conclusions may be drawn from the analyses contained in the preceding paragraph. There are many variable conditions, such as pipeline transactions and operational commitments, which are not reflected in the consolidated Personnel Accounting Chart. General trends, however, can be determined and, therefore, Personnel Accounting Charts should be used in phasing future on-the-job training and establishing formal training requirements.

5. This headquarters will continue to monitor the progress of on-the-job training throughout the entire Continental Air Command. It is hoped that the next analysis of your air force area will continue to reveal effective progress toward the eventual elimination of the problem of critical SSNs.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

1 Incl:
Analysis Work Sheets (dup)

/t/ BRUCE H. GEMMEL
Captain, USAF
Asst. Air Adj. Gen.

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

28 April 1950
O&T 200.3 Capt RBLibbey/mfn-7247

SUBJECT: Progress Toward Effective Training and Utilization

TO: Commanding General, Fourteenth Air Force, Robins Air Force Base, Georgia

1. Reference is made to the following correspondence in which the policy of this command concerning training and utilization of airmen was announced:

a. O&T 200.3, 11 January 1950, "Utilization and Training of Airmen", as amended by messages, O&T 1560 and O&T 6315.

b. PPM-K 220.3, 13 January 1950, "Reclassification and Utilization of Airmen", as amended by letter, 23 March 1950, "Reclassification and Utilization of Airmen".

2. In order for this headquarters to determine the effectiveness of individual training and determine the success your subordinate commanders have achieved in implementing the policies enumerated in the letters cited in paragraph 1 above, Personnel Accounting Charts of all units stationed at Stewart Air Force Base have been consolidated and carefully analyzed. Attached for your information are twenty-two (22) analysis work sheets. The SSNs selected were critically surplus or critically short throughout the entire command as of 28 February 1950. It will be noted that the letter "T" or "S" is affixed to the SSNs included in each work sheet. The letter "T" indicates tha t the individual concerned is in on-the-job training status. The letter "S" indicates that the individual concerned possesses the duty SSN as a secondary.

3. The following is a narrative analysis of several of these work sheets and is presented as an illustration of the information which can be gained by careful examination of Personnel Accounting Charts:

a. Examples of Questionable On-the-Job Training or Utilization:

(1) One (1) SSN 0200, Communications Officer (short), is being utilized in SSN 2162, Operations Officer, Staff (surplus). One (1) SSN 0200 is being utilized in SSN 4823, Aircraft Maintenance Officer (surplus).

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O&T 200.3
Subject: Progress Toward Effective Training and Utilization (Contd)

(2) One (1) SSN 747, Airplane and Engine Mechanic (short), training in SSN 274, Information Specialist. Requirements for Information Specialists should be filled be retraining surplus Administrative Specialists.

b. Examples of Commandable On-the-Job Training or Utilization:

(1) In virtually all cases, Basic A irmen, SSN 521, are being utilized in short specialties.

(2) One (1) surplus SSN 505, Ammunition Supply Technician, training out as SSN 166, Powerman, a short SSN at this station.

(3) Three (3) surplus SSNs 078, Electricians, are training in SSN 727, Water Supply Technician, or SSN 822, Utility Technician, both SSNs short at this station.

(4) Two (2) SSNs 2161, Operations Officers (over), training in SSN 0200, Communications Officer (short).

4. It is fully realized that only broad and very general conclusions may be drawn from the analyses contained in the preceding paragraph. There are many variable conditions, such as pipeline transactions and operational commitments, which are not reflected in the consolidated Personnel Accounting Chart. General trends, however, can be determined and, therefore, Personnel Accounting Charts should be used in phasing future on-the-job training and establishing formal training requirements.

5. This headquarters will continue to monitor the progress of on-the-job training throughout the entire Continental Air Command. It is hoped that the next analysis of your air force area will continue to reveal effective progress toward the eventual elimination of the problem of critical SSNs.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

/t/ BRUCE H. GEMMEL
Captain, USAF
Asst. Air Adj. Gen.

1 Incl:
Analysis Work Sheets (dup)

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

27 April 1950
O&T 200.3 Capt RBLibbey/mfn-7247

SUBJECT: Progress Toward Effective Training and Utilization

TO: Commanding General, Tenth Air Force, Selfridge Air Force Base, Michigan

1. Reference is made to the following correspondence in which the policy of this command concerning training and utilization of airmen was announced:

a. O&T 200.3, 11 January 1950, "Utilization and Training of Airmen", as amended by messages, O&T 1560 and O&T 6315.

b. PPM-K 220.3, 13 January 1950, "Reclassification and Utilization of Airmen", as amended by letter, 23 March 1950, "Reclassification and Utilization of Airmen".

2. In order for this headquarters to determine the effectiveness of individual training and determine the success your subordinate commanders have achieved in implementing the policies enumerated in the letters cited in paragraph 1 above, Personnel Accounting Charts of all units stationed at Selfridge Air Force Base have been consolidated and carefully analyzed. Attached for your information are twenty-five (25) analysis work sheets. The SSNs selected were critically surplus or critically short throughout the entire command as of 28 February 1950. It will be noted that the letter "T" or "S" is affixed to the SSNs included in each work sheet. The letter "T" indicates that the individual concerned is in on-the-job training status. The letter "S" indicates that the individual concerned possesses the duty SSN as a secondary.

3. The following is a narrative analysis of several of these work sheets and is presented as an illustration of the information which can be gained by careful examination of Personnel Accounting Charts:

a. Examples of Questionable On-the-Job Training or Utilization:

(1) Two (2) SSN 0200, Communications Officer (short), training as SSN 0400, Telephone and Telegraph Officer (over). One (1) Communications Officer working in secondary SSN 4400, Signal Supply.

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Subject: Progress Toward Effective Training and Utilization (contd)

(2) Two (2) SSN 014, Automotive Equipment Mechanic Technical (short), training in SSN 835, Supply Clerk (over).

(3) One (1) SSN 345 (short), training as SSN 514, Radar Operator (over). It is recommended that this airman be trained in SSN 510, In - formation Center Operator (short), or be utilized in his primary SSN, 345.

b. Examples of Commendable On-the-Job Training or Utilization:

(1) One (1) SSN 2161, Operations Officer AF, working in SSN 0200, Communications Officer.

(2) Nine (9) SSN 514, Radar Operator, training in SSN 510, Information Center Operator (critically short). The ConAC shortage in SSN 510 is expected to increase, therefore, every effort must be made to encourage basic airmen and others possessing surplus SSNs to apprentice into this specialty.

(3) Four (4) SSN 521, Basic Airmen, training in SSN 1383, Fire Fighter Crash Rescuemen.

4. It is fully realized that only broad and very general conclusions may be drawn from the analyses contained in the preceding paragraph. There are many variable conditions, such as pipeline transactions and operational commitments, which are not reflected in the consolidated Personnel Accounting Chart. General trends, however, can be determined and, therefore, Personnel Accounting Charts may be used in establishing on-the-job and formal training requirements.

5. This headquarters will continue to monitor the progress of on-the-job training throughout the entire Continental Air Command. It is hoped that the Next analysis of your air force area will continue to reveal effective progress toward the eventual elimination of the problem of critical SSNs.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

1 Incl:
Analysis Work Sheets (dup)

/t/ BRUCE H. GEMMEL
Captain, USAF
Asst. Air Adj. Gen.

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

21 April 1950
O&T 200.3 Capt RBLibbey 7247/bjm

SUBJECT: Progress Toward Effective Training and Utilization of Airmen

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

1. Reference is made to the following correspondence in which the policy of this command concerning training and utilization of airmen was announced:

a. O&T 200.3, 11 January 1950, "Utilization and Training of Airmen", as amended by messages, O&T 1560 and O&T 6315.

b. PPM-K 220.3, 13 January 1950, "Reclassification and Utilization of Airmen", as amended by letter, 23 March 1950, "Reclassification and Utilization of Airmen".

2. In order for this headquarters to determine the effectiveness of individual training and determine the success your subordinate commanders have achieved in implementing the policies enumerated in the letters cited in paragraph 1 above, Personnel Accounting Charts of all units in your command have been consolidated and carefully analyzed. Attached for your information are twenty-five (25) analysis work sheets. The SSNs selected were critically surplus or critically short throughout the entire command as of 28 February 1950. It will be noted that the letter "T" or "S" is affixed to the SSNs included in each work sheet. The letter "T" indicates that the individual concerned is in on-the-job training status. The letter "S" indicates that the individual concerned possesses the duty SSN as a secondary.

3. The following is a narrative analysis of several work sheets and is presented as an illustration of the information which has been gained by careful examination of Personnel Accounting Charts:

a. Examples of Questionable On-the-Job Training or Utilization:

(1) One SSN 750, Airplane Maintenance Technician (Surplus), training as SSN 502, Administrative Specialist (Surplus). Airmen possessing SSN 750 should be trained into short SSNs in the maintenance career field. (See sub-paragraph b below)

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O&T 200.3
Subject: Progress Toward Effective Training and Utilization of Airmen (Cont'd)

(2) One SSN 826, Air Force Supply Technician (surplus), training in SSN 502. Supply Technicians should be trained into related fields in which shortages exist, such as SSN 848, Parts Clerk, Armament.

(3) One SSN 955, Radar Repairman, Airborne Equipment (Short), working as SSN 754, Radio Mechanic (Surplus). Utilization of personnel possessing short primary SSNs in their surplus secondary SSNs is in violation of policies established in letters cited in paragraph 1 above.

(4) One SSN 345, Automotive Equipment Operator (Short), working out as SSN 835, Supply Clerk (Surplus).

b. Examples of Commendable On-the-Job Training or Utilization:

(1) Fourteen SSN 750s, Airplane Maintenance Technicians (Surplus), training as SSN 684s, Airplane Power Plant Mechanics (Short).

(2) One SSN 750 working as SSN 528, Airplane Hydraulic Mechanic (Short).

(3) Three SSN 750s working as SSN 685s, Airplane Electrical Mechanics (Short).

(4) Four SSN 521s, Basic Airmen, training as SSN 510s, Information Center Operators (Short). This command will have a continually increasing requirement for SSN 510s; therefore, basic airmen should be encouraged to enter this field (See paragraph 3 of letter cited in paragraph 1a above).

(5) One SSN 050, Carpenter (Surplus), training as SSN 345, Automotive Equipment Operator (Short).

(6) One SSN 531, Heavy Automotive Equipment Operator (Surplus), working as SSN 345.

4. It is fully realized that only broad and very general conclusions may be drawn from the analyses contained in the preceding paragraph. There are many variable conditions, such as pipeline transactions and operational commitments, which are not reflected in the consolidated Personnel Accounting Chart.

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O&T 200.3
Subject: Progress Toward Effective Training and Utilization of Airmen (Cont'd)

General trends, however, can be determined and, therefore, Personnel Accounting Charts may be used in establishing on-the-job and formal training requirements.

5. This headquarters will continue to monitor the progress of on-the-job training throughout the entire Continental Air Command. It is hoped that the next analysis of your air force area will continue to reveal effective progress toward the eventual elimination of the problem of critical SSNs.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

1 Incl:
Analysis Work Sheets (dup)

/t/ BRUCE H. GEMMEL
Captain, USAF
Asst. Air Adj. Gen.

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SUBJECT: Personnel Accounting and Utilization

TO: Deputy Chief of Staff, Personnel, Headquarters United States Air Force, Washington 25, D.C.

1. There are three primary deficiencies in our personnel accounting system as it controls our personnel utilization program. These deficiencies are:

a. A current and accurate report of status is not presented.

b. Determination of degree of proper utilization from accounting reports is not possible.

c. The accounting system delays the procurement of replacement personnel because of its inherent inaccuracy.

All of these are serious flaws. They have been considered and studied in this headquarters and it is the purpose of this letter to discuss and recommend specific corrective action.

2. An immediately notable unsatisfactory part of the personnel accounting system is the 127 report. The deficiencies of this report have been thoroughly investigated in this headquarters and a new and, it is believed, improved report has been devised. This new report is currently being field-tested in one of the ConAC Air Forces. The results of this test will be available within the next two weeks. After these results have been analyzed and if the report proves to be as successful as is expected, complete information and appropriate recommendations concerning it will be forwarded to your office. For this reason, this letter will include no further discussion of this aspect of the personnel accounting system.

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3. The major part of each of the deficiencies cited above stems directly from the fact that our system, as presently established, does not provide for or permit segregation of effectives from non-effectives. This segregation is essential if any higher echelon is ever to use reported strength data for any practical purpose. It is also necessary if we recognize the need for accelerating the flow of replacement personnel. The required correction can be attained through organizational and administrative changes. Specifically, I recommended the adoption of the following system and procedures:

a. Require the organization of a casual or pipeline detachment in each of the following Air Force organizations: one (1) per Wing Base, AF Hq Sq, Command Hq Sq, separate Air Base Group or Squadron, AFRTC, and like separate units.

b. These units would be "paper" organizations only. In the Wing Base, they would be operated by and within the Wing Hq and Hq Sq. They would submit a separate morning report and a separate 127 report.

c. The following categories of personnel would be assigned to this unit under the conditions indicated:

(1) those being reassigned from the parent unit if travel time and/or delay exceed fifteen (15) days,

(2) All personnel reported as enroute to join the parent unit,

(3) all personnel in confinement for a period estimated to exceed or actually exceeding

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fifteen (15) days, pending, in the case of general or long-term prisoners, actual dropping by the parent organization.

(4) all personnel sick in hospital for a period estimated to exceed or actually exceeding fifteen days, pending, in the case of those for whom general or extended hospitalization is necessary, actual dropping by the parent organization.

(5) all personnel on TDY at schools when the period of TDY and/or travel and delay exceeds fifteen (15) days.

(6) all personnel on leave for a period exceeding fifteen (15) days.

d. This detachment's 127 report would provide for and require segregation of the two categories of personnel referred to in paragraphs c (1) and c(2) above, each from the other and from the several remaining categories. This could be accomplished by requiring the use of three separate columns, one (1) each for the known losses (par c (1)), the known gains (par c (2)) and the temporary non-effectives (par c (3),(4),(5) and (6)). This would establish earlier definition of replacement requirements for the parent unit.

4. This system is not complicated and it will accomplish needed corrections. It will cause additional administrative effort. This can be minimized by standardization and indoctrination. Balanced against the cost in effort are the following material gains:

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a. Presentation of an accurate report of the status of personnel within an organization, thus permitting better assessment of unit effectiveness and personnel utilization.

b. Expedited reporting of personnel losses, thus expediting replacement flow, with a consequent reduction in time lost in pipeline and a measurable improvement in unit effectiveness.

c. Local centralization of the necessary, but often poorly handled, "carrying" of personnel of these categories.

d. Local centralization of processing and administrative functions, thus relieving unit commanders and their small administrative staffs of an unnecessary responsibility.

5. I know that improvement in our present system is essential and I am convinced that the system and procedures proposed herein provide a great part of this improvement. The cost is justified. This plan should be considered for Air Force-wide use. A field-test may well be desirable. In such event, I request that I be granted authority to implement this plan, either within ConAC as a whole or within one ConAC Air Force, dependent upon how extensive a test is desired.

ENNIS C. WHITEHEAD
Lieutenant General, United States Air Force
Commanding

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Hq 12thAF, PPMA 210.3
Subject: Utilization of Personnel

PPM-K 200.3 (17 May 50) 1st Ind 1 June 1950

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

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

1. This headquarters has recently developed, from information contained in monthly Classification and Audit Lists, a new type personnel statistical report which will provide essentially the same information currently provided on Personnel Accounting Charts and which will be processed and consolidated by statistical servicing agencies. Should this report prove effective as a means through which this headquarters may continue to monitor the program of personnel utilization throughout the command, it is anticipated that the requirement for the submission of monthly Personnel Accounting Charts to this headquarters will be discontinued in July. However, a decision as to whether or not the requirement for daily maintenance of Personnel Accounting Charts at unit level will be discontinued has not yet been reached.

2. Reference is made to comment contained in paragraph 2, basic letter. Contingent upon the continued future use of this form as a standardized method of displaying the unit personnel situation, this headquarters is contemplating several changes in the reporting procedures on Personnel Accounting Charts. The identification of Category "R" personnel is considered necessary if the Personnel Accounting Chart is to reflect a true picture. However, other categories of personnel are likewise not presently identified on a factual basis, such as personnel enroute to join and those departed pending EDCSA. Your comments and recommendations as to methods of so identifying such personnel, including Category "R" personnel, are invited.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

/t/ BRUCE H. GEMMEL
Captain, USAF
Asst. Air Adj. Gen.

PPM-K Lt PJParlavecchia/7146/mz
31 May 50

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AFASC 1st Ind 15 May 1950

Dept of the Air Force, Hq USAF, Washington 25, D.C.

TO: Commanding General, Continental Air Command, Mitchel AFB, New York

1. The need for improvement in detail, accuracy, and timeliness in the personnel accounting system is recognized. Suggestions to this end are under constant study and evaluation, and the system progresses as practicable improvements are developed. Preparation of the form 127 report has been eliminated as a requirement of this headquarters, the effective periods of the various regulations prescribing it having expired. The Morning Report has been adopted as the sole authentic means of transmitting personnel statistical data from the basic records and actions to the machine accounting system. As has been announced in other correspondence, a revised Morning Report regulation and procedure has been developed, which is expected to be placed in operation by 1 October 1950. It will be little different from the present Morning Report procedures, except in the format, and in the amount and type of information reported thereon. The personnel accounting system not being and end in itself, but only the means of gathering, compiling, analyzing, and presenting statistical information required in the application of approved policies and procedures in personnel administration and management, it is generally impracticable to alter the accounting system to any appreciable degree unless those policies and procedures are first revised.

2. The basis for the personnel accounting system is found in AFR 35-13 and AFR 31-6; technical operating procedures are in AFM 171-5. All of the statistical information concerning non-effectives indicated in basic communication is included in the personnel accounting system. These statistics are not presented in formal reports in the detail indicated in basic communication because that detail is not required in this headquarters. It can be so indicated, however, by command statistical officers at anytime in any frequency and for any unit or units desired. Likewise, these statistics are immediately available to squadron, group, wing or base commanders in the Morning Reports, from which they can be tabulated in any form or grouping desired, with little additional effort and no additional personnel requirements.

3. The segregation of non-effectives in special "paper" detachments appears to be of no immediate benefit to this headquarters. Manning actions are predicated on strength projections at least 3 months in advance of reporting dates, which projections must include permanent party non-effectives regardless of how they

AG Permanent file - No action on this corr until after ConAC reorganization per agreement with Col C. R. Landon, Hq USAF.

/s/ Richard A. Yudkin 4
/t/ RICHARD A. YUDKIN
Lt. Col., USAF Dir, PPM

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are reported locally. Manning actions take into consideration all known assignments and reassignments to be effected subsequent to the reporting date. From a manning standpoint, non-effectives due to such causes as leave, TDY, and sick in hospital cannot be considered losses to a command therefore cannot be used as a basis for supplying replacements. Certain "authorized-assigned" strength reports by organization are required by this headquarters for planning purposes. It is impracticable at this time to establish authorizations for such casual detachments since this would require corresponding withdrawal from existing authorizations. The question of the proper definition and reporting of non-effectives is under study in this headquarters.

4. There is no objection to the field test proposed in basic communication for a period of 90 days provided:

a. Actual assigned (not merely present for duty) strength of units continues to be shown in pertinent reports required by this headquarters, and

b. Assigned strengths of different commands are not confused where personnel of more than one command are at the same station.

5. If the test is undertaken it is requested that this headquarters be informed of its detailed operating procedures in advance, and that a complete report of its operation, including appropriate recommendations, be submitted upon its conclusion.

BY COMMAND OF THE CHIEF OF STAFF:

/s/ C. R. Landon
/t/ C. R. LANDON
Colonel, USAF
Director, Statistical Services
Deputy Chief of Staff, Comptroller

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
Washington 25, D.C.

30 March 1950

SUBJECT: Personnel Accounting and Utilization

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

1. Your letter of 6 March in reference to Personnel Accounting and Utilization brings up a problem that we have been considering for some time.

2. Recently an Ad Hoc committee was formed to determine a set of definitions for pipeline personnel that would be applicable as a standard for the three services. Among their recommendations was a proposal to carry pipeline personnel in a separate organization and to account for them separately. The Air Staff in general agreed that this separation of the pipeline would be desirable, but unfortunately we cannot afford the spaces necessary to support such separate organizations from within the 48 group program.

3. From your standpoint such a procedure would be of considerable value in measuring your personnel utilization. However, the separation of non-effectives could not materially alter manning procedures by this headquarters. In order to provide time to move personnel into place we must necessarily predicate our manning actions on a projected strength three months in advance. During this three-month period, the majority of the pipeline completely changes its identity.

4. The personnel accounting aspects of your letter brought up issues that the statistical people felt they were best qualified to answer. At their request we have forwarded your letter to the Director of Statistical Services for reply to your proposal to account for these people separately.

5. We will advise you of the outcome of the study now being made by the Air Staff on this subject as soon as it is completed.

BY COMMAND OF THE CHIEF OF STAFF:

/s/ R. E. Nugent
/t/ R.E. NUGENT
Major General, USAF
Acting Deputy Chief of Staff,
Personnel

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DEPARTMENT OF THE AIR FORCE
OFFICE OF THE CHIEF OF STAFF
UNITED STATES AIR FORCE
WASHINGTON, D.C.

30 Jan 1950

Lieutenant General Ennis C. Whitehead, USA
Commanding General, Continental Air Command
Mitchel Air Force Base, New York

Dear Ennis:

We are now ready to undertake the most important personnel action since World War II -- the implementation of the Airman Career Program. It is a one-time opportunity to determine and realign the skill level of each airman in the Air Force. Manning requirements, training requirements, grade determination, and assignment will all be based upon the inventory of the new Air Force Specialties.

Many of us have known for some time that the present SSN's have given us a false picture of the skill level of the Air Force. We believe that the indicated level is higher than the actual. This is a golden opportunity for finding out exactly where we stand.

The provisions of the Airman Career Program ore outlined in AFL 35-360. This program is a completerevision of existing personnel classification and assignment procedures. It will require a conversion from the present MOS and SSN job description and coding system to a completely new job description and coding system. This action necessitates an evaluation of the qualifications of each individual airman by a Personnel Classification Board. The Board must carefully and accurately determine the skill level of the airman and assign the new Air Force Specialty Code which signifies that skill level. . The conversoin of the old SSN to the new AFS is to be accomplished solely upon the basis of ability to perform a job anc completely without regard to the present grade of the airman concerned.

The selection of Board members is of utmost importance. Board members should be thoroughly familiar with the intent and objectives of the personnel management program and shoudl be conscientious in applying the procedures of the program. The conversion action will will have a far-reaching effect on the Air Force as well as the airman. Although immediate demotions are not planned for those airmen who fail to qualify at a skill level commensurate with present grade held, demotion will ultimately result for those airmen who fail to requalify within a reasonable period of time. I cannot impress upon you too strongly the care that must be exercised in establishing an accurate determination of the skill level of each airman.

It's my desire that this matter be given your personal attention and that you impress upon your subordinate commanders the importance of this conversion action.

Sincerely,

VAN
HOYT S. VANDENBERG, Chief of Staff, USAF

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, N. Y.

2 Feb 1950

Dear Glenn:

General Vandenberg has written me concerning impending action on the Airman Career Program. His letter, a copy of which is inclosed, states in complete fashion exactly what the problem is that we shall soon be facing.

As you know, I am keenly interested in all matters relating to the utilization of our people. There is no question but what the present classification system has not helped us as far as we would like in our utilization problems. The new Career System is a step forward. Its value and potential influence are great and far-reaching. We can determine the extent of its influence and we can control its development through the initial conversion of MOS's to the new AFS's. I regard this conversion action as a matter of the most immediate and compelling significance. This job must be well done.

I know that Classification Boards to accomplish these conversions have already been appointed at most ConAC stations. I am not satisfied that those appointments were given the full consideration due them. We must and will have the best men available on these boards. In ConAC I wish it to be policy that when we consider the conversion of MOS's for Communications people, for example, the best Communications man on the station will sit as a member of the board to advise on these conversions. Also, I want enlisted supervisory personnel utilized either as associate members of boards or as witnesses before the boards whenever personnel within the departments which they supervise are being considered for conversion. Civilian supervisors or technical specialists may be similarly used. I would like you to review the composition of your boards to satisfy yourself that we do in fact provide for the use of our most qualified personnel in this essential effort. This is, of course, a personnel action. But it is one of many that cannot be compartmented within your personnel offices but must be worked on and fostered by every one of your staff activities.

My Inspector General has been instructed to give priority attention to the entire Career Program and specifically the conversion program. You may expect that this matter will be fully looked into in all inspections made by representatives of my headquarters. Likewise, I would like you to provide for the same action by your Inspectors.

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This program is going to require time and effort. It must not be unduly delayed once the "go ahead" signal is given. At the same time, however, it cannot be permitted to suffer through hasty and ill-considered action. The affect that this action will have on the Air Force is nearly incalculable. I intend that ConAC do the job as it should be done. Please impress this on your staff officers and your commanders. As this program develops, I will make it a subject of personal inquiry when I visit the various stations of the command.

Sincerely,

ENNIS C. WHITEHEAD
Lieutenant General, United States Air Force
Commanding

1 Incl.

Major General Glenn O. Barcus
Commanding General
First Air Force
Mitchel Air Force Base, N. Y.

Same letter disseminated to Maj Gen Barcus, CG, 1st AF
Maj Gen Upston, CG, 4th AF
Maj Gen Hale, CG, 9th AF
Brig Gen Johnson, CG, 10th AF
Maj Gen Crawford, CG, 12th AF
Maj Gen Stearley, CG, 14th AF

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7 February 1950

HQ CONTINENTAL AIR COMMAND MITCHEL AFB NY UNCLASSIFIED
MULTIPLE ADDRESS
CG FIRST AF MITCHEL AFB NY (COURIER)
CG FOURTH AF HAMILTON AFB HAMILTON CALIF ROUTINE COURIER
CG NINTH AF LANGLEY AFB VA
CG TENTH AF SELFRIDGE AFB MICH
CG TWELFTH AF BROOKS AFB TEXAS
Pers Man K 19404 UNCLASSIFIED
CG FOURTEENTH AF ROBINS AFB GA
CG TAC LANGLEY AFB VA
CO 2220TH EXT GP BANJAMIN HARRISON AFB FT BENJAMIN HARRISON IND

PPM-K 2570 . Subject of this 5 part message in implementation of the Airman Career Program as outlined in AFL 35-350 series. Recurad Pers Man K 19404, 1 August 1949.

Part 1: Priority 1. Effective upon receipt of this message and directives listed in Part 5 below, immediate action will be taken to effect conversion of present MOS Classification of all temporary and permanent Warrant Officers serving as such, and those commissioned officers possessing permanent warrant status. Second AFS's will not repeat not be awarded to Warrant Officers. Disregard paragraph 5a(4) and that portion of paragraph 5a(2)(a) of AFL 35-704A, 3 February 1950 as pertains to the award of second AFS's. Entries on forms 66 for above personnel will be in accordance with AFL 35-704A, 3 February 1950. Current MOS entries will not be deleted at this time. An information copy of each SO authenticating conversion action for above personnel will be forwarded directly to Chief of Staff, USAF, Washington 25, D.C. (ATTN: AFPTC). SO will include name, rank, service number, old primary SSN and new AFS.

Part 2: Priority 2. Effective upon substantial completion

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of priority action directed in Part 1 and receipt of AFL 35-705 to be dated 17 February 1950, in addition to directives listed in part 5 below, initial action for conversion of Airman Specialties is directed. No SO regarding airman conversions will be forwarded to this headquarters or to Headquarters USAF.

Part 3: No action repeat no action will be taken to reappoint new AFSC's of Warrant Officers and Airmen on M/R's, supplies or Personnel Accounting Reports at this time. Repeating directives and special instructions will be forthcoming thru normal statistical services channals.

Part 4: Reourad Military Personnel D, 1677, 19 January 1950, scope of Warrant Officer conversion action does not repeat not include adjustment of Warrant Officers within 4 pay grades in conformance with PL 351, as this is a separate action being accomplished by a Board at Headquarters USAF.

Part 5: For your information, conversion action will require Classification Board personnel to possess the following Career Program Directives:

AFLs	DATED
35-391	29 Jul 49
35-391A	19 Jan 50

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AFLs	DATED
35-400	21 Dec 49
35-704	5 Oct 49
35-704A(Revised)	3 Feb 50

Career Fields in AFL 35-400 series appropriate to the individual considered.

CG, ConAC

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/t/ JAMES M. STRIBLING
1st Lt., USAF
Asst. Air Adj. Gen.

PPM-K Maj JLake/md/6228

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

PPM-K 200.3 29 June 1950

SUBJECT: Classification and Utilization of Warrant Officers Including Selectees and Vacatees

TO: Commanding General, First Air Force, Mitchel AFB, New York

1. Pending formal publication of appropriate directives, Headquarters USAF has announced certain classification and utilization policies concerning warrant officers.

2. Warrant Officers serving as such:

a. After conversion of the current or old warrant classification to the new Air Program warrant classification as outlined in Air Force Regulation 35-704 as amended, no action will be taken to change the new primary AFSC or career warrant classification without prior approval of Headquarters USAF. Duty assignments of these individuals will be limited to those specialties which fall within the purview of the career warrant established. (See attachment to AFR 37-3 for guidance.)

3. Selectees and vacatees, exclusive of SCAHWAF:

a. Once established, Airman Program Career Warrants will not be changed without prior approval of Headquarters USAF, The primary MOS of selectees (i.e. personnel holding letters of selection as warrant officers who are serving as commissioned officers) and vacatees (i.e. personnel who vacated regular warrant appointments to accept commissions and are now serving as officers) will be chosen from those currently authorized officer specialties in which the individual is qualified and which is consistent with the individual's Airman Program Career Warrant. Duty assignments will also be consistent with career warrant established. (See attachment to AFR 37-3 for guidance.) The primary specialty of selectees and vacatees may be subsequently redesignated without prior approval of this headquarters, providing such redesignation is consistant with the career warrant established. EXCEPTION: Warrant Officer selectees and vacatees, possessing an aeronautical rating and assigned to authorized combat crew, may hold PMOS appropriate to aeronautical rating. Any further exceptions to this policy will require tha approval of Headquarters USAF.

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PPM-K 200.3 Classification and Utilization of Warrant Officers Including Selectees and Vacatees (Cont)

4. SCARWAF Warrant Officers:

a. Although SCARWAF warrant officers will be reported in only those specialties authorized for Air Force use, duty assignments will remain consistent with the individual's Army warrant.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

/t/ BRUCE H. GEMMEL
Captain, USAF
Asst. Air Adj. Gen.

Identical Ltr sent to CG -1,4,9,12,14,TAC
CO -28th Comm Sq

PPM-K
Capt PAGrey/6228/md
27 Jun50

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, N. Y.

PPM-K 220.01 14 Mar 1950

SUBJECT: Progress of Airman Career Program Conversion Procedures

TO : Commanding General, First Air Force, Mitchel AFB, N.Y.

1. In order to determine the relative rate of progress being made by Personnel Classification Boards now engaged in the conversion of MOS's to the AFS coding system of the Airman Career Program, a semi-monthly report of accomplishments by Boards of your command will be rendered to this headquarters.

2. Under no circumstances will the necessity to submit the required report be construed as an intimation for Boards to speed up Airman interviews at the expense of fullest consideration for the merits of each individual conversion case.

3. The conversion progress report will contain the following itemized data:

a. Each ConAC Personnel Classification Board (PCB), identified by the appointing headquarters, with the total of ConAC Airmen to be converted by that PCB and the total converted by 2400 hours on the "as of" date.

b. The ConAC unit and station of all ConAC airmen to be converted by other PCB's, with the number of such airmen to be converted and the total converted by 2400 hours on the "as of" date.

c. The columns of figures required by paragraphs 3a and 3b above will be totaled.

Sample entries:

PCB	NO. AIRMEN	CASES COMPLETED
Hq Marietta AFB	426	148
Hq 325th Ftr Wg AW	1568	319
2201st Hosp Sq Washington, D.C.	72	25

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PPM-K 220.01 Progress of Airman Career Program Conversion Procedures - cont

4. Submission procedures:

a. The conversion progress report will be submitted as of the 9th and 24th of each month. Initial Report will be as of 24 March 1950.

b. Due date of conversion progress report at Headquarters ConAC is within twelve days after "as of" date.

c. Transmission will be in letter form and air mail may be used if necessary. Report will be addressed to:

Commanding General
Continental Air Command
Mitchel Air Force Base, N.Y.

Attention: C & U Division, PPM

5. Reports Control Symbol CNC-AP-P21 is assigned to this report.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

/t/ BRUCE H. GEMMEL
Captain USAF
Asst Air Adj Gen

Identical Ltr sent to CG all ConAC AF'S.

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

1 Mar 1950

Colonel Emory L. Bruns
Hq First Air Force
Mitchel AFB, New York

Dear Colonel Bruns:

You are well aware of the accelerated action that has taken place in connection with the Airman Career Program since the first of the year. The Headquarters ConAC Personnel Classification Board, after a testing of conversion procedures, finds from its experience that the employment of certain principles and methods in connection therewith, is highly desirable.

I am confident that adoption by your Airman Career Program personnel of the points I wish to enumerate, will definitely improve the conversion results obtained by your Boards.

These particular procedures are:

a. Full realistic assurance to airmen before and during Board meetings that the conversion procedures hearings are not being run on a "mill-grinding" basis, but that any necessary and unlimited amount of time will be given to all airmen at their Board appearances.

b. Airman Career Program group orientation by means of I&E lectures followed by question and answer sessions, sometime prior to Board appearance of individuals.

c. Use of the airman's office or shop supervisor as an associate member of the Board when the technical advisor in the particular career field is not from the airman's office or shop.

d. Servicing of airmen reporting for Board appearance (by Career Program specialists or others fully qualified in the Program's concepts) for an adequate period immediately before their Board appearances for the purpose of implementing the briefing received by the airman at the I & E lecture. No airman should appear before the Board who is unfamiliar with the ladders of the Career Field(s) he appears to be qualified in.

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e. Board determination that airmen appearing before it, clearly understand that present AFSC designation of skills is made independently of grade and that future grade adjustments are sufficiently far ahead to enable an airman to compensate in the interim for any inequalities between present grade and skill that may exist.

Do not hesitate to call on me for any services or information that will contribute to the success of the Airman Career Program conversion phase or final implementation by your Air Force.

Sincerely,

/t/ R. W. FELLOWS
Colonel, USAF
Deputy for Personnel

Memo - Identical letters sent to:
DP Col Emory L. Bruns, 1st AF
DP Lt Col Cecil C. Williams, 4th AF
DP Col James W. Twitty, 8th AF
DP Col Walter Urbach, 10th AF
DP Lt Col Luther B. Matthews, 12 AF
DP Col Robert A. Rollison, 14th AF

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D.C.

Jun 15, 1950

SUBJECT: Airman Proficiency Testing Program

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

1. The present airman grade situation makes it mandatory that the Airman Proficiency Testing Program be implemented as expeditiously as possible. Unless proficiency tests are developed and administered in the very near future, airman grades will not be aligned with skill level for a protracted period of time. Such a situation is extremely detrimental to the implementation of the Airman Career program and precludes selection of the best airmen for the top positions.

2. Work is going forward to develop adequate proficiency testing devices so that a general evaluation of airman skills and efficiency can be achieved. This is a vital project which requires the assistance of several major commands. Because some of our career areas are represented primarily in Continental Air Command it is currently planned that your command participate in this project.

3. Representatives of this Headquarters will visit Continental Air Command in the immediate future to present the details of the plan and to discuss the possible extent of participation by Continental Air Command.

BY COMMAND OF THE CHIEF OF STAFF:

(Sgnd.) R. E. NUGENT
Major General, U.S.A.F.
Actg Dep C/S, Personnel

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FILE: 220.01

HEADQUARTERS
CONTINENTAL AIR COMMAND
INTEROFFICE ROUTING SLIP

REGISTER NO				
SUSPENDED TO				
EXTENDED TO				
CLASS	ADM	MISC	HIST	PERS

SUBJECT:

Airman Proficiency Testing Program

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	21June	DP	P&O VC	

1. On 19 June, Lt Col Torreson and Major Klinge of Hq USAF (DCS/P) visited this headquarters and discussed the attached letter (a copy of which they had with them) with me and at greater length with Lt Col Yudkin. In brief, what they are after is to provide for faster implementation of the complete Airman Career Program. One of the fundamentals of the program is that there be a testing system to be used prior to promoting airmen and prior to their being awarded AFS's (Air Force Specialties). They have discussed this program of devising tests with research people who suggest that it may be accomplished in five years as a minimum. This is, of course, unsatisfactory. Hq USAF has decided to construct the tests within the Air Force and to do so by calling in highly qualified airmen in the may specialties concerned and using them to determine, with appropriate guidance, what should be in the tests. Once this is determined, qualified personnel would prepare the actual test for final approval by Hq USAF.

2. The first approach considered was to do the job at HQ USAF. Because of space limitations involved and the number of people who would have to be called in to the one location, this was regarded as unsatisfactory. The alternate solution, which is what General Nugent's letter is talking about, is to have the several major commands do parts of the over-all job subject to considerable guidance from Hq USAF.

3. The proposal that General Nugent makes is sound and there is no apparent other way to accomplish the job within any reasonable time. The Air Training Command has already started to do this job, specifically the part of it which USAF wants them to do. Air University has also agreed to participate. I believe that we should do likewise. This is necessary action to get the Airman Career Program going.

4. In order to do what is wanted, a maximum of ten people (one officer, four graded civilians and five airmen or graded civilians) will be required in addition to suitable office space. This is the USAF estimate. Actually, I believe that the estimate is high and that the job can be done with seven or eight personnel assigned. The USAF representatives were told that initially their proposed action appeared sound and that pending final approval by the VC, ConAC offered no objection to participation. It was also explained that final concurrence must depend upon the availability of personnel authorizations, that these would be reviewed and that our reply to USAF would include information concerning the situation on these authroizations. If such authorizations

This is in reply to correspondence bearing AG Register No._____ which was suspended to (date)_____

ConAC FORM HQ-AG 1
20 December 1948

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HEADQUARTERS
CONTINENTAL AIR COMMAND
INTEROFFICE ROUTING SLIP

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SUBJECT: Airman Proficiency Testing Program

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1				(continued)

are made available, they should be provided for the Director, Personnel Planning & Management, this headquarters. Spaces are not available within DP to do this job.

5. Attached are:

a. A chart showing the organization of the proposed test construction unit, and

b. A statement of requirements for these test construction units. These papers were left here by the USAF representatives who estimate the job will require one year to 15 months.

6. Request the following action:

a. That P&O indicate the availability of the space required or such recommended action as is considered necessary to secure these spaces.

b. That the VC approve the USAF plan in principle.

c. That presuming the availability of spaces, we agree to take on this job as requested by USAF.

7. It should be understood that if no spaces are available and unless they can be secured from Hq USAF, we cannot accept this job. Further, if a lesser number of spaces is available, we can do only a proportionately reduced share of the job which USAF desires be done.

/s/ Reuben Kyle, Jr.
/t/ REUBEN KYLE, JR.
Colonel, USAF
Deputy for Personnel/1102

3 Attachments
1. Letter fr Gen Nugent, 15 Jun 50
2. Organizational chart
3. Statement of requirements

ConAC FORM HQ-AG 1
10 December 1948

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SUBJECT: Airman Proficiency Testing Program

HEADQUARTERS
CONTINENTAL AIR COMMAND
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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.
2	22Jun50	P&O	DO VC	CAPT J.J.O'Connor/6132/mo 1. Reference paragraph 4 and 6 b comment #1, the one officer space and 5 airmen spaces requested are available. We do not have project 811 civilian spaces unallotted, however we do have two alternatives to make the required 4 spaces available: a. Substitute 4 airmen for non-professional civilian spaces (SSN's 055 and 405) now carried in the ConAC T/D thus leaving 4 P811 spaces available for hiring professional civilians. b. Request the spaces from Headquarters USAF. 2. Since we have airmen spaces unallotted at the present time, recommend we use alternative a, above, in the event we establish this test construction unit. K. L. GLASSBURN Lt Col, USAF Chief, Orgn Div 5221 JAMES H. PRICE Col, USAF Dir, P&O 7244
3	24June	DO	VC DP	(by hand) We should acknowledge and request all spaces from USAF (no source now available except savings to be applied towards Air Divisions). We can help USAF initialed
******				

ConAC FORM HQ-AG 1
10 December 1948

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C O P Y
220.01

Hq USAF

Subject: Airman Proficiency Testing Program

PPM-K 220.01 (15 Jun 50) 1st Ind 5 Jul 50

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

TO: Deputy Chief of Staff, Personnel, Hq United States Air Force
Washington 25, D. C.

1. This headquarters is in complete accord with the proposals for development of proficiency testing devices to be used for alleviating the present airman grade situation. Details of the plan proposed, as discussed by reprentatives of your headquarters are thoroughly acceptable.

2. The extent of participation in the contemplated program by Continental Air Command will be governed by the allotment of military troop spaces and civilian positions to this headquarters for the personnel necessary for the development of the project. Request that a maximum of ten spaces to include one officer, four graded civilians and five airmen be allotted to this command for implementation of the Organization Test Developemnt Unit.

3. Should the number of spaces available from your Headquarters to fewer than the number requested above, it will be possible to perform only a proportionately reduced share of the project as outlined.

CHARLES T. MYERS
Major General, U. S. Air Force
Vice Commander

(Pencilled notation: Genl Thatcher concurred in this action on IRS)

PPM-K
Capt PAGRey/6228/md
29Jun50

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, N.Y.

LtColEMRamage/alk/4227

Mil Pers-A 210 2 May 1950

SUBJECT: Officer Personnel Program

TO : Commanding General, First Air Force, Mitchel Air Force Base, New York
Same letter to CG's, 4th, 9th, 10th, 12th, and 14th AF's.

1. It is my policy to draw officer replacements to occupy key staff positions in this headquarters from lower units and subordinate headquarters of this command. I commend this policy to you. I have found that the most satisfactory staff officers are those who have advanced in a regular progression of assignment from lower staff units to this headquarters. Many of our problems arise from the lack of understanding of higher level staff officers to the duties, responsibilities and problems of their counterparts in lower staffs. I feel strongly that many of these problems could be eliminated by adhering to the policy I have suggested.

2. In requisitioning officer personnel under such a policy, a replacement will be requested from Headquarters USAF only for those positions for which replacements are not available in your command. For example, if you require an Assistant Air Force Operations Officer, you would review the records of all officers in your subordinate headquarters having proper qualifications and select the best qualified officer after giving due consideration to the length of time since his last PCS, eligibility for school, or overseas transfer, and his individual aptitude for the position. Consequently, if you would find a replacement at base level, your request for a replacement would be for an officer to fill a job vacated at the base and not a replacement for the Assistant Air Force Operations Officer.

3. The replacement policy requires that all headquarters under your command train understudies to fill key positions in all staff fields with a view to ultimately releasing the more experienced, qualified officers for duty in this or a higherheadquarters. This policy, if followed down to all echelons of your command will make available at each echelon trained staff officer personnel and should serve as an added incentive to young officers in furthering their Air Force careers.

/t/ EMMIS C. WHITEHEAD
Lieutenant General, U. S. Air Force
Commanding.

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HEADQUARTERS

CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

PPK-K 319.1 31 May 1950

SUBJECT: Collection of Job Data

TO : Commanding General, Twelfth AirForce, Brooks AFB, Texas
Similar lteters sent to CG each numbered AF

1. Statistical Reports submitted to this headquarters indicate your command has strenths in the following SSN's:

Quantity	Job Inventories Desired Completed	SSN	Title
5	2	1069	Pilot, Jet Bomber
1	1	3416	Occupational Therapist
7	2	1024*	Pilot, Four Engine
30	2	1051*	Pilot, Two Engine

TOTAL 7

2. Upon determination of station assignments of personnel possessing designated specialties, station commanders will be instructed to collect job data on those SSN's indicated in paragraph 1. The Job Analyst will utilize the Air Force Job Specialty Inventories as an instrument to aid in the collection of job data. An adequate supply of the above mentioned Air Force Job Specialty Inventories is being forwarded under separate cover. The Classification Officer or the Military Personnel Officer at the appropriate stations should supervise the compilation of the job analysis. Every effort should be made to complete the desired number of specific job inventories in which small strength is shown. For any one of these which may not materialize, you are authorized to complete an additional Job Inventory in one of the SSN's marked with an asterisk.

3. Experience in the colletcion of data has indicated that the quality of the data collected is in a direct reflection on the motivation provided. The incumbents must understand that they provide the best source of information and that the data will be utilized as basic material in the development of the Officer Career Program. Inclosure #1 contains the instructions concerning the use of the Air Force Job Specialty Inventories.

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PPK-K 319.1 Collection of Job Data (cont.)

4. It is requested that the completed inventories be forwarded directly to the Chief of Staff, United States Air Force, Washington, D.C., Attention: AFPTC, not later than 25 June 1950. At that time this headquarters should be notified by your headquarters of the completed action.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

BRUCE H. GENDEL
Captain, USAF
Asst Air Adj Gen

1 Incl
Instructions for
Inventories

Incl not necc for AG

PPM-K
Capt PAGRey/6228/md
29 May 50

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
Washington 25, D.C.

AFPMP-4A 13 March 1950

SUBJECT: Air Force Regulation 39-30, Promotion and Demotion of Enlisted Personnel

TO: Commanding General
Continental Air Command
Mitchel AFB, New York

1. Air Force Regulation 39-30, dated 24 March 1950, (Incl #1) prescribes the policies and general procedures governing the promotion and demotion of enlisted personnel of the United States Air Force. It is designed to place certain necessary limitations on promotions and to provide a more expeditious means of accomplishing demotions.

2. Under the new regulation, Major Commanders, at their discretion, are authorized to delegate promotion authority for all grades down to and including commanders of groups or comparable organizations and are authorized to delegate promotion authority for the grades of corporal and private first class down to and including commanders of squadrons or comparable organizations. At present the number of airmen in the grades of master sergeant, technical sergeant, and staff sergeant exceeds current budgetary authorizations. This has necessitated a temporary suspension of promotions to these grades. It is anticipated that the limitations on promotions as outlined in the new regulation will assist in preventing an excess in grades below staff sergeant and, in the future, in the top three grades. However, it is realized that the problem of overages in the first three grades involves not only promotion and demotion but also procurement and assignment by grade. All of these areas are being studied in an effort to remove the existing temporary suspension.

3. Demotion procedures are changed substantially to place greater responsiblity on the commanders concerned. The reasons for which demotion will be initiated are enumerated. Corporals and privates first class may be demoted at squadron level without board action. Board action is required for reduction of non-commissioned officers of the upper four (4) pay grades. In all cases, the individual concerned will be informed of the reasons for initiating demotion action and, upon his request, will be afforded a personal hearing.

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AFPMP-4A
Subj: AFR 39-30

4. The personal hearing afforded individuals under the provisions of this new regulation is purely fact finding in nature and is in no sense of the word a trial or an adjudication. The rights of the airman are protected by affording him an opportunity when desired, to personally present facts justifying retention of his present grade. The hearing should be conducted by the commander concerned or by the Demotion Board, as appropriate, in a manner similar to that prescribed for hearings held by Evaluation Officers under the provisions of AFR 36-2. It should be informal and not necessarily conducted in accordance with any regulations governing boards as such. Rules of evidence used in United States courts and in courts-martial do not apply. In addition to granting the airman concerned a personal hearing, an investigation should be made of any facts or statements which require further clarification in order to make findings. In this connection, individuals reasonable available should be interviewed when deemed necessary by the commander concerned or the Demotion Board. Sworn testimony may be obtained under the authority granted in Article of War 114. Conflicting or inconclusive testimony should be resolved by procuring additional facts whenever possible. Any question of prejudice, personality conflict, or malassignment should be resolved. Under AR 615-5, 23 September 1946, as amended, Demotion Boards were required to make findings and certain determinations which were binding upon the commander concerned. However, the new Boards making findings as to facts only, final determination as to appropriate action being placed in the hands of the commander alone.

5. No noncommissioned officer has an inherent right to continue serving as such and any relaxation in manner of performance of duty should be cuase for immediate consideration for demotion. Through proper and prompt use of the demotion procedures outlined, commanders can and are encouraged to maintain a continuing vitalization program among all noncommissioned officer grades. In this respect, it is realized that, due to past lenient reenlistment and promotion policies, considerable "dead wood" exists in the higher grades. Therefore, with the existing acute situation in the three top grades, commanders should require that such airmen meet the highest standards of efficiency.

6. These new demotion procedures will provide commanders with more effective tools for vitalizing the enlisted component of their commands. However, these new procedures should be used judiciously to insure that demotions are effected on a fair and impartial basis, having in view both the fitness of the individual and the efficiency of the Air Force. All correspondence on demotion cases will be forwarded to Headquarters United States Air Force in order to have readily available records with which to answer adequately any Congressional or other inquiry which may be received by the Department of the Air Force.

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AFPMP-4A
Subj: AFR 39-30

7. Prompt use of demotion procedures outlined in AFR 39-30 will greatly aid in alleviating the present suspension of promotion and will gaise substantially the standards of performance in the enlisted grades.

BY COMMAND OF THE CHIEF OF STAFF:

/s/ E. H. Underhill
/t/ E. H. UNDERHILL
Brig. Gen., U. S.A.F.
Deputy Director of Military Personnel
Office of DCS/P

1 Incl
Cy AFR 39-30

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220.2 Lt Col Roper/mhe 1236

Hq USAF, AFPMP-4A
Subject: AF Reg 39-30, Promotion and Demotion of Enlisted Personnel

Mil Pers-F 220.2 (13 Mar 50) 1st Ind

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

TO: Commanding General, First Air Force, Mitchel Air Force Base, New York

1. Basic communication fully describes the intent of AF Reg 39-30. The new demotion procedures contained in this regulation provide commanders with more effective tools for vitalizing the onlisted component of their commands. Commanders are being given considerable authority by this regulation and it is the desire of this headquarters that this authority be fully exercised wherever justified.

2. In accordance with authority contained in Par 7, AF Reg 39-30, 24 March 1950, copy of which is attached as Incl #1, promotion authority for all grades is hereby delegated to Air Force and other commanders of comparable level who may in turn delegate this authority to subordinate commanders in accordance with the instructions contained in cited regulation.

3. The term "misconduct" as used in Par 15a (6) includes so many and varied offenses that it precludes a precise definition. However, wrong or improper behavior, of such nature as to warrant disciplinary action or to render the individual ineffective as a noncommissioned officer or to impair the discipline or efficiency of command, having due regard for the nature, time and place of the act of misconduct and the person committing it, will fall within the meaning of said term. While demotion proceedings should not be used as a substitute for disciplinary action, it should be kept in mind that the same offense may warrant both disciplinary action and demotion.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

/t/ CHARLES T. MYERS
Major General, U.S. Air Force
Vice Commander

1 Incl
AF Reg 39-30

SAME INDORSEMENT TO: CG, 4th AF
CG, 9th AF
CG, 10th AF
CG, 12th AF
CG, 14th AF
CG, TAC
CG, EADF
CG, WADF
CO, 2220th Ext Gp
CO, 28th Comm Sq
CO, Hq Sq

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C O P Y
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DE JEPC 228-A 21 Jan 1950

P 202353Z

From: Headquarters, USAF, Washington DC

To: Commanding General Continental Air Command, Mitchel AFB, N.Y.

AF GRNC

From AFPMP-4A 17636 request following information be disseminated to subordinate commanders immediately. Subject is Temporary Suspension of Promotion to Grades of Technical Sergeant and Staff Sergeant. (Reference message from, Headquarters USAF, Washington D.C., AFPMP-4A 15157, dated 9 January 1950 which was dispatched by airmail on 11 January 1950). So much of cited message which provides for continuance of promotions to Technical Sergeant and Staff Sergeant for personnel serving in critical MOS is hereby suspended pending receipt of the new AFR 35-34 which is currently being prepared by this headquarters.

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HQ CONTINENTAL AIR COMD, MITCHEL AFB, NY UNCLASSIFIED

CG FIRST AF, MITCHEL AFB, N Y (COURIER) PRIORITY I
CG FOURTH AF, HAMILTON AFB, HAMILTON, CALIF I
CG NINTH AF, LANGLEY AFB VA I
CG TENTH AF, SELFRIDGE AFB MICH
CG TWELFTH AF, BROOKS AFB, TEXAS
CG FOURTEENTH AF, ROBINS AFB, GA AFPMP-4A 30429 UNCLASSIFIED
CG HQ & HQ SQ, CONAC, MITCHEL AFB, N Y (COURIER)
CO 28TH COMM SQ (AF), MITCHEL AFB, N Y (COURIER)
CO 2220TH SKT GP, BENJ HARRISON AFB, FT BENJ HARRISON, INDIANA

Mil Pers-7-G 8613 . Following message Headquarters USAF, AFPMP-4A 30429, 7 April 1950, is quoted for your information and dissemination to units within your command. "In connection with current and expected budgetary limitations, it is necessary for headquarters USAF to exercise a more rigid control over the spread of grade in both officer and airman structure. In the past, airman promotions have been made against T/O&E and T/D vacancies. However, vacancies computed in this manner do not in all cases fall within the limitation imposed by budget restrictions. Fast methods of airman promotions have resulted in certain grades exceeding budgetary limitation. In order to insure that grades do not exceed funds appropriated for this purpose it has become necessary to initiate a quota system of control for promotion of airmen similar to that recently adopted for officers. Vacancies on an AF wide basis in the grades of sergeant and higher will be computed monthly by headquarters USAF and allocated on a proportional basis to major commands and to those agencies having similar promotion jurisdiction. In order to permit a more accurate computation of grade vacancies, promotion of airmen subsequent to receipt of this directive will be confined to grade of Private

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First Class and Corporal pending receipt of quotas for the grade of sergeant and above. Initial quotas for promotion to the latter grade will be forthcoming in May 1950. Subsequent quotas will be distributed by headquarters USAF on a monthly basis. Promotions to grade of Sergeant and above will be accomplished within the quotas allocated to commands or agencies concerned. Provisions of this message supercede all previous instructions concerning suspensions of promotions of airmen". Contents of this message applies to USAF personnel only. Quotas received in this headquarters will be distributed on a percentage basis throughout ConAC units.

CG, ConAC

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/t/ BRUCE H. GEMMEL
Captain, USAF
Asst. Air Adj. Gen.

1ST LT GEO P FLOYD, USAF/ren

MIL PERS-F-G

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

Mil Pers-F-G 220.2 19 June 1950

SUBJECT: Promotion of Enlisted Personnel

TO: Director of Military Personnel, Headquarters, USAF,
Washington 25, D. C.
ATTENTION: AFPMP-4A

1. With reference to paragraph 2, letter Headquarters USAF, file AFPMP-4A, subject: "Air Force Regulation 39-30, Promotion and Demotion of Enlisted Personnel," 13 March 1950, major commanders, at their discretion, are authorized to delegate promotion authority for the grades of Corporal and Private First Class, down to and including commanders of squadrons and/or comparable organizations.

2. Air Force Regulation 35-68, paragraph 5a (3) (b) and 5a (3) (d) states that commanders at squadron or comparable level will initiate the following actions:

a. Promote and demote enlisted personnel in accordance with current directives.

b. Publication of Special Orders relative to squadron activities.

3. It is the opinion of this headquarters that squadron commanders may initiate the publication of Special Orders relative to squadron activities, but will not publish orders as this is accomplished at group or higher level as indicated in AFR 35-68. Paragraph 6a of this directive states that Squadron Orders will not be used to effect personnel actions, and paragraph 6c (5) states that Special Orders are the means by which a commander is authorized to promotr and demote. If a squadron commander cannot issue Special Orders, how may he effect the promotion of airmen to grades E-5 and E-6? For an example, take a squadron which is directly under a major command headquarters, how may he be the promoting authority as authorized in paragraph 7b, AFR 39-30?

4. Therefore, if the preceding statements are in conflict with each other, request this headquarters be advised what authority

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Mil Pers-F-G 220.2, Promotion of Enlisted Personnel (Cont'd)

presently exists in which commanders of squadrons or comparable units may effect the promotion of enlisted personnel to grades E-5 and E-6.

FOR THE COMMANDING GENERAL:

/s/ Neal J. O'Brien
/t/ NEAL J. O'BRIEN
Colonel, USAF
Air Adjutant General

AFCAG-69 1st Ind 3 July 1950
Mil Pers-F-G 220.2

Dept of the Air Force, Hq USAF, Washington 25,D. C.,

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

1. The opinion expressed in paragraph 3, basic communication above is not correct, for it is intended that squadrons may issue special orders if authorized to affect certain actions that should be reflected in special orders. AFR 35-68 was prepared to provide broad instructions for records administration in all types of Air Force units, and the provisions may be interpreted to fit the requirements of your command.

2. Paragraph 5a(3)(d), AFR 35-68, does state that squadrons may publish orders relating to squadron activities, and paragraph 6c(5) states that special orders are published to promote and demote individuals. AFR 39-30, paragraph 7b, as quoted in your letter, states that suthority to promote airmen to the grade of Corporal and Private First Class may be delegated to commanders of squadrons. Thus, squadron special orders may be used to promote airmen to Corporal and Private First Class if that authority has been delegated to the squadron commander concerned.

BY COMMAND OF THE CHIEF OF STAFF:

/s/ T. J. Brogan
/t/ T. J. BROGAN
Colonel, USAF
Asst. Air Adjutant General

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9 June 1950

FROM: Headquarters, United States Air Force

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

Request that following information be disseminated to subordinate commanders.

Subject is temporary suspension of promotion to grades of technical sergeant and staff sergeant.

Latest strength reports indicate that personnel holding grades of technical sergeant and staff sergeant exceed budget limitations. Accordingly, it is considered necessary to temporarily suspend further promotions to subject grades, except for personnel serving in military occupational specialties which are prescribed as critical and contained in AFR 39-34.

Promotions of personnel serving in critical military occupational specialties may therefore be continued where a local vacancy exists and provided over-all Major Command vacancies are not exceeded. In computing vacancies only those positions which carry one of the specification serial numbers contained in the critical list of the above cited AFR are to be used. Further, no enlisted person will be promoted to subject grades unless fully qualified and performing duty in a critical military occupational specialty.

Restrictions which have been placed on the promotion of certain enlisted grades will be removed at such time as Air Force strength again comes within budget limitations. Subsequent issuance of Air Force publications governing promotion of enlisted personnel, unless specifically provided, will not operate to remove these restrictions.

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HQ CONTINENTAL AIR COMMAND, MITCHEL AFB, NY
PRIORITY

CO HQ & HQ SQ CONAC MITCHEL AFB NY
(COURIER)
CG FIRST AF MITCHEL AFB NY (COURIER) x
CG FOURTH AF HAMILTON AFB HAMILTON
CALIF
CG NINTH AF LANGLEY AFB VA AFPMP-4A 43777
CG TENTH AF SELFRIDGE AFB MICH
CG FOURTEENTH AF ROBINS AFB GA
CO 28TH COMM SQ MITCHEL AFB NY (COURIER)
CO 2220TH FIELD PRINTING SQ LANGLEY AFB VA

Mil Pers-F-G 15818 . Subject: Allocation of quotas for promotion of airmen to graded E-4 (AF Sgt or SCARWAF Cpl) for month of July 1950 earmarked for the following units:

First AF	34
Fourth AF	93
Ninth AF	17
Tenth AF	37
Fourteenth AF	62
Hq and Hq Sq, ConAC	3
Hq and Hq Sq, EADF	1
28th Comm Sq	3
42nd Comm Sq (EADF)	1
2220th Field Printing Sq	1

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Lt G P Floyd/jjm

Mil Pers-F-G 5114

NEAL J. O'BRIEN
Colonel, USAF
Air Adjutant General

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General:

1. All promotions of airmen and SCARWAF personnel will be accomplished is accordance with provisions of AFR 39-30 dated 24 March 1950, except as otherwise prescribed under provisions of this message. 2. Cumulative vacancies in higher grades may be used only in the promotion of airmen possessing critically short SSNs as shown in AFR 35-34 dated 17 February 1950 when an intermediate grade restriction exists in the T/O&E or T/D authorization. 3. No promotions will be made against quotas contained herein if airmen concerned possess SSNs announced as critically surplus in AFR 35-34. Exception to this restriction may be made only for airmen possessing SSN 013 and SSN 238. 4. Highest priority will be given to airmen who possess SSNs announced as critically short in above cited AFR. 5. Minimum time-in-grade requirements contained in AFR 39-30 may be waived only for airmen possessing an SSN in the radar field under the following conditions: a. The SSN must be contained in the current critically short category outlined in AFR 35-34. b. The individual must have served a minimum of six (6) months in his present grade. c. He must be qualified for the specialty in which the vacancy exists. 6. Promotions within your command during July 1950 will not exceed allotted quotas except as follows: a. A demotion loss which creates a T/O&E or T/D vacancy in the grade concerned may be filled provided AFR 39-30 is followed as to eligibility and provided further that no vacancy is filled by promotion of an airman who possesses an SSN announced as critically surplus. b. When a promotion accomplished to fill a demotion loss results in T/O&E or T/D vacancies in lower grades, such vacancies may be filled as prescribed in paragraph 6a. However, overages in any

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intermediate grade will operate to limit promotions only to those higher grades in which vacancies exist. 7. Quotas not utilized prior to 20 July 1950 are automatically cancelled and cannot be carried over to succeeding months. In addition promotions based on these quotas will not be made prior to 1 July 1950. It is imperative that all promotions based on these quotas be accomplished during the period 1 through 19 July 1950 inclusive. 8. Any enlisted personnel promoted against a quota and subsequently lost to command strength will not operate to recreate a quota vacancy. Promotions will not/be accomplished to replace losses due to transfer of enlisted personnel either to other commands or to overseas pipeline or any action which causes airman losses to command strength, except for promotions to the grades of corporal and Pfc. 9. Due to budgetary limitations and surrent AF strength of airmen, no quotas are allotted to the upper three pay grades for July 50. 10. Promotions to corporals and Pfcs are not affected by quota system of control for promotion of airmen. Commanders may continue to accomplish subject promotions under existing directives i.e. AFR 39-30 and AFL 39-9 dated 21 December 1949. 11. On or before 12 July 1950 each addressee will advise his headquarters of the number of promotions to the grade of sgt accomplished against the authorized July quota. In addition each addressee will include the number of cpls eligible, under AFR 39-30, for promotion to sgt during the month of August. The latter data will not include cpls who are eligible but possess SSNs announced as critically surplus in AFR 35-34. 12. Request acknowledgment and verification of stated quotas immediate upon receipt.

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CONTINENTAL AIR COMMAND, MITCHEL AFB, NY UNCLASSIFIED

Cg, 4th AF, Hamilton AFB, Hamilton Calif. ROUTINE
CO, 2220th Field Printing Sq., Langley AFB, Va.
CO Hq & Hq Sq ConAC, Mitchel Air Force Base, N.Y.
(Courier)
CO 28th Comms Sq, Mitchel AFB, N.Y. (Courier)

Mil Pers-F-G 12897. Re our message Mil Pers-F-G 8613, 10 April 1950. The following quotas are alloted your command for promotion earmarked by grade and unit indicated:

S/Sgt, SCARWAF Sgt (E-5)

a. 42nd Comms Sq (EADF), Mitchel AFB, N.Y. 6

b. 43rd Comms Sq (WADF), Hamilton AFB, Hamilton, Cal. 4

Sgt, SCARWAF Cpl (E-4)

a. WADF, Hamilton AFB, Hamilton, Calif. 2

b. 28th Comms Sq, Mitchel AFB, N.Y. 3

c. 42nd Comms Sq (EADF), Mitchel AFB, N.Y. 9

d. 2220th Field Printing Sq, Langley AFB, Va. 5

e. Fourth AF, Hamilton AFB, Hamilton, Calif 80

2. All promotions of airmen will be accomplished in accordance with provisions of AFR 39-30, except as otherwise described under the provisions of this message. 3. Accumulated vacancies in higher grades may be used only in the promotion of airmen possessing critically short SSNs as shown inAFR 35-34, 17 Feb 50 when an intermediate grade restriction exists in the TO or TD authorization.

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Mil Pers-F-G 12897 - cont.

4. No promotions will be made agains quotas contained herein if airman concerned possessed SSN announced as critically surplus in AFR 35-34. Exception to this restriction may be made only for airmen possessing SSB 013 and 238. 5. Highest priority will be given to airmen who possess SSN announced as critically short in above cited AFR. 6. Minimum time and grade requirements contained in AFR 39-30 may be waived only for airmen possessing an SSN in the radar field under the following conditions: a. The SSN must be contained in the current critically short category of outline in AFR 35-34. b. The individual must have served the minimum of 6 mos in his present grade. c. He must be qualified in the specialty for which the vacancy exists. 7. Promotions within your units during June 1950 will not exceed alloted quotas except as follows: a. A demotion loss which creates a TO or TD vacancy in the grade concerned may be filled provided AFR 39-30 is followed as to eligibility and provided further that no vacancy is filled by promotion of an airman who possesses an SSN which is critically surplus. b. When a promotion is accomplished to fill a demotion loss results in a TO or TD vacancy in a lower grade such vacancies may be filled as prescribed in a above. However overates in any intermediate grade will operate to limit promotion only to those higher grades in which vacancies exist.

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Mil Pers-F-G 12897 cont.

8. Quotas not utilized prior to 20 June 1950 are automatically cancelled and cannot be carried over to succeeding months. In addition promotions based on these quotas will not be made prior to 1 June 50. It is imperative that all promotions based on these quotas be accomplished during period 1 through 19 June, inclusive, so that quotas may be computed by Headquarters USAF for suceeding months. 9. Any enlisted personnel promoted against a quota and subsequently lost to command strength will not operate to recreate a quota vacancy. Promotions will not (repeat) not be accomplished to pace losses due to transfer of enlisted personnel either to other commands or to overseas pipeline or any action which causes airman losses to command strength except for promotion to the grades of Corporal or Private 1st Class. 10. Promotions to grades of Private 1st Class and Corporal are not affected by quota system of control for promotion of airman. Commanders may continue to accomplish such promotions under existing directives, i.e. AFR 39-30 and AFLtr 39-9. 11. Request this headquarters be advised not later than 5 June 50 of the total number of quotas alloted your command not utilized in order to accomplish reallocation. 12. Request acknowledgement and verification of stated quotas.

CG, ConAC

Neal J. O'Brien
Colonel, USAF
Air Adjutant General

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Mil Pers-F-G x 5114
Lt. G. P. Floyd/jjm

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AVIATION CADET (PILOT & NAV) - OFFICER CANDIDATE

PROCUREMENT PROGRAM

Covering Total Period FY 1950

July 1949 - June 1950

	AVIATION CADET			NAVIGATION			OCS		
	Int	Exam	Acc	Int	Exam	Acc	Int	Exam	Acc
FIRST AIR FORCE	2949	505	306	484	43	30	1100	211	196
FOURTH AIR FORCE	1505	352	274	188	29	25	578	122	117
NINTH AIR FORCE	2391	204	108	722	9	8	1734	123	129
TENTH AIR FORCE	4192	750	531	748	113	88	1599	269	252
TWELFTH AIR FORCE	999	193	153	127	24	15	633	172	165
FOURTEENTH AIR FORCE	2023	617	296	333	77	50	607	150	168
CONAC TOTAL FY '50	14059	2621	1668	2602	295	216	6251	1047	1027

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, N. Y.

20 Feb 1950

Mil Pers-D 210

SUBJECT: Procurement Advertisement Promises Vs Current Strength Reduction Program

TO : Director of Military Personnel, Headquarters USAF, Washington, 25, D.C.

1. Reference is made to the current strength reduction program which has been made necessary due to budgetary limitations and in particular to AF Letter 36-3 and AF Letter 36-26. It has been brought to the attention of this headquarters that the current reduction in strength of the Air Force is having serious repercussions in the field of aviation cadet and officer candidate procurement which is one of the responsibilities of this command.

2. During the month of November 1949 approximately twenty-four hundred (2400) pilots were separated and approximately twelve hundred (1200) pilots were placed on a permanent non-flying status under provisions of AF Letter 36-3. This headquarters was advised in letter, your headquarters, file AFPMP-11, subject: "Relief of Rated and Non-Rated Reserve Forces Officers from Extended Active Duty and Conversion of Rated Reserve Forces Officers to Non-Flying Status under Provisions of AF Letter 36-26," dated 25 November 1949, that "The pilot strength of the Air Force must be reduced to a total of twenty four thousand (24,000). The twenty four thousand who are to remain on pilot status, must, therefore, be the most fully or potentially qualified to perform pilot duties under combat conditions." It is noted that the projected quota for relief under AF Letter 36-26 included a quota for Second Lieutenants. Such officers willnot have completed or had the opportunity to complete three (3) years extended active duty following graduation from flying school as is "promised" them in current advertising for the Aviation Cadet Program (See Inclosures 1,2,3,4 and 5). Although your message, your headquarters, AFPMP-11 12433, dated 19 December 1949, authorized substitution of First Lieutenants for Second Lieutenangs against the quotas allotted under AF Letter 36-26, it would appear that the United States Air Force Aviation Cadet and Officer Candidate Procurement Programs are entirely out of line and are in complete discrod with current thinking and strength reduction in the Air Force. Therefore, some revision in the current recruiting advertisements to omit any promise of a "guaranteed job for three years following graduation", closely coordinated with and tied in with the strength reduction program, is considered mandatory.

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Hq ConAC Mil Pers-D 210 Subj: Proc. Adv. Promises vs Current Strength Reduction Progr. cont.

3. Inclosure #6, taken from the Trenton Evening Times, 12 January 1950, indicates a type of thinking which may defeat the procurement ovjective of getting young college graduates to undertake Aviation Cadet training. In addition, some officers who were undergoing pilot training in grade have been selected forseparation. (Inclosure #7). This information will undoubtedly be capitalized on by newspapers and in all probability will tend to discourage eligible canddiates from applying for pilot training.

4. It is recognized that approximately thirty five thousand dollars ($35,000) is spent on each cadet who successfully completes pilot training, It is further recognized that some cadets who successfully complete pilot training, receive their wings and Second Lieutenant commissions, may be less desirable for retention on extended active duty than a USAFR officer who may have more than three years extended active duty to his credit, when a comparison is made of the dollar and cents value of the daily contribution to the United States Air Force made by each. The question arises as to whether or not it is wise to continue to train pilots at the present rate, and to relieve them from active duty under strength reductions which may be ordered again in the future. The United States Air Force can only hope that these embittered officers will remain active in the USAFR program to provide a ready source of pilots for any future emergency.

5. In view of the information set forth above, it is recommended that the advertising published by Recruiting and Procurement Agencies be immediately revised to prevent issuance of false promises to future Aviation Cadets and Officer Candidate School applicants. Concurrently, it is recommended that consideration be given to permitting graduates of pilot training and officer candidate schools to remain on extended active duty until they have completed an initial three year tour, except in cases where AF Regulation 36-2 might apply.

6. It is requested that this headquarters be advised action contemplated.

FOR THE COMMANDING GENERAL:

/s/ Neal J. O'Brien
/t/ NEAL J. O'BRIEN
Colonel, USAF
Air Adjutant General

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Ltr fr ConAC dated 20 Feb 50, Subj: Promurement Promises vs Current Strength Reduction Program

AFPMP-1l 1st Ind 6 Apr 50

Dept of the Air Force, Hq, USAF, Washington 25, D.C.

TO: Commanding General, Headquarters Continental Air Command, Mitchel Air Force Base, New York, N.Y.

1. This Headquarters also has been aware of the adverse effect upon aviation cadet and officer candidate procurement of the strength reduction programs announced by AFL's 36-3 and 36-26. Consequently, the practice of using the word "guaranteed" as it appeared in press releases from Hq Air Training Command has been discontinued. Statements in advertisements or fact sheets which refer to a three year tour of active duty for newly-commissioned officers are not considered promises by this Headquarters. However, because of the inferences which have been drawn, consideration will be given to modifying future copy in such a manner that no possibility of any misunderstanding will exist. A full three-year tour of active duty is dependent primarily upon the performance of duty of the officer.

2. You are further advised that the selection of sutable themes for procurement advertising has been and will continue to be a matter of constant study and that in the selection of officers to meet strength reduction quotas maximum consideration will always be given to those officers in their initial tours of duty.

BY COMMAND OF THE CHIEF OF STAFF:

/s/ R. W. Hall
/t/ R. W. HALL
Colonel, USAF
Asst Dir of Mil Pers.

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n/c

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Monthly Staff Historical Report
Air Provost Marshal
April 1950

* * * * * *

CORRECTIONS DIVISION:

a. Analysis of confinement records for Continental Air Command indicates that during the month of April 9,985 days were lost through guardhouse confinement. This represents a loss of 79,880 work hours. Computing 2,080 work hours in the calendar year, this reduces itself to approximately 39 calendar years. This is an increase of 249 days over the preceding month of March, when a total of 9,738 days were lost to guardhouse confinement.

b. Using the cost analysis established in last month's historical report, the cost to the government is $214.41 per month per prisoner. This represents a confinement cost of $88,122.51 for the month of April. This result is based on a total of 411 prisoners.

c. The Prisoners' Analysis Chart for the month of April does not vary materially from the pattern established by the consolidation given in last month's report. The pattern indicates the following facts:

(1) AWOL is still the greatest disciplinary problem. The average age of this type of offender remains at 22 years. However, there is a slight decline in percentage of AWOLs, the figure being reduced to 71% as against 74% for the preceding months. It is impossible at this time to attribute this decrease to any one factor. In last month's report the prognosis was that there would be a general decline in the number of AWOLs due to the fact that the ConAC Provost Marshal Information Bulletin had stressed this subject, bringing it to the attention of all commands. It is hoped that this month's drop is an indication of such a trend.

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Monthly Staff Historical Report
Air Provost Marshal
June 1950

* * * * * *

CORRECTIONS DIVISION:

a. There has been a reduction in prisoner strength and rate per thousand throughout the entire command for the month of May. The new rate of 3.8 per thousand establishes an all-time low since July 1948. The Twelfth Air Force had the lowest confinement rate of 2.9 while First Air Force was high with a rate of 6. There is a continuing decrease in the number of persons confined, which is believed due to the increased effort toward using other forms of punishment, as well as the stricter adherence to the new policy of confining individuals only as a last resort. This precept has been constantly brought to the attention of all air provost marshals and is being passed on to unit commanders.

(1) May revealed the first appreciable drop in rate since December 1949 and the general conditions indicate that this rate may be bettered in the future. While the total offenses throughout the command indicate an increase for May, this upsurge is confined to minor offenses which will not affect confinement records.

(2) Statistics in May indicate a total of 8,675 days lost through confinement, which brings the total to 58,171 man days lost since February of this year. The fact that over 125 calendar years were lost to constructive employment during a four-month period should justify an "all-out" effort to reduce confinement rates by applying the principles of leadership and discipline, and substituting preventive measures for punitive action.

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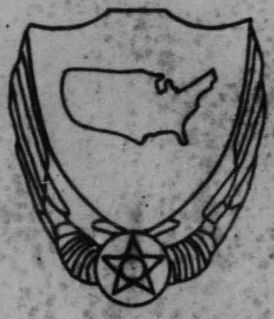

JANUARY 1950 - JUNE 1950

VOLUME V

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE RESERVE
ROBINS AIR FORCE BASE, GEORGIA 31093

HO 3 August 197

Declassification of Histories

Albert F. Simpson Historical Research Center
Archives Branch (3362/RSA)
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 40 - 30 Jun 50, Narrative Volumes, 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 40 - 31 Dec 49, Narrative, Sections One through Six.

FOR THE COMMANDER

Donald T. Campbell

DONALD T. CAMPBELL
Director of Historical Services

Copy to: AFCHO

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HISTORY
of the
CONTINENTAL AIR COMMAND
for
1 January - 30 June 1950

VOLUME FIVE: MATERIEL

Prepared by: Dr. D. W. Mitchell

Directorate of Historical Services
Office of the Air Adjutant General
Continental Air Command

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SPECIAL NOTE

Documents 1-89[1], inclusive, are contained in this volume; documents 89[2] - 187, inclusive, are bound separately.

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CHAPTER ONE

Aircraft Procurement and Distribution

A glance at the tables in the pages following will indicate clearly the airplane strength of the Continental Air Command (ConAC) during the first half of 1950. The reader will note that as of 31 December 1949 ConAC possessed a total of 5213 planes. About half of these, mostly of the older types, were operated by the Air National Guard. The Air Reserve units had at their disposal 1393 planes, nearly all of which were trainers or cargo planes. At the same time the Regular Air Force flew 1434 planes, or about 29% of the total. These latter airplanes were, roughly speaking, the first line aircraft and included the more modern squadrons of fighters, trainers and cargo planes, together with a small number of bombers, reconnaissance planes, and special types.

The experienced reader might well note one other peculiarity, namely the large number of types of planes flown. In all, ConAC possessed three types of bombers, seven of cargo planes, seven of fighters, four of liaison aircraft, three of reconnaissance types, eleven of trainers, and seventeen of miscellaneous aircraft -- a grand total of fifty-two models. No other command compared with ConAC from the standpoint of sheer variety of aircraft in use.

The slightly smaller number of planes on hand as of 30 June 1950 indicated that ConAC was losing aircraft more rapidly than

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CONTINENTAL AIR COMMAND

Aircraft on Hand

Type Aircraft	As of 31 December 1949				As of 30 June 1950			
	Regular Air Force	USAF Reserves	Air Nat'l Guard	Total	Regular Air Force	USAF Reserves	Air Nat'l Guard	Total
B-26	23	89	221	333	1	87	200	288
B-29	9	-	-	9	8	-	-	8
B-45	33	-	-	33	37	-	-	37
Total Bombers	65	89	221	375	46	87	200	333
CB-25	4	-	-	4	1	-	-	1
C-119	14	-	-	14	81	-	-	81
C-45	80	-	2	82	51	1	2	54
C-46	-	281	-	281	-	288	-	288
C-47	137	42	148	327	110	45	166	321
C-54	27	-	0	27	38	-	-	38
C-82	101	-	-	101	56	-	-	56
Total Cargo	363	323	150	836	337	334	168	839
F-47	-	-	497	497	-	-	471	471
F-51	22	-	934	956	14	-	906	920
F-80	100	-	117	217	33	1	120	154
F-82	63	-	-	63	58	-	288	346
F-84	259	-	20	279	191	-	-	191
F-86	142	-	-	142	277	-	-	277
F-94	-	-	-	-	3	-	-	3
Total Fighters	586	-	1568	2154	576	1	1785	2362

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Aircraft on Hand
(Cont'd)

Type Aircraft	As of 31 December 1949				As of 30 June 1950			
	Regular Air Force	USAF Reserves	Air Nat'l Guard	Total	Regular Air Force	USAF Reserves	Air Nat'l Guard	Total
L-4	-	-	-	-	-	2	-	2
L-5	5	-	-	5	1	1	-	2
L-13	20	-	-	20	15	-	-	15
H-5	2	-	-	2	2	-	-	2
Total Liaison	27	-	-	27	18	3	-	21
T-6	130	350	245	725	104	1	264	369
T-7	5	71	-	76	-	151	-	151
T-11	-	282	33	315	-	340	31	371
T-33	10	-	-	10	32	-	-	32
TB-17	1	-	-	1	1	-	-	1
TB-25	70	-	-	70	43	-	-	43
TB-26	41	2	100	143	15	2	110	127
TF-47	-	-	13	13	-	-	17	17
TF-51	10	-	27	37	13	-	22	35
TRF-51	-	-	6	6	-	-	6	6
TC-46	-	276	-	276	1	277	-	278
Total Trainers	267	981	424	1672	209	771	450	1430
RB-26	17	-	-	17	16	-	-	16
RF-80	10	-	-	10	19	-	-	19
BF-51	-	-	17	17	-	-	15	15
Total Reconnaissance	27	-	17	44	35	-	15	50

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Aircraft on Hand
(Cont'd)

Type Aircraft	As of 31 December 1949				As of 30 June 1950			
	Regular Air Force	USAF Reserves	Air Nat'l Guard	Total	Regular Air Force	USAF Reserves	Air Nat'l Guard	Total
VB-17	1	-	-	1	1	-	-	1
VB-25	4	-	0	4	3	-	-	3
VB-26	7	-	-	7	-	1	-	1
VC-47	12	-	4	16	15	-	5	20
VC-53	-	-	1	1	-	-	1	1
G-15	51	-	-	51	38	-	-	38
BF-47	-	-	1	1	-	-	1	1
PT-13	1	-	-	1	-	-	-	-
SB-17	-	-	-	-	1	-	-	1
Q-14	10	-	-	10	1	-	-	1
YG- 5	4	-	-	4	-	-	-	-
YH- 5	-	-	-	-	4	-	-	4
YG-13	4	-	-	4	2	-	-	2
DC-45	3	-	-	3	2	-	-	2
ZL- 4	1	-	-	1	-	2	-	2
ETB-25	1	-	-	1	-	-	-	-
EF-80	-	-	-	-	1	-	-	1
Total Misc.	99	-	6	105	68	3	7	78
GRAND TOTAL	1434	1393	2386	5213	1269	1199	2625	5113

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replacements were becoming available. The Regular Air Force planes declined some 10% in number in the face of an overall decrease of about 2%.

Aircraft procurement was not on as large a scale as enthusiastic airmen might have wished. The most significant activity was in the field of fighter aircraft. Here the trend was one of retiring from the Regular Air Force units, the F-80's and F-82's, as well as the earlier F-84's and re-equipping squadrons with new F-86's and F-94's. The C-119 figured most largely in projects designed to gain more modern cargo aircraft while projects calling for C-124's were just around the corner. A few of the new high speed T-33 jet type trainers were becoming available, though hardly at a rate commensurate with the retirement of older types. No other types of planes were being procured in significant numbers.

Fighters:

No less than four of the important procurement projects concerned the F-86. The earliest in point of time was CNCOPF-161. This plan was drawn up in 1949 and provided for the delivery of 83 F-86As to the 81st Fighter Wing. Most of the planes had been ferried to their destination the preceding year but on 28 January the last aircraft was delivered, effectively closing the project.[1/]

1/ History of the Aircraft Distribution and Accountable Section, Directorate of Maintenance, Supply and Services for January 1950.

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Even before this a second F-86A plan, CNCOPF-25, likewise dating to 1949, had become active. On 17 January the first six aircraft were released to ConAC ferry pilots who delivered them to the 33rd Fighter Wing. During February and March an orderly flow of new planes was maintained. By the end of the latter month 72 had been delivered and the last aircraft in the group were ferried to their destination in April.[2/]

Project CNCOPF-112 called for the equipping of the 56th Fighter Wing with F-86As. When the project was announced, ConAC planned a time schedule for initiating coordination with the Strategic Air Command and North American Aviation whereby March Air Force Base could be used as a staging area and for employment of an automatic pickup and delivery system previously utilized by the 33rd Fighter Wing. The schedule was designed to permit completion of the coordination in about sixty days before any F-86's were actually available -- a time interval sufficient to allow for needed transition training of pilots and maintenance men. However, the manufacturers showed unexpected speed in meeting their commitments and it proved necessary to issue new instructions in order to insure preparedness by the Tenth Air Force to handle its planes as soon as they were available. Deliveries started in April, a full month before they were scheduled, and were expected to continue into

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2/ History of the Aircraft Distribution and Accountable Section, Directorate of Maintenance, Supply and Services for February and April 1950. A large portion of this chapter has been based upon the excellent monthly histories prepared by the Aircraft Distribution and Accountable Section, Directorate of Maintenance Supply and Services.

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August[3] though the delivery record of North American Aviation gave some reason for doubting whether that much time would be required. As of 30 June 48 of these planes had been received.[4]

The fourth F-86 project was CNCOPF-102. This was a comparatively small affair designed to provide nine planes as replacements for attrition in the Fourth and 81st Fighter-Interceptor Groups. Deliveries were sandwiched in between those on the two later projects and CNCOPF-102 was completed on schedule.[5]

Later in point of time were three projects involving the replacement by F-94s of older type planes. The first of these, CNCOPF-97, was given to ConAC in February and called for the delivery, beginning in June, of F-94As to the 56th Fighter Wing.[6] After a thorough study of its air defense requirements ConAC requested authority to divert these newest fighter planes into the 325th Fighter, All-Weather, Wing at Moses Lake and McChord Air Force Bases. In these locations they would be in a position to guard the Pacific Northwest. The United States Air Force (USAF) granted the authority, establishing Project CNCOPF-108. At the

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3/ 1. TWX, MCMSXB4-3-303-M, CG, AMC to ConAC, March 1950
2. TWX, C___, ConAC to CG, 10AF, April 1950
3. Ltr, ConAC to AF Office in Charge, Los Angeles AF Field Procurement Office, North American Aviation Inc., subj: "Project CNCOPF-112," undated
4. Ltr, ConAC to CG, 10AF, sub: "Project CNCOPF-112," 30 Mar 1950

4/ History of the Aircraft Distribution and Accountable Section, Directorate of Maintenance, Supply and Services, May, June 1950

5/ History of the Aircraft Distribution and Accountable Section, Directorate of Maintenance, Supply and Services, April 1950

6/ History of the Aircraft Distribution and Accountable Section, Directorate of Maintenance, Supply and Services, February 1950

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same time the 56th Fighter Wing, with the responsibility of guarding Detroit, Chicago, Cleveland and other great cities, was not neglected but received F-86s under Project CNCOPF-112, previously mentioned.

CNCOPF-108 proved to be an unusually interesting and somewhat complicated project. The schedule called for the delivery of the first planes in April but did not provide for a continuous flow of aircraft. Thirteen were to be delivered as soon as possible but the remaining 26 would then wait until another quota of 13 had been sent to Alaska, an arrangement which precluded the establishment of a system for automatic pickup and delivery. The division of planes between two bases was another complicating factor. The first F-94 was deliv ered in May, earlier than expected, but the development of a parts problem upon the part of the contractor held back later deliveries. Only five planes were delivered in June and the balance of the first 13 were not expected prior to September.[7/]

Several other projects involving F-94s were in the formative stage during the Spring months of 1950. One of these, CNCOPF-114, called for the equipping with 26 planes of the 52nd Fighter Wing at McGuire Air Force Base, was released on 19 April 1950. The delivery time was expected to run from September to mid-November.[8/]

7/ 1. TWX, MCMSCB4-3-355-M, AMC to ConAC, 14 April 1950
2. History of the Aircraft Distribution and Accountable Section, Directorate of Maintenance, Supply and Services, March, April, May and June 1950.

8/ 1. TWX, MCMSXB4-4-246-M, AMC to ConAC, 19 April 1950
2. History of the Aircraft Distribution and Accountable Section, Directorate of Maintenance, Supply and Services, June 1950.

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The re-equipping of squadrons with F-86s and F-94s paved the way for disposal or transfer to second line units of the older types of combat aircraft. These included F-80s (which were superseded by F-86s) and F-82s (which were replaced by the F-94s). They also included the earlier planes of the F-84 type, a model which had given unusual difficulty during the preceding year.[9/]

All in all, ConAC was probably happiest to witness the departure of the F-82s. Not only were these planes extraordinarily complicated and expensive from the maintenance standpoint, but they were also the last model of conventional planes in a fighting force that was rapidly becoming all jet.[10/]

One of the first effects of Project CNCOPF-108 was to "kill" Project CNCOPF-44. In its original form this project had been set up to provide both the 52nd and 325th Fighter All-Weather Wings with five F-82Es for use as transition and instrument trainers. Later, when the spare part situation became critical, the project was doubled to provide for cannibalization. When the decision was made to equip the 325th with F-94s, these F-82s became unnecessary. Nor would they long be needed in the 52nd Fighter Wing which was also scheduled to get F-94s. Hence, ConAC requested of USAF and received cancellation of the project.[11/]

9/ SECRET History of the Continental Air Command, 1 December 1948-31 December 1949, Volume V, Chapter II.

10/ SECRET History of the Continental Air Command, 1 December 1948-31 December 1949, Volume V, Chapter III.

11/ 1. TWX, MS&S-S 7464, ConAC to USAF, 28 March 1950
2. TWX, NAFODA 29052, USAF to ConAC, 30 March 1950

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This, however, was not the last heard of the matter. Since the 52nd Fighter Wing would not be equipped with F-94s for several months it was allotted six F-82Fs to use for parts. Other planes of the type were to be delivered in "as is" condition to the Mobile Air Materiel Area (MOAMA) for final disposition. Some of the aircraft were first scheduled for a stop at McGuire Air Force Base to shed their radar equipment prior to continuing on the MOAMA. The slowness with which the F-94s were added had the effect of slowing down this disposal project which made very little headway during June.[12/]

The most important plan affecting F-80s was AMCOSF-41. This authorized the transfer of eighty-three F-80A planes from the 56th Fighter-Interceptor Wing to MOAMA. The plan of action called for the release of the F-80s in tempo with the arrival of F-86s so that the squadron could preserve its tactical strength. This objective was not wholly reached when MOAMA, pleading a temporary inability to accept the F-80s due to atmospheric conditions, was unable to accept planes at as high a rate as the new F-86s were being delivered. Thus, no further progress was made in June save that AMC agreed to accept aircraft at an installation other than mobile. By the end of May only forty-four planes had been sent to MOAMA.[13/]

12/ 1. TWX, ConAC to USAF, 18 April 1950
2. History of the Aircraft Distribution and Accountable Section, Directorate of Maintenance, Supply and Services for May, June 1950

13. 1. TWX, AMC to ConAC, 6 April 1950
2. History of the Aircraft Distribution and Accountable Section, Directorate of Maintenance, Supply and Services for May, June 1950

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Other projects involving the transfer of F-80s were mostly of small dimensions. Under AMCOSF-109 one excess F-80B was disposed of during March.[14] A month later three F-80As were moved from Selfridge to Air Training Command under TRCOSF-116. One project, CNCOSF-39, involved the modernization of 20 RF-80As, from Shaw and five F-80Bs from Biggs Air Force Bases.[15] Such a project, involving as it did, a comparatively old plane, was an eloquent testimonial to the respect in which the F-80 was commonly held -- a sentiment shortly to be justified by its performance in the Korean War.

The F-84 was also the subject of a number of transfer projects. During the preceding year this plane had given a great deal of trouble due to structural weaknesses and excessive maintenance troubles that arose in consequence. An extensive modernization program had therefore been pursued through the latter half of 1949 and early 1950. However, when the Republic production line closed down, two F-84Cs had been overlooked and these were transferred to other major commands. The largest project, however, was ANGOST-70 which involved the release of F-84C from Otis Air Force Base to the Air National Guard (ANG). The project started slowly due to the necessity of maintaining an adequate combat force while the 33rd

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14/ TWX, AMC to ConAC, undated

15/ History of the Aircraft Distribution and Accountable Section, Directorate of Maintenance, Supply and Services for April 1950

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Fighter Wing converted to F-86s. Also, the desirability of avoiding an avalanche of unsatisfactory reports from the Air National Guard units receiving the F-84Cs dictated extra precautions in preparing these planes for transfer. However, by the end of March no less than 65 had been released to the ANG and the small remaining number was similarly moved during April and early May.[16/]

Trainers:

Very closely connected with the question of fighters was that of training planes. With the approach of an all-jet fighter force the earlier type of trainers became inadequate and emphasis was laid on disposal of existing trainers and acquisition of new T-33 trainers appropriate for a fast, jet propelled fighter force.

Probably the most striking feature of the half year was the disposal of or transfer of a very large number of T-6 trainers. Under project AMCOST-22 most planes of this type were to be returned to North American Aviation, Inc. Here they were to be modernized and then shipped as part of the Military Assistance Program to signers of the North Atlantic Pact. No less than 75 were sent to North American by the end of February. However, ConAC delivered T-6Cs to their destination so promptly and in such great numbers that North American complained that their storage and parking facilities were saturated. AMC thereupon requested ConAC to slow down and make no more mass deliveries.

16/ History of the Aircraft Distribution and Accountable Section, Directorate of Maintenance, Supply and Services for March, April 1950

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This request created new difficulties. It was not possible to stop aircraft which were already enroute. Other aircraft had been prepared for shipment and were crowding maintenance areas at Air Force Reserve Training Centers (AFTRCs). Further, the planes had to be disposed of before the end of the fiscal year while funds were still available. When these circumstances were brought to the attention of Air Materiel Command (AMC) the latter headquarters proved cooperative. It cut off AMCOST-22 at the 82 planes already delivered and revived STOOST-15 to provide for storage at San Bernardino Air Materiel Area (SBAMA) of the 40 planes not yet delivered.[17]

This action did not solve the problem presented by T-6 trainers no longer useful in the training program. For some time both ConAC and AMC had been urging more far-reaching action upon the part of USAF. At last USAF proved responsive and scheduled all the unwanted T-6s for removal from the Regular Air Force by the end of the Fiscal Year.[18] ConAC units then put forth strenuous efforts and by the end of March had delivered 65 planes under project STOOST-49. During April the last T-6C was delivered to SBAMA under STOOST-15, and

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17/ TWX, MCMSXB4-3-105-E, AMC to ConAC, 8 March 1950
2. TWX, MS&S-S 6416, ConAC to AMC, 10 March 1950
3. TWX, MCMSXB4-3-185-E, AMC to ConAC, 13 March 1950
4. History of the Aircraft Distribution and Accountable Section, Directorate of Maintenance, Supply and Services, February 1950
5. SECRET Ltr, AMC to USAF, sub: "Reallocation of T-6 Type Aircraft", 21 Feb 50

18/ TWX, MS&S-S 7235, ConAC to all ConAC AF's, 22 Mar 50

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STOOST-49, calling for 150 T-6Ds had likewise been finished. There remained 110 T-6D-Fs and these were acceptable at San Antonio Air Materiel Area (SAAMA) under project STOOST-41. Though this arrangement was set up in mid-April it still proved possible for ConAC to dispose of 48 trainers by the end of the month. An attempt was made to dispose of the remaining 62 during May. By a close margin the attempt failed. However, on 16 June the last T-6 was delivered.[19/]

Parelleling the phasing out of T-6s from ConAC units was a program of acquiring later and more serviceable types of trainers. The largest project of this nature ADC9ST-8 which called for the acquisition by reserve units of 135 planes in AMC storage. This project ran from September 1949 to March 1950, being completed in the latter month. Other projects were quite minor. CNCOST-63 ran through June and involved eight planes from AMC to Reserve units. Three additional planes were acquired under CNCOST-68 and one under CNCOST-32.[20/]

Somewhat more use of T-11s was made in the Reserve program though most of these planes were on hand prior to 1 January 1950 and were not, therefore, involved in projects. In March ADC9ST-9

19/ 1. History of the Aircraft Distribution and Accountable Section, Directorate of Maintenance, Supply and Services, March, April and June 1950
2. TWX, MCMSXB4-4-225-E, AMC to ConAC, 18 Apr 1950

20/ 1. History of the Aircraft Distribution and Accountable Section, Directorate of Maintenance, Supply and Services, March and June 1950
2. Information conveyed orally by Mr. Andrew Angelo, 17 Aug 1950

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was finished. Like its companion projects it involved the transfer of planes from AMC, in this instance 78 T-11s. In April project A256-SA calling for 50 more planes was finished, and an equal number, transferred from the SAAMA, was called for by A284-SA. Besides these comparatively large movements of planes there were several minor projects which involved only one or two planes, needed to replace normal attrition.[21/]

While T-7s and T-11s were regarded as fairly satisfactory for reserve forces, the real interest of ConAC lay in the T-33 trainer. This plane had been used for the advanced training of pilots of jets in Regular Air Force units and had given good service. However, the procurement situation was somewhat critical as regards T-33s. When the transition of the 325th Fighter Wing to F-94s was announced it immediately posed a difficult problem. At the time it appeared to be impossible to supply trainers from new production and plans were prepared for the transfer to two jet trainers each from the 56th and 78th Fighter Wings.[22/] However, good fortune came to the rescue of these units. Plans for the flying of newly produced trainers to Europe in Exercise Fox Able 3 were delayed and this made it possible to launch project CINCOPT-43 which called for the delivery of 38 T-33s to tactical units of ConAC.[23/]

21/ History of the Aircraft Distribution and Accountable Section, Directorate of Maintenance, Supply and Services for March, April and June 1950

22/ TWX, MS&S-S 7775, ConAC to CG, 4th and 10AF's, 29 Mar 1950

23/ History of the Aircraft Distribution and Accountable Section, Directorate of Maintenance, Supply and Services for April 1950

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Because of other demands the actual flow of T-33s proved a slow one. Project CNCOPT-62 was launched to provide eight trainers for Selfridge and this comparatively small project was completed in June. In April five planes under CNCOPT-43 were sent to McGuire Air Force Base to satisfy the most urgent requirements of the 325th. However, there were no deliveries in the two months following. Pressure on USAF finally resulted in a promise of four trainers during July with a regular flow thereafter until the quota was filled.[24/]

Cargo Planes:

The general picture regarding cargo planes during the first half of 1950 was at least as active as in the case of trainers. There was considerable shifting and reconditioning of the older models of planes, attempts to avoid unwanted transfers of ancient models, and efforts to get a goodly share of the new C-119s as they came off the production lines.

C-45s did not receive much attention. The only project concerning them was A-285-SA which involved the reconditioning of 36 of them. This project made smooth progress until it was completed in April.[25/]

24/ History of the Aircraft Distribution and Accountable Section, Directorate of Maintenance, Supply and Services for June 1950

25/ History of the Aircraft Distribution and Accountable Section, Directorate of Maintenance, Supply and Services for April 1950

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Likewise only one project was involved in the case of C-46s but this one was large and somewhat controversial. Under CNCOSC-93R ConAC Reserve units were scheduled to absorb 60 C-46D planes from the Far Eastern Air Force (FEAF) without losing a corresponding number of other aircraft. Since ConAC storage facilities were inadequate and the C-46s were generally in bad condition this project was viewed with deep suspicion. The personal intervention of General Whitehead brought about a compromise under which ConAC was to accept 38 planes -- after they had been screened for condition at the Ogden Air Materiel Area (OAMA). This agreement would equip all C-46 Reserve Troop Carrier units with 18 planes with two extras held in flyable storage as support aircraft. Implementation of the compromise proved to be unusually slow and it was not until June 1950 that the first reconditioned C-46D was delivered. Three other aircraft were taken in "as is" condition for ground training use.[26/]

Under project AVOSC two C-47s were lost as excess in March. Later project FAFOSC-73 took two to FEAF. These were only a prelude to AMCOSC-160 under which ConAC reluctantly transferred no less than 23 large cargo planes to AMC. However, the largest pro-

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26/ 1. History of the Aircraft Distribution and Accountable Section, Directorate of Maintenance, Supply and Services for February, March and June 1950

2. Ltr ConAC to USAF, sub: "Assignment of C-46 Aircraft to Reserve Program", undated.

It is interesting to note that ConAC did not at first object to the assignment of C-46s which seemed to provide the aircraft for carrying out a cherished ambition; the conversion of its Reserve light bomber units to Troop Carrier units. However, USAF disapproved this plan.

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ject of the year was A-241-SB which called for the reconditioning of 130 C-47s. Announced in December, this plan remained dormant for three months. Then suddenly in March SBAMA requested the immediate delivery of 15 aircraft. This surprise request was followed by another for 85 planes in April and a third for 11 aircraft in May.[27]

The more recent models of cargo planes flown by ConAC were the C-54, C-82, C-119 and C-124. The first and last named did not play much of a role in distribution and transfer projects. C-54s represented a desirable type of plane and were increased slightly (27 to 38) during the period covered by this study. The C-124 was the newest type of cargo aircraft but was so new that it was not found in the command. The only project connected with it, CNCOPF-108, for 39 planes, remained almost entirely inactive though it did indicate the likelihood of future problems.[28]

On the other hand, numerous activities were concerned with both the C-82 and C-119. In general ConAC desired to relieve itself of the C-82s but was partly dependent for speed in doing so upon the rapidity with which C-119s could be gotten as replacements.

27/ History of the Aircraft Distribution and Accountable Section, Directorate of Maintenance, Supply and Services for March, April and June 1950

28/ History of the Aircraft Distribution and Accountable Section, Directorate of Maintenance, Supply and Services for February 1950. The major problem referred to was the difficulty of finding adequate hangars, runways and parking areas for so huge a plane. There was some discussion of transferring the 62nd Troop Carrier Wing to either Kelly Field, Texas or Victorville, California, in order to get more nearly adequate facilities.

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In February 11 C-82As were transferred under project MACOSC-130. Project MATOSC-29 was active throughout the six months period but moved very slowly since it was tied up directly with C-119 procurement, C-82s being released as planes of the newer type became available. During April the work load imposed by Exercises "Portrex" and "Swarmer" further slowed disposal action. Nevertheless, four planes were turned over to the Military Air Transport Service (MATS) in April and 20 in May. This left on hand at Sewart Air Force Base a total of 56. Thirty-three of these were expected to be transferred to the ANG and the remainder to be used as either unit equipment for the 2601st Assault Squadron or as replacements for C-47s serving with Fighter Units.[29]

The only project dealing directly with C-119 procurement was CNC9FT-98 which called for the equipping of the 314th and 316th Carrier Groups with 84 C-119s. This project was slow in getting started but in March and April gathered headway. By 31 May 73 of the big cargo planes had been delivered at Sewart. Eleven more in June closed the first phase of the project. Forty-four additonal planes were to be delivered at a later date, following the equipping of another major command.[30]

29/ History of the Aircraft Distribution and Accountable Section, Directorate of Maintenance, Supply and Services for March, April and May 1950

30/ History of the Aircraft Distribution and Accountable Section, Directorate of Maintenance, Supply and Services for March, April, May and June 1950

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Bombers:

Bombers have never been the most important type of ConAC aircraft and the bomber force of ConAC declined by approximately one-third during this period (see Table 1). Nevertheless a certain number of bombers are operated and several projects affecting them were of some importance.

These projects of the earlier months of 1950 were SACOSB-84 and TRCOSB-85 and STOOSB-90. These three had the effect of greatly reducing the bomber strength by placing excess B-26s and 35 B-25s in storage at OAMA and Pyote Air Force Base. Completion of these projects removed all aircraft of these types from inventory that had become surplus to projected requirements.[31/]

Two other projects concerned bombers. The first was A-346-OC which provided for the complete overhaul and reconditioning of the small number of B-29s which ConAC operated mainly for tow target and radar calibration purposes. This, however, was promptly cancelled. This was an unfortunate decision upon the part of USAF since ConAC maintenance personnel, for the most part none too familiar with bombers, could hardly provide the same level of maintenance as the Oklahoma City Depot.[32/] The other project was CNCOSB-145. This

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31/ History of the Aircraft Distribution and Accountable Section, Directorate of Maintenance, Supply and Services for February, March 1950

32/ Ibid

2. TWX, MS&S-M 6818, ConAC to AMC, undated

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was designed to provide the four B-29s authorized for the 2602nd Tow Target Squadron. This had been a long standing need of the Army for the training of anti-aircraft gunners. Unfortunately there seemed to be no likelihood of a rapid completion of the project since the planes had to be processed through an AMC depot for the installation of tow target equipment prior to their release to ConAC.[33/]

ConAC lost far more bombers than it gained during this period. One RB-26C was loaned to AMC to aid in a special test and finally kept under AMCOSB-166. Four B-45A planes excess to ConAC requirements were also left with AMC under AMCOSB-165 when the TO&E requirements for the 2602nd Tow Target Squadron of B-45s were reduced from 16 to seven and these four planes became excess.[34/] Ironically enough the one project designed to increase ConAC strength considerably in the bomber classification failed to become functional. Under CNC9PB-83 13 RB-45C aircraft were to be provided for the 363rd Tactical Reconnaissance Group at Langley. Deliveries were to start in June under Priority 3.

Summary:

On the whole during the period under consideration, the Command declined in strength both from the standpoint of absolute

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33/ TWX, MCMSXB4-3-449-M, AMC to ConAC, March 1950

34/ 1. TWX, MCMSXB4-4-380-M, AMC to ConAC, Spril 1950
2. TWX, MCMSXB4-4-196-M, ConAC to AF, Officer in Charge, North American Aviation, Inc., undated

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numbers and from that of the average age of planes. Procurement was limited to 215 planes. These included ten T-33s, 131 F-86s, six F-94s and 68 C-119s.[36] Projects for other types such as the C-124 and the F-89 were rumored to be enroute but had not become active as of 30 June.

36/ 1. History of the Aircraft Distribution and Accountable Section, Directorate of Maintenance, Supply and Services for April 1950

2. Information conveyed orally by Mr. Andrew Angelo, 17 August 1950

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CHAPTER TWO

Aircraft Maintenance

Fighters:

ConAC units operated five models of fighters during 1950. These were the F-80, the first jet and a dependable workhorse of some years standing, (2) the F-82 or double Mustang, complicated, propellor driven fighter which had given unusually great trouble in the past, (3) the F-84, a relatively new plane but with structural defects especially in the form of weak wings, (4) the F-86, a fast high altitude interceptor of minimum range, and (5) the F-94, newest of the fighters.

As noted in the preceding chapter, the number of each of these types did not remain constant but changed through the year. F-80s and F-82s were being phased out of the command and yielding place to F-86s and F-94s respectively.

The number of F-84s also tended to diminish, at least within the Regular Air Force as the earlier and more defective planes of this particular model were transferred to other units. It seemed quite likely that with the phasing out of the F-82s the Regular Air Force, if not the Reserve and ANG units, would shortly be all jet in their composition.

F-80 enjoyed the distinction of being the first jet fighter to be transferred to a National Guard unit. Several ANG stations had been covetous of the newer planes and hoped to have them assigned.

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The first unit to succeed was the 197th Fighter Squadron of the Arizona National Guard at Phoenix. In January the Adjutant General of the State of Arizona wrote the Commanding General, Continental Air Command, pointing out the advantages to be derived by equipping the local unit with jet planes. His letter apparently achieved favorable results. Luke Field in Arizona was placed on the priority list for National Guard units to be equipped with jets with the proviso that if F-84s were allotted the tip tank fuel load would be reduced when a temperature of 80° Fahrenheit was reached. Within a month and a half of the original request a decision was made to supply F-80s to the 197th Fighter Squadron. It was at first believed that action would not be taken until the latter half of the year but deliveries were made considerably earlier.[37/]

Since the F-80s were being phased out of the Regular Air Force and into National Guard units, the maintenance problems were not especially difficult. However, one matter did give some concern. During 1949 a Modernization Program had provided most F-80s with retractable rocket launchers. Experiment by the Air Materiel Command also suggested the desirability of fitting this plane with pylon bomb racks which could carry two 500 or 1000 lb.

37/ 1. SECRET Ltr with 5 Inds, 197th Fighter Squadron, Arizona National Guard to ConAC, sub: "Request for Jet Type Fighter Aircraft" 16 Jan 1950
2. SECRET Ltr General Whitehead to Colonel Bell, 24 Feb 1950
3. Ltr Colonel Bell to General Whitehead, 19 Jan 1950
4. SECRET History of the Continental Air Command, for 1949, Volume V, Chapters II and III

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bombs, though, due to the configuration of the plane, bombs and rockets could not be carried simultaneously. This matter was discussed for some months without final action being taken. Then when the Korean War suggested that all kinds of planes would find use and when the National Guard units themselves preferred the added armament a retrofit program was decided upon.[38]

Like the F-80s the F-82s were being phased out of ConAC during the period under consideration in this history. However, they were unlike the F-80 in that they were not being transferred to ANG units but were being disposed of altogether. The F-82 in its previous life with the command had shown itself to be a complicated plane whose main characteristics from the maintenance standpoint were its ability to develop "maladies" and an insatiable need for spare parts.[39]

The principal unit operating F-82s continued to be the 325th Fighter-All Weather Wing at McChord and at Moses Lake Air Force Base. This organization had registered several complaints during the preceding year regarding the unavailability of parts for repair purposes. Higher echelons in turn urged that corrective action be taken on the local level through an improvement of local supply procedures and supply requisitioning.[40]

38/ 1. CONFIDENTIAL Ltr, USAF to ConAC, sub: "Tactical Suitability Tests, F-80C with Pylon Bomb Racks" 20 Jan 1950
2. SECRET Ltr, TAC to ConAC, sub: "Retrofit F-80 and Pylon Racks" 12 Jul 1950

39/ SECRET History of Continental Air Command for 1949, Volume V, Chapter III.

40/ 1. Ltr with 1 Ind, Hq 325th Fighter Wing, AW to ConAC, subj: "AOCP Status of F-82 Aircraft" 20 Jan 1950
2. Ltr, 4AF to 325th Fighter Wing, AW, sub: "Stock Control Levels for F-82 Aircraft" 9 Feb 1950

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The spare parts situation for F-82 aircraft was complicated by the fact that F-82s were no longer being manufactured nor were their parts normally interchangeable with any other type of plane. Two projects noted in the preceding Chapter were designed to supply parts through cannibalization of extra planes where normal supply could not be depended upon. Speed density metering units, propellors and propellor regulators, V-1710-143/145 engines, and brake assemblies were all the subjects of anxious inquiries directed by ConAC to AMC early in the year. These parts were common to other fighters. Where parts were concerned cannibalization was almost necessary.[41/]

It would be logical to expect that new "bugs" would be unlikely to be discovered in a plane so long in use as the F-82. Yet this was not the case. Late in June it was necessary to place all F-82s on non-flying status as a result of fire hazards experienced during radar operations. Intensive heat developed at the panel assembly terminal block located in the left forward section of the radar observers cockpit. Modification was indicated even though all F-82s would shortly be replaced.[42/]

The F-84 like the F-82 had proved to be a "problem plane" during the preceding year. Both service testing and operation had revealed reasonably good operating characteristics combined with some excep-

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41/ Ltr, ConAC to 1AF, subj: "F-82 Maintenance Spares" 28 Feb 1950

42/ SECRET TWX, FW 52.252FG, 52nd Fighter Wing to 1AF, 26 Jun 1950

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tionally undesirable features. During 1949 the operation of F-84 squadrons had been accompanied by a host of maintenance problems. Some of these were of a routine nature and were to be expected in the case of any new plane. However, there were several more serious troubles. The worst of these arose from structural deficiencies in the F-84. In operation it had given evidence of extremely weak construction, especially in its wings. Pilots, unaccustomed to the plane, frequently subjected it to excessive stresses, with a resultant high rate of accidents.

In 1949 a Modification Program for F-84's had been instituted. This program was carried on during the early months of 1950 and by April was virtually completed.[43/]

Although the F-84 was not a new plane, some testing was undertaken during the year. In early 1950 the F-84D was field tested in connection with its use of the AIBM and AICM gunsight. In these tests 12 aircraft embodying two fixes were tested at Warner-Robins Air Force Base. The fixes included a three phase inverter, which was wired dirdctly to the sight, and a governor which was installed on the inverter. The purpose was to provide a satisfactory power supply for the sight. The result of this test was not wholly satisfactory although sufficient progress was made to indicate a virtual solution.[44/]

43/ SECRET History of the Continental Air Command 1 December 1948-31 December 1949, Volume V, Chapter II

44/ CONFIDENTIAL Ltr and 1 Ind, 14AF to ConAC, subj: "F84-D Aircraft Having Installed the AIBM and AICM Gun Sight" 5 Mar 1950

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Service tests of the F-84 were conducted during the Fall months of 1949. Though final data in the case of the F-84E had not come in until the end of the year nor was it made generally available until 1950. Phase I of these tests consisted of high altitude performance flights during which a maximum air speed of 565 miles per hour was attained. The altitude reached was approximately 48,000 feet. Indeed such speed at the altitude reached was believed to be the maximum possible. In Phase II the testing contained numerous high accelerations to determine the maximum acceleration obtainable at altitudes about 30,000 feet. In most cases the pull-ups were held until compressibility or stall buffet was encountered. It was discovered that a different point existed in the acceleration peaks above which buffet would be encountered during pull-ups.[45/]

As during the preceding year structural weakness of the wings proved to be an outstanding defect of F-84s although the F-84A-Cs had been sent back to Republic as had some later models. Wing repair had also been undertaken at the Air Materiel Areas, especially at Sacramento and Warner-Robins. Output at Warner-Robins was regarded as satisfactory, as it averaged two aircraft per day. But at the other depot the Modification rate for a team was only two planes a week.[46/]

45/ RESTRICTED Report, Engineering Division, ConAC, sub: "Flight Analyser Data from Accelerated Service Tests of F-84E Aircraft" 28 Dec 1949

46/ 1. TWX MS&S-M 15897, ConAC to 4AF, undated
2. TWX MS&S-M, ConAC to AMC, undated
3. History of the Aircraft Equipment Section, May, June 1950

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Certain aircraft were modified by Republic Aviation Corp., but still showed cracks in the upper wing skin. Upon inspection some of these were minor but in other cases excessive buckling and cracking occurred in the area of the guns and shell ejection doors. It even proved necessary to impose additional flight restrictions upon planes flying below 15,000 feet altitude.

Shaw Air Force Base in late June reported eleven planes affected by skin cracks in the area of Station 41. While not fatal, accidents were reported as a result of these deficiencies. It is not certain that these accidents would have been non-fatal had the planes been operated without extreme care for their structural weaknesses -- a solicitude impossible in the event of War.

Aside from the seemingly incurable wing malady, squadrons operating F-84s experienced few maintenance difficulties. The difficulties encountered during the preceding year in take-offs appeared to have been eliminated as there were fewer or no reports on aircraft unable to rise into the air after having reached take-off speed. Some questions on modification came up during the year. One of these was the matter of radar ranging. It was proposed by the contractor to install AN/APG-30 radar direction modernization. This could be done, however, by providing for flush intake ducts with the equipment mounted in the nose or by providing a nacelle, which would house the equipment and be mounted under the fuselage. The question was submitted to the United States Air Force but up to 30 June no decision was forthcoming.[47/]

47/ TWX, MCMMXT64-2-11-M, AMC to ConAC, 9 Feb 1950

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A minor maintenance task affecting ConAC was the delivery of 160 F-84Es to the United States Air Forces in Europe. These were originally scheduled to start 15 May 1950 and to proceed by the north Atlantic ferry route. The project involved the coordination of the United States Air Forces in Europe, Strategic Air Command, Continental Air Command, Air Materiel Command and Military Air Transport Service. The Continental Air Command operation of the project involved furnishing messing, billeting, refueling, oxygen, maintenance and station services at Turner and Otis Air Force Bases; ferrying F-84 aircraft from Republic Aviation Corporation to stations designated by Strategic Air Command; and providing emergency airlift for personnel or equipment as directed by the United States Air Force. As a result of delays decreed by Headquarters, United States Air Force, this project did not become operational during the period covered by this history.[43/]

By far the most numerous airplane in ConAC during this period was the F-86. As of 30 June 1950, there were almost as many F-86s in the regular tactical units as all other fighter types. Though F-86s had given noted service the preceding year, it was the first half of 1950 that witnessed a mass production which left this plane the typical ConAC fighter. In its operational characteristics the

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48/ 1. History of the Aircraft Distribution and Accountable Section, Directorate of Maintenance, Supply and Services, April 1950
2. RESTRICTED Ltr, USAF to CG's, USAFE, SAC, ConAC, AMC, MATS, sub: "Delivery of F-84E Aircraft to USAFE", 20 Dec 1949

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F-86 appeared to be a success. It was an extremely high speed interceptor, capable of altitudes approaching 60,000 feet, though it was also of short range. It had given several maintenance difficulties during the preceding year though none of these were as serious as those affecting the F-82 and F-84.

Early in January a field maintenance program was proposed for the F-86D. Teams of skilled specialists with factory experience were to conduct on-the-job training in certain phases of line maintenance. Thus the maintenance trainee would have the opportunity of working side by side with experienced specialists on maintenance problems. The plan proposed with 19 specialists would be provided for each group of F-86D aircraft. The team would include power plant, inspection, electrical maintenance, and other specialists working under the direction of a North American Aviation Service Supervisor. Special instruction would also be provided in Air Force approved charts and handbooks. The Air Force would furnish the necessary tools and equipment, as agreed to between the contractor and the Air Force. It was believed that this type of program would finally provide from six months to a year of maintenance assistance to each group selected.[49/]

Unfortunately F-86 maintenance had not been clearly provided for in the case of early maintenance of the plane. When the F-86

49/ Ltr, AMC to ConAC, subj: "Proposed Field Maintenance of F-86D Aircraft" 6 Jan 1950

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spares were originally divided between Eastern and Western Zones, Mobile Air Materiel Area (MOAMA) received only a small portion of the total spares available. The original plan was to transfer a small share to the Eastern Zone and rely on procurement to fill the remaining stock level. However, additional procurement was slow and the Eastern Zone, which originally had few F-86s, was soon provided with as many planes as the West. The result was an unbalance of supply under conditions in which Western Squadrons were over supplied with parts and Eastern Squadrons undernourished. During the early part of 1950, several items were in critical supply, including brake assemblies and gaskets. By April the number of critical items had increased to 42. Of this number eight had not been originally provisioned for at all and had just recently been placed on procurement.[50/]

Few modifications were required for this type of plane and those that took place were mainly to fit the F-86 for supply missions in order to permit successful participation in a gunnery and maneuver match at Los Vegas. Kits and parts were procured by AMC for modification purposes. The reworking of flaps, ailerons and trim tabs to eliminate rocket blast damage were accomplished by North American, Field Service Personnel, as was the working of rock-

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50/ History of the Aircraft Supply Branch, April 1950
1. Ltr, ConAC to AMC, sub: "Maintenance Spares B-45 and F-86 Aircraft" 10 Sep 1950
2. Ltr, 9AF to ConAC, sub: "Supply Support for F-86 Aircraft Assigned to the 4th Fighter Interceptor Wing" 15 Mar 1950

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et mounds and installation of selenium rectifier. At Langley Air Force Base a towing device was provided to enable F-86 planes to serve as tow aircraft in case the regular F-51, assigned for this purpose, were not in commission when needed. An improved towing device which operated from the speed brake was also placed under local procurements.[51/]

One remarkably well planned and successfully executed maintenance project was the delivery of F-86s to Selfridge Air Force Base. The Tenth Air Force placed a Project Officer on duty at March Air Force Base. This officer had the duty of familiarizing himself with procedures of acceptance and also making arrangements for housing and messing of pilots and service crews. A ferry route was thus established with stop over points at which fuel and trained service crews were available. Direct communication with all units and installations concerned was authorized.[52/]

Since the F-86 was a relatively new plane a large number of "bugs" had to be ironed out. Eight or nine planes in different areas of the country suffered damage to fuselage in the aft section apparently as a result of a "hot start" or a possible dragging of the aft section on landing. This "malady" tended toaffect the Aircraft Out-of-Commission for Lack of Parts (AOCP) rate.[53/]

51/ 1. Ltr AMC to CO, Kirtland AFB, sub: "Modification of F-86 Aircraft" 23 Jan 1950
2. 2nd Ind, 4th Fighter Interceptor Group to CO, 4th Fighter Interceptor Wing, sub: "Approval for Use of Towing Device for F-86 Aircraft" 24 Apr 1950

52/ SECRET Ltr ConAC to CG's 10th and 1AF's, sub: "Project CNCOPF-112" 6 Apr 1950

53/ RESTRICTED Ltr ConAC to CG's, 1, 9 and 12th AFs, sub: "Damaged Aft Fuselage Sections, F-86 Aircraft" 30 Mar 1950

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The nose gear of the F-80 was also cause of some difficulty. However, technical difficulties were encountered in its operation and it was recommended that a new gear be designed which would permit extension and retraction on speeds up to 250 miles, a procedure impossible with existing equipment.[54]

Also the source of some trouble was the J-3 attitude gyro. An accident occurring on 22 March involving an F-86 was caused by lack of reliability. Investigation revealed that the J-3 attitude gyro was difficult to read and interpret and that the rate of climb, airspeed and altimeter were all subject to lag due to installation peculiarities of the pilot system. A study was requested of this instrument and also of the rate of climb indicator, air speed indicator altimeter and pilot system.[55]

Some armament troubles were experienced at Langley where three gun port doors were shot off during maneuvers.[56]

Although in general the F-86 had good operational characteristics, some trouble was experienced with high speed stalls. At Langley over a six and one-half month period five planes received structural damage during flight, and three cases due to unexpected snaprolls. No authoritative answer was found as to the cause of this

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54/ RESTRICTED Ltr ConAC to AMC, sub: "Difficulties Encountered on Nose Gear, F-86 Type Aircraft" 31 Mar 1950

55/ Ltr ConAC to AMC, sub: "J-3 Attitude Gyro Reliability, F-86 Type Aircraft" 13 Apr 1950

56/ Ltr, 4th Fighter Interceptor Group to CO, 4th Fighter Interceptor Wing, sub: "Armament Difficulties on F-86 Aircraft" 8 Mar 1950

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malfunction. Mr. James B. Whitton of the Flight Test Division at Langley states:

> "As far as I know, a snap is caused by the same reasons at 25,000 feet as at sea level. There seem to be two possibilities: one, the stick force reversal characteristics of the F-86 where at same speed (250-300 knots) and at about 3-4G the elevator force reverses, changing from a pull force of 20-25# to a push force of 5-10# to hold a constant acceleration. If the pilot does not react quite rapidly enough or does not know to expect this reversal, that is if he continues to hold the 20-25# pull force, the acceleration will rapidly increase until C_L max. is reached and the air plane will enter a high speed stall, usually resulting in a high G snap roll. This entire sequence may take place quite rapidly (order of 2-3 seconds).
>
> The other possibility is dependent on high Mach number. The lateral trim of the airplane can change radically at Mach numbers close to the red line speed. If the Mach number is exceeded by a few hundredths (illegal, but I am quite sure most fighter pilots have exceeded red line Mach numbers) and lateral trim is applied with the tab, then a rapid decrease in speed could cause a momentarily uncontrollable roll to develope. Boost failure or temporary malfunction can also cause a rapid uncontrollable roll." 57/

There was some difference of opinion as to how effective maintenance had been in correcting major troubles. On 7 June 1950, Headquarters, Continental Air Command, stating that:

> "This headquarters has been informed that action taken to correct major troubles, past and present, in subject aircraft has been inconclusive and inadequate."

directed the Commanding General's of the First, Fourth, Ninth and Tenth Air Forces to state whether a number of major troubles had been corrected and whether other corrective action should be taken. Attached thereto was a list of what were considered the main air-

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57/ CONFIDENTIAL Ltr, 9AF to ConAC, sub: "Unexpected High Speed Stalls in F-86 Aircraft" 19 May 1950

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craft and engine malfunction. These included: leaking internal fuel tanks, malfunction of droppable tanks, failure of main gear, failure of nose gear, failure of canopy and seat ejection mechanism, lack of equalizer mechanism on flaps, lack of B-8 stick grip, aileron control system and engine malfunctions. In every case but one, corrective action had been taken by AMC but there was some disagreement as to the adequacy of such corrective measures.[58/]

In the Continental Air Command History for 1949, considerable mention was made of Project "Rosebud". This project was designed to test both the F-86 as the high altitude interceptor and the efficiency of APN-19 and APX-6 Radar Beacons. Although the test was conducted over several months in 1949 the final report on "Rosebud" was not issued until 13 January 1950. This report suggested that the project had stretched out to unreasonable length and that in future tests a sufficiently high supply priority should be established in advance to insure speedy completion. Several new problems which developed during the test should receive thorough study and evaluation. These included cockpit pressurization "fog". In the cockpit canopy defrosting and the need to develop an air-to-air guided missile to replace 50 calibre M-3 machine gun. The conventional armament of fighters was held to be seriously inadequate

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58/ Ltr ConAC to CG's 1st, 4th, 9th and 10th AF's, sub: "Correction of Difficulties Experienced - F-86 Aircraft" 7 Jun 1950

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for high level and high speed operation. The raising of the mach limit of the F-86 was recommended and held to be feasible. Additional personnel equipment for high altitude operations should also be developed on high priority. In the radar field the equipment for high flying proved entirely inadequate.[59/]

The much shorter though more interesting test was conducted on 14-15 January 1950 and involved maneuvers with the B-36, in which the F-86 acted as an interceptor. The original purpose of the test was to determine the effectiveness of the tail radar on the B-36B. However, the test also proposed valuable lessons in tactics for interceptors and suggested modifications for the B-36.

In the actual test the F-86 made twenty-one simulated gunnery passes, while the F-80A made eight passes and the F-84C made one. The altitude selected was 35,000 feet to 45,000 feet. All attacks were to be made from the rear within a thirty degree angle from level. The fighters approached from this zone and close to a minimum of 1,000 yards against a B-36 which flew at 160 to 180 miles per hour. Since the interceptors flew at 290 to 310 miles per hour it is apparent that neither the bombers nor the fighters made use of anything approaching their full speed.

In the actual test there were some delays. The B-36 tail radar on 14 January broke down after the first few passes. How-

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59/ SECRET Ltr, EADF to ConAC, sub: "Final Report on Project "Rosebud" Submitted by Ninth Air Force" 13 Jan 1950

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ever, observation from the rear by the bomber proved somewhat difficult, while interception by the jets proved easy. Speed of the fighters was more than ample to overtake a bomber. Head-on attacks were also undertaken. These were easily observed by the bomber due to the interceptor contrails. However, it was believed that the vulnerability of the B-36 was no longer concentrated in any one position. Four F-86s, if contrails were not present, in head-on attacks, could deliver sufficient fire to prevent satisfactory bombing by detroying the radar equipment in the nose and possibly knocking out the pilots. Because this type of attack was difficult to detect, it was believed that numerous attacks could be accomplished without loss. Stern attacks could knock out the tail radar unit and if repeated would destroy the bomber. As a result of the test eight recommendations were made:

"That all interceptor units, equipped with high performance aircraft, be scheduled maneuvers with the B-36 to develop tactics against high performance bombers of its type at altitudes above 40,000 feet.

The the Mark 18 gunsight be replaced as soon as possible with an adequate sight.

At 40,000 feet or above that present Mach restrictions be lifted to permit greater airspeeds and effectiveness.

The 2" to 5" rockets in as great a number as possible be standard equipment for all interceptors.

That the B-36 be provided with forward armer.

That B-36 tactics include daylight bombing in formation for maximum defensive fire-power.

That an additional sighting blister be placed on the top and the bottom of the B-36's rear fuselage for defense

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against beam attacks when contrails are present.

That an auxiliary sighting system be provided for the tail gun position on the B-36." 60/

That the F-86 was regarded as a successful plane is indicated by its virtual duplication in the F-95 or F-86D, as the plane was more correctly termed. While this plane was in production at North American Aviation, the contractor informed the Air Force that the load factor had been reduced from 7.33 to 5.66. They proposed to the Air Materiel Command that: (a) the reduced load factor be accepted; (b) the wing structure be reinforced to meet the 7.33 requirement at a cost of about 275 pounds additional weight and two months delay in production of the first models. The Continental Air Command recommended that the wing modification be met, even at the cost of a two months delay. 61/

Because the F-94 was an extremely new type of aircraft the number of maintenance problems connected with it were not those of correcting mistakes but rather those involved in materiel planning. The armament engineering fire control equipment and operational suitability of this plane were both the subjects of deep interest upon the part of ConAC.

Early in January, Headquarters, Continental Air Command, became concerned over a report that no new contracts were being

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60/ SECRET Ltr WADF to ConAC, sub: "Report of Test Mission Involving Interceptors and the B-36" 1 Feb 1950

61/ SECRET Ltr ConAC to USAF, sub: "Load Factors F-95 (F-86D)" 12 May 1950

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negotiated with the Lockheed Aircraft Corporation for procurement of the F-94B and armament of only six 50 caliber machine guns was being seriously considered. Arguing strongly against such plans, the Continental Air Command pointed out:

> "The armament indicated is totally inadequate for the Continental Air Command mission that is proposed for the F-94B aircraft. New all weather interceptors for ConAC use should strive to increase the effectiveness of attack, decrease the vulnerability of the attacking fighter and decrease the pilots workload on the approach to the attack." ... Effectiveness of attack in the F-94 aircraft using six caliber fifty machine guns will not have been increased above that of a World War II fighters."

General Whitehead then pointed out that by using the 2.75 inch rocket for armament the equivalent fire power could be released in a much shorter time. The attacking fighter would not be limited to tail attack as in the case of machine gun, and continuous tracking and firing over a long period of time would not be necessary. With the rocket armament and the proposed Hughes computer course and rocket sight, the interceptor would have increased effectiveness of attack, decrease vulnerability and a decrease in pilot workload. It was, therefore, recommended that the 2.75 inch rocket be considered together with the proposed new launcher and the Hughes sight. It was also urged that ConAC be contacted in the future concerning requirements for interceptors which would be programmed into future ConAC operations.

The viewpoint of ConAC was accepted and the armament of the plane under discussion was fixed at 24 2.75 inch rockets. The decision to do this, however, was not made without cost, since

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Lockheed representatives believed that the development of an F-94 rocket nose would take approximately 12 months and proved to be the greatest consumer of time in the entire project. 62/ On one other question of design the Continental Air Command also expressed positive views -- the question of delivery with inoperative afterburners and in some cases with flame holders not installed. Feeling that the delivery of planes in this condition would result in a series of wholly unnecessary maintenance problems, the Continental Air Command wired the Air Materiel Command:

> "... these deficiencies in equipment make it impossible for our commitment to be met since full power augmentation at high altitudes is mandatory. Still urgently request that appropriate action be taken immediately to insure that F-94 aircraft are delivered to this Command in fully operative condition. Fully capable of meeting design performance and characteristics and completely equipped." 63/

When any new model aircraft becomes operational the main problem is evaluation. The F-94 was no exception to this. As early as 17 January 1950 plans were made for a two phase test of the operational suitability of the F-94A. The first phase to be conducted by the Air Proving Ground was to determine the capability of the plane and its related E-1 to affect inspection and effective blind firing on a target under the most difficult possible conditions. Phase II, was to be conducted by the Continental Air Command personnel and would involve a simulation of combat conditions in which the F-94s would attempt to intercept attacking

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62/ SECRET Ltr and 1st Ind, ConAC to USAF, sub:"Armament for F-94B Aircraft" 4 Jan 1950

63/ CONFIDENTIAL TWX, ConAC to AMC - undated

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bombers. The adequacy of armament and applicable T/O&Es and the ability of the plane to remain operational, would be completely evaluated.[64/]

The operational testing of the F-94 was not completed during the period covered by this history. On the basis of preliminary observations passed on limited testing it was apparent that this plane, like all other new models was not satisfactory in all respects. The air brakes proved unsatisfactory. The power system also left much to be desired, with radar operators consistently reporting wide fluctuations in the 28 volt DC load meter. The engine generator DC output voltage was also subject to variations. The AC Inverter proved to have an effective life of only about 16 hours. These difficulties lowered the efficiency of the radar set, causing fading of target display, decrease power output and intermittent lock-on. It proved more difficult over land than water, particularly at lower altitudes. The A-1 attitude gyro also proved unsuitable and operated with a considerable margin of error. The E-1 fire control system was the subject of a separate report. Several defects and malfunctions were observed in this instrument but they were not believed to be basic and therefore did not urge corrective action.[65/]

64/ 1. SECRET Ltr USAF to ConAC, sub: "Evaluation of F-94A Aircraft" 17 Jan 1950
2. SECRET Ltr ConAC to CG, EADF, sub: "Suitability Test of F-94A-A/W Fighter" 25 Mar 1950

65/ SECRET Ltr, APG to USAF, sub: "Weekly Progress Report on F-94A Aircraft" 20 Jan 1950

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A program was adopted early in 1950 for the supply support from the F-94A aircraft. In this project ConAC was aided by the fact that the F-94 was an improved version of the F-80. The interchangeability of supplies was approximately 65%. AMC, therefore, suggested, and the Continental Air Command concurred in, a drawing up of a Table II and list as special tools and ground handling equipment. This would be forwarded to the 56th Fighter Wing to be screened against base stocks, thus eliminating the shipping of material currently available at Selfridge Air Force Base and therefore, not required. Final requirement could then be furnished through a supply directive monitored by the Middletown Air Materiel Area.[66/]

A limited amount of material and maintenance planning concerned models of fighters other than those previously discussed. During February an aircraft inspection on the F-89A airplane was held at Plant No. 3 of Northrop Aircraft Inc., Hawthorne, California. During April a tentative equipment list was compiled for known items for the direct support of this model of plane. This list was drawn up by the Air Materiel Command prior to the actual assignment of the aircraft, a procedure adopted with the purpose of insuring that a sufficient supply of tools and ground handling equip-

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66/ SECRET Ltr 1st Ind, ConAC to AMC, sub: "Supply Support for F-94A Aircraft" 20 Jan 1950

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ment would be on hand to provide adequate maintenance in the earlier stages of assignment.[67]

The result of a growing experience with jet fighters were expected to be incorporated in the F-94C or F-97, of which 108 were on procurement with Lockheed Aircraft Corporation. These planes differed from earlier models in having a thin wing which permitted a higher allowable Mach number, thermal de-icing, the J-48 engine and numerous other major changes. Plans were underway with Lockheed engineers to adopt this basic type to a fighter bomber, escort penetration fighter, interceptor and photographic reconnaissance fighter version.[68]

Bombers:

Bombers in the Continental Air Command played a decidedly secondary roll as compared to fighters or even cargo planes. Hence, bomber maintenance had seldom a major problem, if merely because of the small number of bombers which ConAC operates.

During the first half of 1950 four types of bombers found limited service in either Regular or Air Reserve units. A very limited use was made of B-25s during Exercise "Portrex" and for

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67/ 1. Ltr AMC to ConAC, sub: "Aircraft Engineering Inspection YF-89A Airplane, Contract AF 33(038)-1817" 20 Jan 1950
2. Ltr ConAC to 1AF, sub: "Tentative Equipment for F-89 Aircraft" 7 Apr 1950

68/ CONFIDENTIAL Ltr, Lockheed Aircraft Corp to Lt Gen E C Whitehead, CG, ConAC, no subject, 14 Jan 1950

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the purpose of ECM training and radar calibration within the First Air Force. Indeed it was necessary at one time to request that the number of flying hours allocated to this type of plane be increased.[69]

B-26s were transferred from Regular air units to Reserves. Hence, during the first half of 1950, they were operated first with Regular and later with Reserve units. In neither case was their operation entirely satisfactory. The failure of nose gear axles caused more difficulties and resulted in some planes being placed out-of-commission. The axle failures were attributed in part to improper engine run-up pressure and rough handling while the planes were being taxied. A more rigorous adherence to technical orders was therefore urged. When operated by the Reserves the B-26s frequently had so high an out-of-commission rate as to provoke critical inquiry from ConAC headquarters. The lack of parts was believed to be a major cause for this high out-of-commission rate.[70]

Undoubtedly the plane which suffered most critically from insufficient maintenance was the B-29. The Super-Fortress suffered from a variety of difficult maintenance conditions. In the first place since ConAC operated very few of them for pur-

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69/ 4th Ind, 1AF to ConAC, sub: "Utilization of B-25 ECM in Exercise "Portrex" 29 Mar 1950

70/ 1. History of Aircraft Supply Branch, Equipment Section, Apr 1950
2. TWX ConAC to CG's, 1st, 4th, 9th, 10th, 12th and 14 AF's, undated
3. Ltr, ConAC to AMC, sub: "Ground Operating Procedures, B-26 Type Aircraft" 5 May 1950

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poses of radar calibration and similar means it lacked both the facilities and the experienced personnel to do a really adequate job. It was impossible, for example, with the limited facilities and experience available, for maintenance personnel to disassemble the major assemblies and effect a needed replacement. In February United States Air Force announced project A-346-OC for the complete reconditioning of ConAC's B-29s at the Oklahoma City Depot. Unfortunately this project was cancelled almost at once.

Even in such maintenance activities as ConAC personnel were equipped to undertake, difficulty was experienced due to the tardy provisions of spares by AMC. The Twelfth Calibration Unit based at Langley Air Force Base, succeeded in getting its maintenance load reduced to some extent. It requested authorization for removal of the B-29s armament equipment, on the ground that this was entirely superfluous to a radar calibration mission. This permission was granted.[71/]

The only really modern bomber operated by ConAC was the B-45 jet. This new plane had a reasonably good maintenace and supply record, although difficulties were experienced from two sources. The first was lack of certain critical parts. These items included

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71/ 1. History of the Aircraft Distribution and Accountable Section, Directorate of Maintenance, Supply and Services for March 1950
2. Ltr, ConAC to AMC, sub: "B-29 Maintenance Spares" 2 Feb 1950
3. Ltr, with 2 Inds, 12th Radar Calibration Unit to ConAC, sub; "Removal of Armament Equipment, B-29 Aircraft" 24 May 1950

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pumps, actuators and several types of valves.[72]

Some difficulties were also experienced in operation of the pilots canopy emergency release mechanism and the flap actuating mechanism. These particular "bugs" were effectively eliminated with the aid of the representative of North American Aviation Corporation. The bombing equipment also received attention, since reports from the field spoke of the floating of a number of bombs in the bomb bay while the plane was at maximum speed and altitude with doors open. Some tumbling upon the part of released bombs was also observed.[73]

B-45 practice bombing failed to give satisfaction from one other standpoint. Experience had indicated that in formation bombing the circular error was greater than in single ship bombing. It was, therefore, felt that automatic bombing release equipment capable of being wired through the automatic bomb timer should be installed. This equipment should not only accomplish automatic formation bomb releases but also open and close bomb bay doors of the aircraft in the formation. Furthermore it needed to be relatively free from jamming. Since mechanism of this type was not available, the task of developing one was referred to AMC.[74]

72/ Ltr ConAC to AMC, sub: "Maintenance Spares B-45 and F-86 Aircraft" 10 Feb 1950 (vid. sup. doc. 50-2)

73/ 1. Ltr Hqs 363rd Tactical Reconnaissance Group to CO 363rd Tactical Reconnaissance Group, sub: "Activities" 2 Jan 1950
2. CONFIDENTIAL Ltr, 9AF to ConAC, sub: "B-45 Bomb Bay Turbulence Studies" 14 Apr 1950

74/ CONFIDENTIAL Ltr Hqs 363rd Tactical Reconnaissance Group to CO, 4th Fighter Interceptor Wing, sub: "Automatic Formation Bomb Release Equipment" 3 Apr 1950

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Cargo Aircraft:

Next to fighters, cargo planes are the most important class of aircraft operated by the Continental Air Command. Large numbers are maintained for both Troop Carrier and Cargo Transport purposes and the out-of-commission rate in each unit receives attention second only to the condition of the fighter squadrons.

The greatest maintenance difficulties experienced by ConAC in connection with cargo planes were either with those models that were old and seemed obsolescent or new models such as the C-119 types that were in another category and gave comparatively little maintenance problems. Among the old aircraft troubles given by the C-46 loomed large. Planes of this type were received during the year on project DOM-1760 from Curtiss-Wright Corporation. The condition of these transport aircraft placed upon the Reservists, who operated them, an extremely difficult maintenance burden. It was speedily discovered that numerous Technical Orders had not been complied with. Gyroscopic instruments were found to be failing and the bearings proven excessively noisy. Excessive corrosion on the outer service of the aircraft was experienced in some cases. In five instances leaking hydraulic cylinders were found. Main landing gear struts which leaked air and hydraulic fluid from the plug at the top of the strut had to be replaced in the case of five aircraft. In virtually all planes the air supply to the carbureter was in danger of being cut off, owing to the collapse of the grommet of the carbureter air duct adopter. Conditions of this kind forced

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the AFRTC units to embark on a program of restoration and repair. In most cases needed parts could be secured through AMC but in some instances procurement action was required. The Tenth Air Force noted that lack of maintenance spares was the potent factor in raising the out-of-commission rate.[75]

Maintenance of the C-47, C-54, and C-82 types posed problems of varying difficulty. In all cases of the C-54, action had been taken during the preceding year to restore the plane to the same configuration which preceded Operation "Vittles". This had been done through private contractors. However, in some instances these contractors were unable to procure the needed equipment in time to meet production schedules. In such cases waivers were granted and the C-54s were delivered short of the desired equipment. Early in 1950 Headquarters, Continental Air Command requested to be furnished a list of shortages still existing in order that the job of retaining might be complete.[76]

An unusual amount of attention was bestowed on the C-119. Delivery of this large cargo plane had been delayed some five months beyond the original scheduled date. The first plane of the type entered a ConAC Unit on 16 December 1949 and deliveries were made, though in small number, through the period covered by this

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75/ 1. Ltr, 2471st AFRTC to 10AF, sub: "Discrepancies on C-46A Aircraft" 16 Jan 1950
2. Ltr, ConAC to AMC, sub: "Combat Readiness of Air Force Reserve C-46 and C-47 Type Aircraft" 18 Feb 1950
3. Ltr, 10AF to ConAC, sub: "In Commission Rate of C-46 Aircraft" 22 Mar 1950

76/ 1. Ltr, USAF to ConAC, sub: "C-54 263 Equipment" 6 Jan 1950
2. Ltr, ConAC to USAF, sub: "Cancellation of Project MATOSC-29, Transfer of C-82 Aircraft to Military Air Transport Service" 5 Jan 1950

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study. Standardization trials were proposed to be undertaken in England in February and March and in Canada during April. However, it proved necessary to postpone this until June 1950. Although ConAC carried out a vigorous program of transition training of pilots and maintenance crews, the delivery of these new planes still gave rise to numerous maintenance difficulties. It was uncertain what items would be needed for the development of a "fly-away" kit required for the transition field trials, and other tentative listing of items was adopted but local supply agencies had less than 25% of these on hand. Nor had stock levels existed in the depots for such a new plane. 77/

During the preceding year General Whitehead had expressed concern regarding the maintenance difficulties which he felt would be attached to the C-119. His fears of difficulties seemed to find justification in an increasingly high AOCP rate, which, as of 17 February, was 25%. In order to forestall a still higher rate, General Whitehead appealed to AMC to find out what action the 314th Troop Carrier Wing and its supporting AMA had taken to insure an adequate supply of items which had become critical and to see that the 314th Troop Carrier Wing submitted adequate requisitions to cover items which, from previous experience, with the C-82s, would probably become critical. Continental Air Command's assistance in these

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77/ CONFIDENTIAL Ltr and 3 Inds, USAF to ConAC, sub: "C-119B Standardization Field Trials" 6 Jan 1950

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steps was assured. Despite this effort several features of the new plane gave trouble. Parts of the Hamilton Standard Propellor were not listed in a parts catalogue thus making requisitioning difficult. In the elevator spring, the operating mechanism frequently failed to function correctly. Other items gave similar difficulties.[78] By June the AOCP rate had been reduced to 10%.[79]

Not a single C-124 was delivered to a Continental Air Command unit prior to 30 June 1950. While the C-124 was the cause of several maintenance problems the unusually large size of this newest cargo plane required a readjustment in maintenance tools and handling equipment. Tractors in use in loading other planes were proving unable to negotiate the seventeen degree ramp angle of the C-124. As late as June there were many questions regarding the availability of proper maintenance equipment. The question of where the giant planes would be stationed also gave considerable difficulty since many hangars were too small to hold them.[80]

One other type of cargo plane, the XC-122 which was intended for the use of the 314th Troop Carrier Wing, was the subject of

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78/ 1. TWX, ConAC to 14AF, undated
2. Ltr, ConAC to CO, Sewart Air Force Base, sub: "Maintenance Spares - Hamilton Standard Propellors-C-119B Aircraft" 1 Mar 1950
3. CONFIDENTIAL TWX, 165, Lt Gen Whitehead to CG, 14AF, 20 Feb 1950

79/ History Aircraft Supply Branch, Equipment Section, June 1950

80/ 1. Ltr, ConAC to USAF, sub: "Requirment for Loading Equipment for C-124A Aircraft" 16 Jan 1950
2. SECRET ConAC IRS, DM to DO, sub: "Aircraft Deliveries" undated
3. Ltr, ConAC to AMC, sub: "C-124 Aircraft" 2 Jun 1950

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some attention. A request was filed with ConAC for the special training of 45 men at Sewart Air Force Base, on varied problems of XC-122 maintenance.[81]

Miscellaneous Aircraft:

It is unusual to have maintenance problems of considerable importance in other than the three foregoing type of aircraft. Yet during 1950 there was an unusual amount of activity dealing with both training and liaison types. In the previous chapter reference was made to the Mutual Assistance Program, whereby large numbers of training planes were shipped to our European allies. This program involved the removal from ConAC units of literally scores of T-6 trainers. Although the major operation of the work of modernizing these planes prior to shipment was done either in AMAs or by private contractors, the conditioning of so large a number of planes for delivery at these points nevertheless involved a maintenance problem of some importance.[82]

Allusion has already been made to Fox Able No. 3. While the larger part of this project involved the delivery of F-84Es to USAFE, secondary operation featured flight delivery of eight T-33s. Although this operation of the plan was under the operational control of Strategic Air Command, the Continental Air Command Air

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81/ Ltr, 14AF to ConAC, sub: "Request for Special Training" 3 Mar 1950

82/ 1. SECRET Ltr OCE to USAF, sub: "Reallocation of T-6 Type Aircraft" 21 Feb 1950
2. SECRET TWX AFODA 53320, USAF TO ConAC, undated

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Forces were given by far the largest responsibility in carrying it out.[83]

The complete conversion of ConAC regular Air Force Units to jet fighters, paved the way for and, in fact, forced the introduction of better types of training planes. The T-33 was the standard type of new trainer. However, General Whitehead was not entirely satisfied with its performance and hoped to secure a better type of interceptor trainer. When it became apparent that two years would be required from date of contract to produce the first delivery of a highly superior trainer, he decided to accept a less desirable model which could be provided within twelve months.[84]

Probably the least important type of plane operated by ConAC is the liaison aircraft. Nevertheless in May 1950 the personnel at Biggs Air Force Base made it emphatically plain that they desired an immediate change in type of aircraft. The First Liaison Flight operated L-13s. Its primary mission was to search to recover rockets for the White Sands Proving Grounds. This required slow, low level flying, good stability and maneuverability at slow speeds and a dependable engine and propeller that would permit easy pilot operation. Frequently the small size of the missile to

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83/ RESTRICTED Ltr ConAC to CG's 1st, 4th, 10th and 14AF's, sub: "Delivery of T-33 Aircraft to USAFE-Fox Able 3" undated

84/ 1. CONFIDENTIAL TWX, USAF to ConAC, 25 Feb 1950
2. CONFIDENTIAL TWX, C 183, ConAC to USAF, undated

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be found necessitates flying at 75 to 150 feet above the ground. To make positive identification it was sometimes necessary to descend to 10 or 15 feet.

Although the stability and maneuverability of the L-13A were regarded as satisfactory, the plane had other and serious operational faults. An exceptionally long list of maintenance difficulties had been encountered over the preceding seven months. Engines brought about frequent forced landings, the engines in many cases cutting out intermittently for no apparent reason. The plane itself lacked stability and was at times tossed about in the high winds that are characteristic of that region. Communications equipment was also regarded as unusable. On each flight there was an average of 50% of the planes going out of commission. Understandably, personnel morale was affected thereby.[85]

The solution to this difficulty was not at once discovered. Since L-16 and L-17 types were regarded as unsuitable, it seemed likely that only the development of a new plane would serve the extremely specialized needs of the First Liaison Flight.[86]

85/ Ltr with 2 Inds, 1st Liaison Flight to CO 2602nd Tow Target Squadron, sub: "Request for Replacement Aircraft" 4 May 1950

86/ Ibid.

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Miscellaneous Maintenance Problems:

Not the least important of the numerous problems attached to maintenance is that of protection to personnel. One hazard which developed was the risk of lead poisoning which existed when personnel engaged in cleaning combustion chambers, exhaust cones and other parts of re-assembly which might be contaminated with tetraethyl lead. In order to insure maximum protection for maintenance crews, AMC developed light weight gloves of synthetic rubber.[87]

Another miscellaneous problem in connection with maintenance was that of the malfunction of fighter aircraft for the purposes of tactical reconnaissance. A replacement aircraft for the RF-80 had been placed in the budget for Fiscal Year 1951. A study, was, therefore, undertaken to discover the additional equipment that might be needed to modify a fighter plane for reconnaissance purposes. Other than the addition of photographic equipment, it was felt that a recorder, more adequate lighting and navigation equipment and a view finder should be added.[88]

A special maintenance problem was laid before ConAC by the 56th Fighter Interceptor Wing. This organization complained that its aircraft maintenance difficulties were almost insurmountable.

87/ RESTRICTED TWX, ConAC to 14 AF, undated

88/ CONFIDENTIAL Ltr, USAF to ConAC, sub: "Proposed Instruction for Modification of Fighter Aircraft for Tactical Reconnaissance Purposes" 14 Feb 1950

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Two factors were given as causes. The first was lack of hangar space. Despite the fact that the Base was designed and built for one fighter group, the 56th Fighter Interceptor Group had only one-fourth of the hangar space available with the remainder divided between the 56th Fighter Interceptor Wing, the 2242nd AFRTC, Headquarters Flights of the Tenth Air Force and Flight A of the 5th Reserve Squadron (MATS). Each of these organizations in turn had too little space and could not give less space without becoming non-operational. The second cause for difficult maintenance arose from the fact that the method of computing aircraft maintenance efficiency was unbalanced in this particular group. Out of 82 F-80s assigned, it had frequently in its possession only 65 aircraft. It was recommended that the 5th Rescue Squadron (MATS) be moved to another base and that the method of computing maintenance efficiency be based on the number of aircraft each group actually had in its possession.

Although the Tenth Air Force concurred in the above plea, the Continental Air Command did not. The moving of other units on the base was not regarded as a feasible solution. A suggestion was made that additional hangars might be constructed, if needed.[89/]

89/ 1. SECRET Ltr and 2 Inds, 56th Fighter Interceptor Wing to 10AF, sub: "Aircraft Maintenance" 27 Feb 1950
2. SECRET ConAC IRS, Air Instl to DM, 13 Mar 1950
3. SECRET ConAC IRS, O&T to PO&R, DO and DM, sub: "Aircraft Maintenance" 21 Mar 1950

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An unusually difficult maintenance problem was found to be in the supply support of Air Reserve aircraft. During this period Reserve units established in the Eastern half of the United States encountered the greatest difficulty in securing adequate stocks of parts for their planes -- a factor which led to high AOCP rates in the case of the B-26, C-46 and C-47. When the 2236th AFRTC complained of the extreme difficulty of getting spares for their assigned C-47s an interesting situation came to light.

On 4 January 1950, AMC had published a new and liberal procedure relative to supplying Reserve components. This allowed depots to supply Reserve components from Regular Air Force stock down to the warning point level on routine requisitions. Priority requests (mostly AOCP) could be pressed below the warning point level. An amendment of 8 February 1950 created an even more liberal policy and permitted priority requisitions to be filled down to the minimum Reserve level. Then why, in view of this more liberal policy, were the Reserve Units not getting their usual quota? The answer to this question was discovered by a staff visit. It was found that adequate stock levels had not been established on the base. Supplies had not been built up in stock, due to inadequate supply action at the depots. Furthermore, most of the spares in the Air Force count were well below the warning point level. A condition which automatically precluded the issue of spares to Reserve Units, except on priority requisition. It was, furthermore, found that

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the proponderance of supplies was located in the Western Zone, while the Eastern Zone had practically none. Personnel at MOAMA stated that they had found it impossible to bring up the Air Force levels of supplies 124 days, because AMC had forbidden requisitioning of more than a 30 day level from the Western Zone. Thus the C-47s in the Eastern Zone received no benefit whatever from the more liberal policy being pursued. In an indorsement AMC admitted to ConAC that adequate supply support on C-47 and B-26 had presented a number of difficulties since these two types of planes had been moved into the Reserves without any advance procurement planning. Procurement of spare parts had been initiated but deliveries were not expected for another year.[90]

One study pertaining to aircraft maintenance deserves brief mention and has been reproduced in the documents at the end of this volume. Major K. R. Lewis of the Continental Air Command, made a study in which he listed a combination of circumstances which were affecting aircraft. In this he listed no less than 44 cases of unsatisfactory maintenance under the following headings: Personnel, New Equipment, Training, Periodic Inspections, UR System, Facilities, Organization, Publications, Technical Order Compliance, Discipline, Reclamation and Salvage, Transient Aircraft, DIR Sched-

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90/ Ltr 9AF to ConAC sub: "Supply Support for ORC Aircraft" 15 Mar 1950

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uling, and Air Inspection System. Analysis of the factors listed would be impossible without devoting far more space and time than is available to the writer.[91]

Reconditioning received considerable attention during 1950 although it was not a subject of as much importance as during the preceding year. In April 1949 the reconditioning program for Fiscal Year 1950 had been drawn up. This involved no less than 896 aircraft -- including the F-84s which were out on another program. Included in the program were: 130 C-47s; 200 T-11s; 200 T-6s; 125 B-26s; 45 B-25s; 150 C-45s; 12 T-17s and 34 C-82s. By all odds the largest number of these planes were reconditioned during the first half of the 1950 fiscal year or duing 1949. There remained, however, a residue of planes to condition during 31 December 1949 to 30 June. Also it was necessary to revise the earlier schedule in certain of its aspects. Accordingly, as of 23 November 1949 a reconditioning schedule was drawn up for the last half of fiscal year 1950. This is shown in the accompanying table together with order of priority in which the planes were to be taken. Perhaps a sad commentary on this program is to be found in the fact that the nine B-29s operated by ConAC were given first precedence and in no case were they reconditioned.[92]

91/ SECRET Ltr ConAC to USAF, sub: "Aircraft Maintenance Continental Air Command, 12 Feb 1950

92/ Ltr ConAC to AMC sub: "Last Half Fiscal Year 1950 Depot Reconditioning Requirements for In Service Aircraft" 23 Nov 1949

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CHAPTER III

Aircraft Parts and Accessories

Engines:

Aircraft engines continued to give trouble during 1950. This situation may in part be ascribed to the fact that the models of some engines being used were relatively new and that too little time had been available to iron out the "bugs" which were always to be expected in a new type of equipment.

On 2 May 1950, Continental Air Command found it necessary to ground all planes in the Fourth, Ninth and Twelfth Air Forces which were equipped with R-3350 engines. Difficulties were then being occasioned by mal-alignment of the distributor drive shaft in the bushings and interference between the distributor head and finger electrodes. It was directed that inspection of the distributor assembly should be accomplished as soon as possible in the case of all R-3350 engines incorporating high tension ignition systems which had been overhauled prior to 1 April 1950. Detailed directions for the inspection were enclosed.[93]

The greatest difficulties encountered with engines occurred in the case of the J-35-17 and J-47. Difficulties with the former were especially persistent. This engine was installed in the F-84E. Al-

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93/ RESTRICTED Ltr, ConAC to CG's 4th, 9th and 12th AF's, sub: "Inspection R-3350 Engine Distributor Assembly" 2 May 1950

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though the only unit within ConAC using the F-84E was the 31st Fighter Bomber Wing at Turner Air Force Base, this one unit encountered almost endless difficulties.

The first of several groundings occurred on 24 February, at which time Colonel Hewitt, Headquarters, Air Materiel Command informed the Continental Air Command that all F-84E planes were grounded. The grounding resulted from discovery of failure of the No. 2 engine bearing in the 27th Fighter Group, Bergstrom Air Force Base. Investigation and experimentation were undertaken by both Republic Aviation and the Allison Manufacturers.

Since the grounding of F-84Es had occurred during operation "Portrex", it caused considerable difficulty as the investigation continued with no certainty as to when it would be concluded. The need to fly some planes of this type became acute. Hence, on 7 March 1950, ConAC obtained authority to make necessary flights to return aircraft to their home stations. Even then it was first necessary that each engine have 45 or more hours operating time and that its condition be checked by an Allison representative prior to each flight and determined to be serviceable.

In the meantime, service tests of various sorts had been conducted on F-84E aircraft carrying a modified J-35A-17 engine. The most promising tests were those carried out by the Air Materiel Command in which a modified engine incorporating an air-oil-mist lube system was tested for 50 hours in the shortest possible time. The Air Materiel Command also requested the Continental Air Command to

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grant authority to conduct a service test on 20 additional aircraft, employing a modified J-35a-17 engine incorporating a gasket which would make the shield assembly act as an oil reservoir for a No. 2 bearing. The Continental Air Command was in the meantime becoming concerned about the grounding of a large number of its planes. On 16 March it requested the Air Materiel Command to assign the highest precedence possible to Project A-359-OC (as the plan for modifying the J-35A-17 was called). The Air Materiel Command responded on 23 March by lifting flight restrictions on the aircraft with the J-35A-17 engines, providing the aircraft were given inspection in accordance with specific instructions contained in the message.

Unfortunately this good news did not prove permanent. On 12 May 1950, F-84Es were again grounded with the exception of those flying for experimental purposes. This second grounding came as a result of a number of failures due to the oil lube system. A month later -- service tests having been run successfully in the meantime -- all F-84Es were released for flight when the J-35A-17A engines incorporating air-oil-mist lube systems were installed. The Air Materiel Command regarded the installation of this modified engine as a sufficient curative action to justify discontinuing the service tests at Turner and Bergstrom Air Force Bases.

This optimism proved to be poorly placed. On 20 June 1950 all F-84Es were restricted from further flight with the exception of those aircraft at Allison and at Muroc. By the end of the month Oklahoma City, Air Materiel Area (OCAMA) had been alerted by AMC to start work

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at the earliest possible moment on a modification program which would, it was hoped, definitely correct the difficulties inherent in the engine.[94]

Troubles with the J-47 engine installed in aircraft of the F-80 and B-45 type, were not as numerous as in the case of the J-35. However, this newer engine was also a source of considerable difficulty. Early in the year, ConAC notified AMC that the flow of J-47 engines through the engine build-up section had been far too slow. Hence, built up engines were not available when necessary and this unavailability had proved to be a potent factor in decreasing the in-commission rate of both the B-45 and the F-80.[95]

One extremely disconcerting tendency manifested by the J-47 was that of exploding. Four engines explosions occurred in ConAC within a brief period. AMC proceeded to investigate the matter. Interim action was directed to assure that Technical Orders had been complied with and that personnel were familiar with operation of the

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94/ SECRET History of the Aircraft Maintenance Section, Directorate of Maintenance Supplies and Services for April-June 1950
2. TWX, ConAC to 14th AF, EADF, WADF and TAC, undated
3. CONFIDENTIAL Ltr, ConAC to USAF, sub: "Unsatisfactory Engine Condition Discovered During "Portrex" Excercises" 25 April 1950
4. CONFIDENTIAL TWX, AMC to CG's MAMA et al, May 1950
5. CONFIDENTIAL TWX, ConAC to 14th AF, undated

95/ Ltr, ConAC to AMC, sub: "J-47 Engines" 3 Feb 1950

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engine.[96]

In order to promote successful operation of planes equipped with this engine a Familiarization Course was conducted by the General Electric Plant, Lynn, Massachusets. Here it was emphasized that excessive operating temperatures, more than any other factor, were reducing the life expectancy of the J-47. These high temperatures were thought to be the result of either hot starts or improper operation at high altitudes. The engine overheat could in turn result in other maintenance difficulties. Since provisional measures to gain information on overheating had not been successful, it was recommended that the tail pipe temperature gauge be modified to include a recording needle, which would record a complete and accurate history of overheat conditions due to improper in-flight operation or hot starts. In the event of extreme overheating (1000° C or above) it would then be able to direct special inspection or engine change.[97]

Another source of engine difficulty was to be found in the starter generators. The 1st Fighter-Interceptor Group at March Air Force Base, California, encountered particularly marked difficulties, and notified the Continental Air Command:

96/ TWX, ConAC to CG's 1st, 9th and 12th AF's, undated

97/ Ltr, AMC to ConAC, sub: "Recording Needle for Tail Temperature Gauge" 8 Apr 1950

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"Six (6) more starter generators failed this week. This condition will remain with great cost to the Air Force until generators type B2A are removed from service and replaced with modified B-8A generators. Service test of fifteen (15) B-3A series on aircraft in this organization has proven them very satisfactory."

The comments of AMC on this report were requested by ConAC.[98]

One of the major engine problems with which ConAC was confronted, was obtaining longer engine life. The operating time between overhauls on jet engines was such as to require 175% spare engines, a percentage both costly and difficult to support. A study of the problem was therefore made during 1949 and 1950.

The study concluded that in the current jet engines the parts which contributed to a short operational life were located in the turbine. It was believed, however, that it would be possible to effect a repair and replacement of major assemblies in the field. In order to do so, it would be necessary to establish a three week training program for maintenance crews, to establish a complete list of tools necessary to effect replacement or assemblies and make one set available to each activity, and to determine spare parts replacements needed for a 30 day stock level and see that these parts were supplied to the activity. It was found that an engine run-up stand with thrust measuring devices was needed. This decision was made from an investigation of field reports which disclosed that high temperature operation, low thrust, over speeding, excessive vibration, as well as fuel and oil leaks were all causes for pre-

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98/ Ltr, ConAC to AMC, sub: "Starter Generators for J-47 Series Engines" 25 May 1950

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mature engine removal and replacement.

Due to the large number of bucket failures which would normally require replacement of Turbine Wheel Assemblies at Field level, an investigation was made of the possibility of replacing individual buckets at the base level. At Williams Air Force Base a program of individual bucket replacement had been successful with resultant economy in time and money. The service test, however, did not indicate that individual bucket replacement could be effected on engines of certain series. Jet engine specifications would be revised to specify that the design of the engine would permit individual turbine bucket replacement without removal of the engine from the airplane or removal of the turbine wheel from the engine. This, therefore, was a program whose results would become more apparent well in the future than at present.[99/]

Because of the feeling that individual units were not doing everything that they could to increase engine life between overhauls, ConAC issued a directive on the subject to subordinate units.[100/]

Radar and Radio:

To class radar as aircraft equipment is essentially correct -- as far as it goes. Radar is, next to armament and of course engines

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99/ CONFIDENTIAL Presentation, "Service Test Program for the Repair and Replacement of Major Components in Jet Engines by Field Maintenance Activities and Results Obtained to Date" prepared by Lt Col Samuel T. Hixson, undated.

100/ Ltr, ConAC to 9th AF, sub: "Increasing Engine Life Between Overhauls, 7 Feb 1950

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probably the most important equipment that a modern plane carries. Nevertheless, radar is by no means peculiar to airplanes. It is an even more vital part of the Air Defense system and especially that portion of the system known as Aircraft Control and Warning System. Ground radars, jammers, homing beacons etc. have an equal right to classification as radars. Nevertheless, they are land-based. Still, because dividing the topic of radar into three or four headings would be even more confusing, it has been decided to treat the entire subject within this chapter. There were numerous problems connected with radar supply and maintenance during the first half of 1950. However, unquestionably the greatest was lack of sufficient maintenance personnel. Symptomatic perhaps of the general condition was that reported by the 314th Troop Carrier Wing. This organization was authorized an aggregate of 100 radar maintenance personnel. Of this number only seven were actually assigned. These seven men were supposed to maintain sets installed in each C-82 and C-119 aircraft of the 314th and 316th Troop Carrier Groups.[101/]

Despite severe shortages in qualified personnel, definite efforts were made to improve and increase radar materiel. One materiel deficiency of which USAF was acutely aware was the lack of a suitable airborne beacon. Since the Joint Chiefs of Staff were committed

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101/ 1. CONFIDENTIAL Teleconference, ConAC to 14th AF, sub: "Airborne Radar Maintenance, 314th Troop Carrier Group" 25 Jan 1950

2. CONFIDENTIAL IRS, ConAC PPM to O&T, 15 Feb 1950

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to the desirability of the Mark X System of beacon and interrogators, which was to be made operational by July 1952, it was necessary for the Air Force to procure beacons which would fit in with the new system. In order to equip current aircraft a retrofit program was adopted and given implementation by the Air Materiel Command. By this program, F-94s, F-89s, F-86 D & A, F-84 E & D and all types of B-36s and B-50s -- 918 planes in all -- were to receive first priority in a retrofit program which was to be completed by 1 June 1951. Planes in the second priority included the TF-80, F-80C, F-84 B & C, RB-45 and the B-45, which were scheduled for retrofit in the succeeding two years. These planes in second priority numbered 903. Group C aircraft, which would be retrofitted one to two years after Group B included the F-80B, F-80A and F-80C -- 589 planes in all. Transport and other type aircraft might be retrofitted on a later date.

Having decided on a program to improve airplane radars to work with those on the ground, USAF next considered the desirability of improving those same ground radars to work with the project airborne radar. The primary mission of operation "Rosebud" had been to test the operational suitability of the AN/APX-6 and the AN/APN-19 beacons as radar assist beacons in air defense. This project had indicated that assist beacons were necessary for the successful long range ground control of jet fighters. It had been also indicated that neither of the above radars met the required specifications. It was, therefore, urged by the Continental Air Command that steps be

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taken to deliver and produce a beacon which would adequately fulfill the radar assistance function necessary for fighter aircraft. It was also urged that every effort be made to obtain the delivery of ground components, test equipment and spare parts of the Mark X System concurrently with the 1950 retrofit program for ConAC airborne radars.[102/]

In the radar field a considerable amount of attention was necessarily given to future developments. Thus USAF requested industry to submit proposals for the electronic and control systems, which would be used in the 1954 interceptor aircraft. Eighteen proposals were made to the Air Materiel Command and received an evaluation by that Command.[103/]

One of the lesser problems concerned the radar equipment to be carried by the B-45 bomber. This question had apparently been settled during the previous year. However, ConAC had not been completely satisfied with the radar equipment authorized. Shoran, it felt, could not be operated with required accuracy beyond the range of 150-200 miles. For this reason, it was considered a secondary bombing system. The Continental Air Command urged that AN/APQ-24s remain on equipment accounts of the 84th and 85th Bombardment Squadrons, to be

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102/ 1. SECRET Ltr with 2 Inds, USAF to ConAC, sub: "USAF Procurement Plan for IFF Beacons" 24 Jan 1950
2. SECRET IRS, ConAC Comm to O&T and PO&R, 15 Feb 1950

103/ CONFIDENTIAL Ltr, USAF to ConAC, sub: "Evaluation of Electronic and Control Systems for Project MX-1179 (1954 Interceptor)," 14 Apr 1950

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available for reinstallation in the aircraft when deemed necessary by the units, and that no reduction be made in authorization for radar personnel of the units concerned. After considerable correspondence on the subject, ConAC failed to win acceptance of its point. USAF opposed storage of the AN/APQ-24 sets on the grounds that they could be used immediately on equipping RB-36s and T-29s. Also this particular equipment was very difficult to maintain in an operational status for any length of time while in storage. The Continental Air Command was directed to proceed with the combat equipping of the B-45 without anticipating additional shortages.[104/]

A change in maintenance procedures was urged by the 325th Fighter Wing, All Weather. This organization complained that its F-82Fs had been seriously handicapped by the lack of bench sets and test equipment. Existing procedures for obtaining this equipment were regarded as unsatisfactory, as tactical units received aircraft far in advance of the essential supporting equipment. The lack of these required components, wiring and connecting plugs, had made it necessary to wait upon cannibalization for local fabrication of radar mock-ups. It was requested that complete radar mock-ups be contracted for and shipped to tactical units at the same time as notifications of assignment of aircraft.[105/]

104/ SECRET Ltr with 1st & 5th Inds, ConAC to USAF, sub: "Shoran and AN/APQ-24 Equipment for B-45 Bomber" 9 Jan 1950

105/ CONFIDENTIAL Ltr, 325th Fighter Wing, All Weather to CG 4AF, sub: "Radar Mock-ups for Organizational Maintenance" 27 Jan 1950

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The maintenance difficulties experienced by the 314th Troop Carrier Wing have been noted. This organization took action to establish a centralized line maintenance shop in which available personnel and equipment could be pooled. This, however, was only a temporary solution. In an attempt to bring the amount of radar equipment down to a number that was more nearly workable, permission was asked to remove radar from all four planes from each squadron. This, however, ConAC was unwilling to grant. It stated that removal would impair the emergency operational effectiveness of the planes and also unfit the planes for participation in Exercise "Protrex".[106]

Another grievance was expressed by the 325th Fighter-All Weather Group. This organization objected that when it had furnished a ferry crew in order to accept new planes, the radar equipment was not checked, because the ferry crew did not have the right of refusing acceptance on the basis of non-operative radar. In the case of F-82F, many planes were accepted from the factory with radars in unworkable shape. There was no desire to repeat the experience with the F-94. It was therefore requested that a radar observer be assigned the flight check radar equipment prior to the ferrying of All-Weather aircraft to the 325th Fighter-All Weather Wing.[107]

The same organization recommended a procedure to overcome the shortage of maintenance personnel. It believed that the only satis-

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106/ CONFIDENTIAL Ltr with 1 Ind, 14AF to ConAC, sub: "Radar Maintenance, 314th Troop Carrier Wing (M)" 15 Feb 1950

107/ CONFIDENTIAL Ltr 325th Fighter All-Weather Group to CG, 325th Fighter, All-Weather Wing, sub: "Ferry Crews" 25 Jan 1950

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factory long range answer was for the Air Force to train the required personnel and provide a method whereby the result of the training would continue to benefit the Air Force rather than the Navy, Army or private industry. It was suggested that tests should be given on a competitive basis to High School students to determine their aptitude and that the Air Force then offer training at technical schools with the proviso that candidates successfully completing the course would be required to serve a minimum of six years with the Air Force. 108/

There is nothing to indicate that this suggested solution received serious attention by ConAC. However, on 27 March 1950 the 325th Fighter Wing set forth its views on radar maintenance at considerable length. It noted that experience with the AN/APG-28 radar had been largely unsuccessful. Some problems arising in connection with its use would be solved by local action. However, there were three other problems which required action by higher headquarters. These were: (1) radar sets which were unserviceable at the time of installation in the factory; (2) test equipment which was frequently inadequate; (3) qualified maintenance personnel which had never been available in sufficient numbers to insure satisfactory maintenance. 109/

108/ CONFIDENTIAL Ltr 325th Ftr Wg, A/W to CG 4AF, sub: "Training for Radar Personnel" 2 Mar 1950

109/ CONFIDENTIAL Ltr 325th Ftr Wg, A/W to CG 4AF, sub: "Radar Maintenance" 27 Mar 1950

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This letter was productive of action. Continental Air Command concurred in the recommendation that radar observers be placed on temporary duty at factory for the purpose of insuring the status of all AN/APG-33 radar installed in the F-94. It further recommended that a standard test program and check sheet be prepared prior to conducting acceptance check. It also recommended that Air Materiel Command procure standardized radar mockups for all future sets. The Air Materiel Command showed no eagerness to do so in the case of radars. As regards maintenance personnel USAF decided that graduates of the airborne radar mechanics course would be available in considerable numbers after November 1950.[110/]

A large share of ConAC's materiel problems concerned unsatisfactory existing radars or the procurement of more models. Considerable dissatisfaction was expressed with the AN/CPS-5. A number of unsatisfactory reports concerned the performance of this set at particularly high altitudes. Accordingly Watson Laboratories was requested to investigate the problem and make appropriate recommendations for its solution.[111/]

The AN/APG-24 also posed difficulties, though its difficulties were more from the standpoint of supply and maintenance than from other performances. Troubles here arose from the fact that the ap-

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110/ SECRET Ltr ConAC to CG 4AF, sub: "Radar Maintenance of Airborne Intercept Equipment" 21 Apr 1950

111/ SECRET Ltr ConAC to CG 1AF, sub: "Unsatisfactory Performance AN/CPS-5 Radar Set" 9 Mar 1950

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plicable source of Air Force technical orders had not been made available for reference. Hence, organizations were in the dark as to stock number, information, shop control, levels per number equipments maintained, etc. Due to the non-availability of such a table of required spares and a zonal depot of supply items, the existing supply channels proved wholly inadequate as well as time-consuming.[112]

Some attention was given to the development of droppable X-Band Beacons. This was a project under way at Watson Laboratories, for the purpose of developing a relatively small compact unit which could be dropped to provide highly precise, interference free, navigational facilities in areas which were not covered by other beacons. They were intended to operate as check points in arctic or desert regions or to serve at new or temporary airfields, rescue locations or as enroute points for strategic bombing operations. It was believed that procurement data for quota productions of the first of these, the AN/FPN-18 would be available by July 1951. For the second model, AN/FPN-23, similar data was expected to be ready a year later. A survey was underway in USAF commands to determine requirements for such beacons.[113]

With the development of ultra-high frequency (UHF) the retro-fit of radiosets in planes became a matter of considerable importance.

112/ SECRET Ltr CG 9AF to ConAC, sub: "AN/APQ-24 Supply and Maintenance" 6 Jan 1950

113/ CONFIDENTIAL Ltr AMC to D/R, USAF, sub: "Droppable X-Band Beacons AN/FPN-18 ( ) and AN/FPN-23 ( )" 15 Mar 1950

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Accordingly, AMC was requested by USAF to accomplish engineering mockups and prepare technical orders for the installation of the UHF command set. In the course of this retrofit it was held desirable that a program might be developed to permit air to air voice communication between planes. An order of priority was adopted calling for alterations in the following order:

Aircraft Type		Aircraft Type	
(1)	B-36	(19)	C-97
(2)	RB-36	(20)	C-119
(3)	B-47	(21)	C-121
(4)	B-50	(22)	C-124
(5)	RB-50	(23)	C-122/125
(6)	B-45	(24)	C-54
(7)	B-29	(25)	C-74
(8)	KB-29M	(26)	LC-126
(9)	KB-29P	(27)	SB-17
(10)	SB-29	(28)	SA-16
(11)	RB-29	(29)	RB-45
(12)	F-03A		
(13)	F-84E	Tow Target Aircraft	
(14)	F-86A	(30)	TB-17
(15)	F-94A	(31)	B-26
(16)	F-89A	(32)	B-29
(17)	F-80C	(33)	F-51
(18)	F-95	(34)	F-80

One of the minor activities in connection with radar was that of calibration of radar installations. Difficulties here arose from the poor condition of the B-29s operated by the command already alluded to in Chapter II. They also arose from the distances which B-29s, based at Langley Air Force Base, were forced to fly in calibrating radar installations on considerable distances from home bases. Eastern Air Defense Force noted that the accomplishment of complete calibration required from 125 to 150 hours flying over the

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station, while the B-29s were probably capable of no more than 300 hours calibration even at an optimistic estimate. Hence it was suggested that B-29s should be equipped with flyaway maintenance kits and flight crews trained to accomplish post-flight inspections and corrective maintenance. It was also desired that staging bases be used in order to reduce unnecessary flights back to Langley.[114/]

Electronic countermeasures or jamming continued to receive attention during this period. In December 1949 an informal conference was held at Headquarters, United States Air Force between representatives of the Tactical Air Division, Director of Requirements, Headquarters, United States Air Force and Headquarters, Tactical Air Command, concerning tactical air electronics countermeasure requirements.[115/]

Although most jamming equipment was ground rather than air-based, a careful study was made of the B-45 and RB-45 in order to determine the probability of installing ECM jamming equipment. Although it was found possible to install such equipment it was also found that other tactical characteristics of the aircraft such as armament or range would have to be sacrificed in order to make such installation possible. Several other questions would develop which could be resolved only on the command level.[116/]

114/ CONFIDENTIAL Ltr USAF to AMC, sub: "Retrofit of UHF Radio Command Set in AF Aircraft" 8 May 1950

115/ SECRET Ltr TAC to ConAC, sub: "Electronic Countermeasures" 24 January 1950

116/ SECRET 3rd Ind to Ltr TAC to ConAC, sub: "Electronic Countermeasures" 31 Mar 1950

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The thinking on the subject of jamming produced an interesting plan. If an imaginary enemy task force were to approach the Eastern Defense network of the United States with detailed information and a plan of attack, which would be arranged to avoid encounter with naval vessels and aircraft, radar stations would provide the most available means of detection and defense. It would be conceivable that the enemy commander had been briefed on the location of radar stations and had in his possession electronic and mechanical devices which could be used for jamming the Eastern Defense radars. Under these circumstances, unlikely though by no means impossible, it would be necessary to defeat enemy jamming. In order to do that it was recommended that these be installed on the primary radar sites in addition to the prime radars additional "dummy radars". These radars would not be standard radar equipment as it is used for detection. They would be used simply to radiate energy on a frequency different from that of the primary radar. Now if a "standby" radar were provided which operated on another assigned frequency the enemy would experience grave difficulties. As soon as jamming was detected on the primary radar the standard pipe radar would be placed on the air, at the same time the dummy radars, each tuned to a different frequency, would be made operational. The enemy then would have a half dozen frequencies to jam whereas before only one was encountered. In the unlikely event that the enemy had selected a standby radar instead of in one of the five dummies and thereby rendering it useless, the primary radar could be activated

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again. This scheme could not be defeated by the dropping of "chaff" or mechanical jamming devices since the lead ship of the invader could be detected before "chaff" or other mechanical devices. It was urged that one of the existing Coastal Radar Stations in the Eastern Defense network be chosen to experiment with feasibility of using dummy radars to countermand enemy jamming or countermeasures.[117]

Continental Air Command had comparatively little to do with Shoran but was not able to do without it completely. When operational suitability test of the B-45C and RB-45C were directed by USAF, it was also indicated that Shoran phase was to be included in the test program. Since ConAC did not have a Shoran facility and it was doubtful whether the amount of future activity would justify the installation of this kind at Eglin Air Force Base, it was requested of USAF that the facilities of another Air Force Command might be made available for test purposes.[118]

Ground Radar:

In general the same condition effected supply and maintenance of ground radar that prevailed in the case of airborne radar. Main-

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117/ SECRET Ltr 26th Air Divn (Def) to CO, 503rd AC&W Gp, sub: "Electronics Countermeasure Plan" 28 Mar 1950

118/ SECRET Ltr EADF to CG 10AF, sub: "Radar Calibration" 28 Mar 1950

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tenance personnel was about equally inadequate in each case. As of January, ConAC had only 19% of its authorized 849s, 12% of the authorized 853s and 30% of the authorized 955s. It was expected that this situation would actually improve as the rate of flow of students increased. In November output of students from the radar mechanics airborne equipment schools was expected to reach the peak of 230 students per month. Although the high percentage of these graduates were expected to be sent to Strategic Air Command, Continental Air Command also would benefit. Some improvement in this apparently impossible situation was provided by the presence of approximately 60 factory technical representatives located with certain ConAC units.[119/]

The average age of ground radar equipment was probably greater than that of airborne. Most of the ground radar equipment dated from World War II and it was necessary to provide upkeep and repair in depot maintenance shops at frequent intervals which was impossible due to commitments. A certain amount of switching of equipment from one installation to another was also requested. One example of this occurred in January when radar equipment program for Fordland, Missouri was diverted to Mt. Bonaparte, Washington, where it would be lying in the avenue of approach to hostile aircraft attacking the Pacific Northwest.[120/]

119/ Ltr APG to D/R, USAF, sub: "Requirement for Shoran Facilities" 25 May 1950

120/ SECRET, History of Communications and Electronics, Maintenance Supplies and Services Division for January 1950

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In one respect ground radar made rapid progress during the first half of 1950. During the latter half of 1949 the United States had become interested in Air Defense and had adopted a permanent Air Defense Plan. During 1949 this plan had not reached the stage of actual activation. However, active planning took place and continued to take place into 1950. For the first twenty four radar sites construction priorities were established. Control Centers were left off the priority list since usable though not ideal Control Centers were already operating in the northwest and east and it was therefore considered advisable to spend the money exclusively on radar sites.[121/]

As Aircraft Control and Warning radar installations were set up all over the country, in many cases well removed from other operating units, the problem of maintenance became a difficult one. In so far as communications and electronics equipment was concerned the wing base organization proved inadequate to cope with the requirement of AC&W units for field maintenance. These units were organized under a T/O&E which provided for organization maintenance only, while the wing base organization made no provision for maintenance support of initial units, squadrons or sites. In order to overcome this difficulty, Headquarters, United States Air Force was requested to revise the T/O&E for aircraft control

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121/1. SECRET, History of Communications and Electronics, Directorate of Maintenance, Supplies and Services for May 1950
2. SECRET Ltr ConAC to D/P&O USAF, sub: "Change in Deployment of Radar Equipment" 9 Jan 1950

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and warning units and to include such personnel and equipment as was necessary to enable these units to accomplish necessary field maintenance of other equipment. United States Air Force agreed to this request. However during the interim period Air Materiel Command agreed to augment depot maintenance support by instructing each Air Materiel Area to perform a shake down inspection of all Aircraft Control and Warning facilities and to bring all equipment to an initially satisfactory operational level.[122]

The initial inspection by Air Materiel Command was arranged through coordination with ConAC. At the request of ConAC, AMC undertook inspection of installations from its Middletown, Ogden, Sacramento and San Antonio Air Materiel Areas. The priority of visits and inspections is indicated below:[123]

"Middletown Air Materiel Area

(1)	Dow AFB, Maine	(12)	Twin Lights, N.Y.
(2)	Ft. Williams, Maine	(13)	Palermo, N.J.
(3)	Ft. Ethan Allen, Vt.	(14)	Ft. Geo. Meade, Md.
(4)	Grenier AFB, N.H.	(15)	Ft. Custis, Va.
(5)	Otis AFB, Mass.	(16)	Connellsville, Pa.
(6)	Pine Camp, N.Y.	(17)	Selfridge AFB, Mich.
(7)	Schenectady, N.Y.	(18)	Ravenna, Ohio
(8)	Seneca, N.Y.	(19)	Ft. Niagara, N.Y.
(9)	Indiantown Gap, Pa.	(20)	Oscoda, Mich.
(10)	Montauk, L.I., N.Y.	(21)	Sault Ste Marie, Mich.
(11)	Santini, L.I., N.Y.	(22)	Lockbourne AFB, Ohio

122/ CONFIDENTIAL Ltr, ConAC to D/P&O, USAF, sub: "Initial Priority For Engineering Construction", Permanent Air Defense Plan" 2 Nov 1949

123/ SECRET, History of Communications and Electronics, Directorate of Maintenance, Supplies and Services for January 1950

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Ogden Air Materiel Area

(1) Moses Lake AFB, Wash.
(2) McChord AFB, Wash.
(3) Paine Field, Wash.
(4) Pasco, Wash.
(5) Spokane AFB, Wash.
(6) Neah Bay, Calif.
(7) Pacific Bay, Calif.

Sacramento Air Materiel Area

(1) Muroc AFB, Calif.
(2) Half Moon Bay, Calif.
(3) Sea Side, Calif.
(4) Portland AFB, Oregon
(5) Mather AFB, Calif.
(6) Minter AFB, Calif.
(7) Ft. McArthur, Calif.
(8) Ft. Hueneme, Calif.
(9) Camp Cooke, Calif.

San Antonio Air Materiel Area

(1) Los Alamos, N.M.
(2) Kirtland AFB, N.M.
(3) Roswell (Walker AFB), N.M."

Procurement action on equipment for the permanent Aircraft Control and Warning unit was gotten well under way in the first half of 1950 although not many deliveries occurred during that period. Most radars were scheduled for delivery between July 1950 and April 1951 and with only a few being scheduled for delivery prior to 30 June 1950 (actually no complete units were delivered prior to this date). A shipment schedule was tentatively adopted, but was to be governed by the progress of construction. Headquarters, United States Air Force was to issue a ground radar directive covering each shipment, normally thirty or more days in advance of delivery during the period between Ground Radar Directive (GRD) and delivery. The amount concerned was to make all necessary arrangements for prompt unloading, installation and storage.[124/]

124/ SECRET Ltr with 2 Inds, ConAC to AMC, sub: "Maintenance Support for AC&W Radar Installations" 30 Jan 1950

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As the plan for AC&W developed it became apparent that close coordination between ConAC and other organizations of the armed forces would be a requisite to success. The Fourth Air Force, faced with many problems of this type, recommended that where logistic support was most feasible from an Army or Naval installation, that custody and accountability of the site be transferred to the proper Army or Navy station with only operational control, manning and technical supply remaining as responsibilities of ConAC. In some cases where sites were in very remote locations the average expenditure of P-441 funds was increased by as much as 30%. Indeed in the case of sites located at Santa Rosa, and San Clemente Island, desert islands off the coast of California, this increase was 100%. On the other hand, where sites could be located within the bounds of a military installation, the average expenditure of P-441 funds could be reduced by 20%. In some instances, especially in the case of interim locations, which were under the jurisdiction of another service, joint use agreements were incorporated. The number of these small units is indicated by the fact that in the Fourth Air Force area alone there were twenty interim sites and twenty-five permanent ones. For a list of the same, the reader is referred to the documents at the end of this Volume.[125/]

125/ SECRET Ltr, ConAC to CG, 9AF, sub: "Permanent Aircraft Control and Warning System Equipment" 17 Apr 1950

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By actual experience, a comparatively smooth working supply system for AC&W units was at length evolved. During the earlier months of 1950 the flow of supplies was slowed down by excessive handling. Also, base level support stocks were too widely distributed for the economical employment of handling personnel. In June instructions were sent to the field and to other interested commands utilizing the new system. The new system designated eight centrally located bases as base level support jurisdictions for all AC&W units and established direct supply of the radar locations. While the new system had not been in operation long enough for its advantages and defects to become fully apparent, it was believed that it would concentrate experienced personnel and prove direct and relatively simple.[126/]

June witnessed the effective beginning of the IFF system in the Air Defense Plan. Ground Interrogators were installed at Twin Lights, Ft. Custis, Selfridge, Santini, Palermo, Otis, Larson and Neah Bay. These installations used AN/GPX-3 and AN/GPX-4s, the former installed with AN/CPS-1 and AN/CPS-6 search radars, while the latter had to be operated with AN/CPS-5 search radar. This equipment had been procured through the Watson Laboratories in Red Bank, New Jersey and was a modification of Mark V, IFF.[127/]

126/ SECRET Ltr, 4AF to ConAC, sub: "Basic Plan for the Materiel Support for Installations of the AC&W System" 26 Apr 1950

127/ SECRET, History of Communications and Electronics, Directorate of Maintenance, Supplies and Services for June 1950
RESTRICTED Ltr, ConAC to WADF and EADF, sub: "Electronic Supply Support of ConAC AC&W Sites" 27 Jun 1950

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During the initial stages of the building up of the AC&W system there developed the usual quota of complaints regarding unsatisfactory material. The TPS-10 and TPS-10A height finding radar were the subjects of a number of unsatisfactory reports. It was admitted by ConAC that lack of satisfactory performance might in part be attributed to lack of spare parts and the greenness of maintenance personnel. However, even in cases where fairly experienced personnel and sufficient spare parts were available the operation of the TPS-10 had been very unreliable. Voltage regulation was unsatisfactory. The primary power supply which was of the portable gasoline type had led to mechnical and electrical unreliability. Breakdowns of transformers, condensers, resisters and other parts was almost constant. Watson Laboratories was urged to investigate the performance of these radar sets and to make appropriate recommendations for interim modification, besides any additional training of personnel or techniques of maintenance and operation.[128/]

In another letter it was pointed out that the TPS-10A was designed to do intermittent duty as a medium range height finder, to be used in conjunction with the AN/TPS-1B early warning radar and was unsatisfactory for the present day GCI Mission (height information) due to its design and low power output. It had a limited coverage of only 50 to 60 miles and a height indication of only

128/ SECRET, History of Communications and Electronics, Directorate of Maintenance, Supplies and Services for June 1950

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35,000 feet. The seven inch Range Height Indicator (RHI) scope was also regarded as too small for good accuracy and the method of reading involved parallax error. Another objection was that due to critical circuit design, the set required continuous tuning and aligning. Breakdowns were numerous and the maintenance time required was twice as great as that needed for the AN/CPS-5 radar set. It was recommended that TPS-10A be replaced as soon as possible by a height finder designed to provide the necessary height information required for present height information. Range should be from 120-200 miles, altitude 60,000 feet, power output should be much higher and ease of operation should be increased. The existing AN/CPS-4 height finder, it was felt, would answer most of these needs and this equipment should be assigned to ConAC units as fast as it became available.[129/]

The Air Materiel Command felt that ConAC's concern over height finders was quite justified. It pointed out that the Air Force had under contract 83 AN/TPS-10B radar sets and 84 AN/FPS-6 radars. This same equipment would be delivered beginning 1 October 1951. To serve as an interim equipment it was suggested that a contract of the Navy Department's Bureau of Ships, which called for the delivery of 20 AN/MPS-4 radars could very well be extended to provide 26 radars of the type for ConAC. It was be-

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129/ CONFIDENTIAL Ltr, ConAC to CO, 3151st Electronics Gp, AMC, sub: "Unsatisfactory Performance of TPS-10 and TPS-10A Radar Sets" 6 May 1950

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lieved that deliveries on this contract could be obtained as early as March 1951. Procurement action was urged without delay.[130/]

In some instances direction finding radar was also regarded as impractical. The 640th Aircraft Control and Warning Group at Stewart Air Force Base, pointed out that direction finding facilities were needed for reasons of safety and also to facilitate the basing of aircraft during periods when controlling agencies experienced operational troubles. It was felt that such equipment would be particularly valuable in cases of lost aircraft needing positioning, aircraft returning to base with limited fuel and cases where rapid weather changes had obscured visual check points. While new equipment would minimize such needs it was nevertheless felt that present requirements demanded a substitute system to cover the interim period. The First Air Force indorsed this request for direction finding but ConAC regarded it with less enthusiasm. Here it was stated that VHF/DF equipment did not afford rapid enough information on jets to be of much assistance in ground control of interception. Former existing jets were equipped with radio compass and VHF homing aids for returning to bases. Existing circuits would not provide adequate communications facilities and additional circuits required to implement the D/F fixing nets would be too expensive. Action was al-

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130/ SECRET Ltr 1st AF to ConAC, sub: "Inadequacies of AN/TPS-10A (Height Finder) for Height Information at GCI Radar Stations" 23 May 1950

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ready underway to equip fighter planes with assigned beacons for GCI work. For this reason the request was approved. These reasons, however, were not regarded as sufficient by the First Air Force, for two months later it re-submitted a request for the establishment of VHF/DF equipment and personnel, for two or three GCI sights of the 503rd and 540th Aircraft Control and Warning Groups. 131/

Another tactical deficiency came to light when members of the Continental Air Command conducted an inspection tour of the AN/CPS-6B. It was found that this radar could operate on two pulse repetition rates so that two ranges could be obtained, but MTI operation was possible only at a short range. However, when employing MTI it was impossible to search beyond 100 miles since this radar was to be used in other existing or modified form at 26 places in the permanent air defense system and in that case for simultaneous GCI control and early warning. It was felt necessary that the radar should be operated at maximum range for early warning and at the same time be capable of finder control. An immediate action to correct this major tactical deficiency was therefore urged.

A difference of opinion developed between ConAC and USAF as regards the value of that radar. The United States Air Force pointed out that the radar was developed as a refinement of an

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131/ CONFIDENTIAL Ltr, AMC to D/R, USAF, sub: "Procurement of Height-Finding Radar Equipment" 26 Jun 1950

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earlier production and that the Air Defense Command which preceded the Continental Air Command had participated in all discussions leading to its procurement. Very recently the MTI had been expanded to 150 miles maximum range. Since the AN/CPS-6B was undergoing final test and the modifications urged would require a considerable expenditure of funds, besides an indefinite time delay it was not regarded as advisable to submit to any considerable modification. ConAC noted this communication but continued to favor the modification of the MTI equipment of this radar to meet required standards as quickly as possible. As new equipment was developed it could be installed on existing AN/CPS-6B radars as a field retrofit.[132/]

The operation of AC&W units requires not only a large number of radars but also some highly specialized radio communication facilities. While radio in the UHF range was needed it was assumed that this type of equipment could not be procured prior to 1953. However, the entire AC&W system of the United States would make use of VHF air/ground radio initially. The program for procurement of necessary radars developed considerably during the earlier months of 1950. AMC requested that ConAC provide information on such matters as the needed distances of separation between radio transmit-

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132/ SECRET Ltr with 1st, 2nd and 4th Inds, 540th AC&W Gp to CG 1AF, sub: "Request for Direction Finding (D/F) Equipment & Operation Personnel" 9 Jan 1950

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ter and receiver areas and between radar location and the radio transmitter and receiver areas. Data was also needed on possible mutual interference between radio, radar and IFF equipments and on all area coverage desired for both the VHF and UHF ground to air equipment. AMC added that existing information indicated there would not be much interference between radio, radar and IFF in the new types of equipment being procured and requested. ConAC certain to provide all the information available.[133/]

Another felt need in ConAC was the requirement for the beacon assist which was later to be provided by another radar. AN/WPX-4 ground interceptor responsors were under procurement but deliveries were not expected to start before January 1951 and it was possible that deliveries might be delayed as much as six months. Since GCI operation with jet aircraft would be very seriously limited without an IFF beacon system capable of expanding the control range of these planes, it was essential that interceptor responsors be installed and made operative with the least possible delay. It was, therefore, requested that the procurement action of inter-connecting equipment be speeded to permit rapid deliveries.[134/]

133/ 1. SECRET Ltr and 2 Inds, ConAC to D/R, USAF, sub: "Requirement for Simultaneous GCI with MTI and Long Range Early Warning Using AN/CPS-6B and AN/FPS-3 Radars" 3 Feb 1950
2. SECRET Ltr ConAC to D/R, USAF, sub: "Procurement of AN/MPS-4 Height Finders for Air Defense of the United States" 25 May 1950

134/ 1. SECRET Ltr, ConAC to D/C, USAF, sub: "Fixed Type RadionRequirement for the AC&W System of U.S." 10 Jan 1950
2. CONFIDENTIAL Ltr and 1 Ind, AMC to ConAC, sub: "Radio Requirements for the AC&W Program" 1 Jun 1950

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A minor problem was presented in designing the towers required for the AC&W system height finders. In certain areas it was necessary to provide extensions of the 25 foot tower. This was done readily by providing concrete bases ranging from ten to thirty feet in height. A corollary problem was to provide towers for search radars in regions where unusually cold weather was to be expected. In order to afford personnel minimum protection, arctic type towers were to be developed which could assure satisfactory protection during bad weather.[135/]

The final problem facing ConAC was obtaining a suitable equipment to enable controllers and radar operators to quickly locate, identify and control jet aircraft. A program to provide this need had already been placed underway in the form of the Mark X-IFF program which would include Short Interval Identification (SII). Unfortunately this development was still in the research stage. A possible stop gap equipment was available in Watson Laboratories in the form of an automatic instantaneous VHF/DF. It was felt that when this equipment was employed with a surveillance radar set a method would be provided for reasonably rapid location and identification. It was understood from Watson Laboratories that the GRC-30 receiver could be combined with existing MX-536 VHF/DF to provide UHF. Since the cost was estimated at no more than $15,000 per

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135/ 1. SECRET Ltr, ConAC to DC/USAF sub: "Aircraft Control and Warning Tower Extension Requirements" 19 Jun 1950
2. SECRET Ltr ConAC to D/C, USAF, sub: "Arctic Type Towers for Permanent Aircraft Control and Warning System Height Finders" 22 Jun 1950

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set the procurement of 72 or 80 sets in all was urged.[136]

While most complaints received from the field were concerned with the need for better equipment, there was an occasional request for the deactivation of existing equipment. Late in 1949 Selfridge Air Force Base had requested that its radar for the instrument landing system might be deactivated. Permission to do this was refused by ConAC, which pointed out that GCA must be retained for purposes of monitoring traffic approaches and to take over in case of the failure of other instrument landing system equipment.[137]

Armament Equipment:

One of the features of the armament picture was the suspension from issue of certain weapons and ammunition. All stocks of four pound incendiary bombs, AN-M50A2 were suspended from issue by the Chief, Chemical Corps. These included stocks of explosive M-50 type bombs which were considered hazardous for training use. Directions were issued for their destruction. Detailed precautions which included the placing of all personnel at a distance of one half mile were also prescribed for purposes of safe disposal.[138]

136/ 1. SECRET Ltr ConAC to D/C, USAF, sub: "Interconnecting Equipments for AN/UPX-4 Ground Interrogator Responsors" 19 Jun 1950
2. SECRET Ltr ConAC to D/C, USAF, sub: "UHF, VHF/DF for Air Defense Aircraft Control and Warning Facilities" 23 Jun 1950

137/ SECRET Ltr ConAC to CG 10AF, sub: "Selfridge Instrument Landing System" 23 Jan 1950

138/ Ltr, ConAC to CG's ConAC AF's sub: "Bomb, Incendiary, 4 lb. AN-M50A2" undated

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Two somewhat unusual questions in connection with the use of bombs arose. In some instances certain states had requested that ConAC units break up ice jams by bombing with General Purpose Bombs. A delicate question of policy was involved here since ice jams could cause floods and the District Engineers in various sections of the United States were directly responsible to the Chief of Engineers, Department of the Army, for flood control. The Commanding Generals of the Continental Air Command Air Forces were therefore cautioned that initial action to clear ice jams was the Army's responsibility. Aerial bombing could be used only upon request of the Army Commander and with the concurrence of the District Engineers in the areas concerned. Request received from civilian agencies must, therefore, be referred to the Army Commander in the area involved. Should a request come in from Army authorities, procedures were set forth which emphasized coordination between ground and air units and compliance with safety requirements.[139/]

The other unusual development was a complaint by one Martin L. Bojed through Congressman Bob Sikes of Florida, that bombs which had been dropped from aircraft in the vicinity of Alligator Point, Florida, were lying in certain shrimp beds. Mr. Bojed stated that shrimp nets were damaged when drawn over the bombs with the resultant cessation of shrimp fishing in the area. The only

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139/ RESTRICTED Ltr, ConAC to CG's all ConAC AF's, sub: "Bombing with General Purpose Bombs to Break-Up Ice Jams" 23 Jan 1950

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range in the area known to Continental Air Command was a gunnery range which had been opened for four years during the War. However, it was directed that an Air Force representative visit the area, contact Mr. Bojed and attempt to ascertain the seriousness of the reported problem. Investigation revealed that Mr. Bojed had been fishing in a restricted area that was used as a World War II bombing range. Shrimp which tend to cling to undersea objects for protection had clung to the bombs in great numbers. Since the area concerned was 30 to 40 miles off shore it was impracticable to attempt remedial action.[140/]

Bombing parts and components gave some difficulty. In estimating the bomb requirements at Langley Air Force Base it was noted that the 100# pound bomb released from the B-45 was quite safe, but was unsatisfactory for training purposes because of very poor ballistics. Spotting charges for 500# pound bombs were also needed but would require a minimum of a year for development and initial procurement. Tail fuses and T126E1 fins were currently in short supply and could not be authorized for training.[141/]

One newer type of weapon gave indication that it would soon be a factor in air armament. The development of guided missiles was regarded as having reached the point where it was necessary to plan for their integration into the Air Force Weapons Systems. A

140/ Ltr USAF to ConAC, sub: "Water Gunnery Range Contamination" 16 May 1950

141/ Ltr 363rd TAC Recn Gp to 4th Ftr-Interceptr Wg, sub: "Practice Bomb Requirements" 19 May 1950

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presentation covering operational needs, war plans and the United States Air Force research and development program for guided missiles was therefore prepared by a team of officers from Headquarters, United States Air Force and Air Materiel Command. A five hour lecture scheduled to familiarize selected personnel with this program was therefore arranged.[142]

Machine guns were not the source of much concern in ConAC during this period, their operation being generally regarded as satisfactory. However, improvements took place.

Operation of gun charging in particular was subject to improvement. Where there was no provision for pilot charging, jet fighters usually were taxied to a "safe area" where armorers charged the guns -- a process which required from 15 to 30 minutes with consequent heavy consumption of fuel. Upon returning from a mission the pilot did not have a safe and adequate method of clearing his guns prior to landing. Even though the guns ceased firing, circuit breakers were open and switches turned off, a defective electrical circuit or firing pin would occasionally result in one of the guns remaining "hot" and subject to possible discharge. It was therefore urged that automatic gun charging equipment be developed from certain types of trial equipment such as had already been used on an experimental basis. Aside from the increase in safety and the saving in aircraft time recharging and clearing of the guns would be greatly easier than at pre-

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142/ CONFIDENTIAL Ltr, ConAC to CG 12AF, subs "USAF guided Missiles Program Indoctrination" 8 May 1950

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143/ sent.

A minor difficulty occurred when the F-86 was used in gunnery missions. In four cases frangible gun port doors were shot off during machine gun firing. This difficulty was caused by the failure of the actuating mechanism assembly of the door in cases where the actuating solenoid was found to be loose, thereby failing to release the gun port door when the firing trigger was pulled. Temporary adjustment was made by tightening the solenoid to eliminate looseness. However, this was regarded as a temporary expedient. Finally the frangible gun port doors were removed.144/

Another difficulty was experienced in certain cases where the reinforcing sleeve on the machine gun barrel assembly became loose after firing. This difficulty was corrected by instructions for repair sent out by the Air Materiel Command.145/

The rocket story in ConAC can be summarized quite briefly. Supplies were somewhat limited with the result that issue and use of the standard five inch HVAR rockets had to be suspended from January through March. Organizations equipped to fire 2.25 inch practice rockets were authorized to use these. Organizations which could not fire these small rockets were authorized a small allotment

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143/ Ltr 78th Ftr-Interceptr Gp to CO, 78th Ftr-Interceptr Wg, sub: "Installation of Automatic Gun Charging Equipment in Fighter Type Aircraft" 16 Mar 1950

144/ Ltr, 33rd Fitr-Interceptr Wg to CG, 1AF, sub: "Frangible Gun Port Doors, F-86 Type Aircraft" 23 Mar 1950

145/ Ltr ConAC to CGs ConAC AF's, sub: " Calibre .50 Machine Gun Barrel Assembly, A038-7162259" 28 Mar 1950

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of five inch HVAR rockets for practice only for each of six pilots scheduled to participate in the gunnery meet at Los Vegas, Nevada.[146]

The use of safety precautions was also emphasized in connection with the use of rocket motors, and testing was directed before rockets were issued from ammunition storage areas. A second test might be conducted after the rockets were installed in the aircraft, but planes would be so located that accidental firing of rockets would not cause damage. Some difficulties with rocket motors were experienced and modifications were effected in the Air Materiel Areas.[147]

The field of ammunition saw considerable activity from 31 December 1949 to 30 June 1950. Problems here were of three types. The first was determination of ammunition requirements; the second efficient and safe storage; and the third the disposal of ammunition stocks that were obsolete.

The first problem in connection with determining requirements arose in the 4th Fighter Wing. An immediate requirement existed at Langley Air Force Base for practice bombs of a general purpose type, weighing 500 pounds. It was not known at Langley whether such a bomb existed. But in case it did not exist or was not obtainable, development and procurement were desired. Similar bombs had proven unsatisfactory when dropped from high speed jet aircraft. Since the only bombing range available at Langley was small and located near

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146/ TWX, ConAC to 14th AF, 6 Jan 1950

147/ 1. TWX, AMC to ConAC, 21 Mar 1950
2. Ltr AMC to ConAC, sub: "Circuit Continuity Test of Rockets" undated

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a populated area it was restricted to practice bombs only. Further, due to possible errors in aiming, the M-38A2 practice bomb was not considered safe. The minimum requirements in practice bombs of the 500 pound size was set at 10,044 a year. ConAC replied that Eglin Air Force Base was conducting extensive tests in dropping the M-38A2 practice bombs from jets but that results were not as yet known. Another practice bomb, the T-52, was under development. The problem in any case was not immediate since a Technical Order dating from 7 November 1949 prohibited bombardment training utilizing B-45 aircraft, pending an investigation on unsatisfactory bomb hook latches.[148/]

During May and June the requirements for combat ammunition, upon the part of ConAC units were formulated for the immediate future. AMC was than interested in formulating an ammunition logistics program which would meet peacetime and emergency needs, and provide for a smooth transition period. The transition phase of the program logically divided into two parts. Part I consisted of the "ready reserve" which was strategically spotted by ConAC at Air Force installations while Part II consisted of pre-established replenishment requirements which would flow automatically at a given signal to refurbish the "ready reserve". AMC was interested in finalizing the second part of the transition period. Therefore, it requested that a detailed requirement be established by station and

148/ RESTRICTED Ltr with 2 Inds, 4th Ftr Wg to CG, 9th AF, sub: "Ammunition Requirements" 3 Jan 1950

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furnished AMC at the earliest possible date. This requirement could be divided into section support plans. After securing this information AMC would establish open requisitions at proper ammunition depots and notify ConAC of the supply depot and the shipping time from the date the plan was placed into operation. The requirements by ConAC are furnished in the documents at the end of this volume.[149/]

The problem of space and adequate ammunition storage proved to be a problem in connection with ammunition. Stored ammunition was potentially dangerous in any case and, since the ammunition stored readily increased the violence of a possible explosion, quantity distance tables had been developed which were intended to localize the effects of a possible explosion. It was particularly important to keep the storage area for explosives well isolated from radar, GCA sights, and personnel. Attention was also given to the protection of ammunition against lightning. Small arms ammunition in storage were to be protected by a lightning protection system. If electrical storms were frequent and if the items in storage were of great value or if exposure to personnel or materials were considered too hazardous lightning protection was also required for small arms ammunition.[150/]

149/ 1. SECRET Ltr ConAC to AMC sub: "Status of Combat Ammunition" 16 May 1950
2. SECRET Ltr AMC to ConAC, sub: "Long Range Ammunition Requirements" 14 Jun 1950

150/ 1. Ltr ConAC to CG, 9AF, sub: "Ammunition Quantity-Distance Requirements" 15 Feb 1950
2. ConAC to CG's AF's sub: "Ammunition Magazine Lightning Protection Systems" 3 Mar 1950

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During May a definite policy was laid down regarding the outside storage of ammunition. This involved seven points listed as follows:[151]

"Permanent magazines will be used to capacity, in accordance with paragraph 169a, TM 9-1900, prior to locating any ammunition in outside storage.

Outside storage is permissable only in cases where authorized requirements, operations and/or limited facilities dictate that such storage is absolutely necessary.

Whenever outside storage must be used, compliance with provisions of paragraph 169 b through g inclusive, TM9-1900, is mandatory.

Requisitions must specify type packing desired when it is known that items involved will be placed in outside storage. In such cases, only that type packing which will afford the greatest protection from the elements, will be requisitioned. For example, calibre .50 ammunition packed in waxed containers (T1IGR) will not withstand outside storage as satisfactorily as the same item packed in metal cans (T1IGS).

Spotting charges, rocket motors, pyrotechnics, small arms ammunition, and bomb, practice, M38A2 will be given priority, in the order listed, for utilizing available magazine storage space, in accordance with requirements of TM 9-1900.

Provisions for suitable temporary cover will be thoroughly planned in advance to insure that sufficient tarpaulins, tentage and dunnage will be on hand to properly stack and cover all ammunition. Protective cover and dunnage will be used in a manner which will provide adequate ventilation for all items.

Outside storage areas will comply with quantity-distance requirements applicable to above-ground magazine.

151/ Ltr ConAC to CG's ConAC AF's sub: "Outside Storage of Ammunition" 2 May 1950

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At Turner Air Force Base ammunition storage was a difficult problem. Due to an unusual combination of circumstances, waivers were requested regarding a number of ConAC safety regulations. The only storage building available on the base for storage of class 9 and 10 explosives was limited to 2,000 pounds due to a 600 foot proximity of the boundary of the base. While a waiver had been in effect for sometime permitting storage up to 30,000 pounds. The other regulation required separate storage of bombs and rockets. While at Turner a waiver was requested to permit the presence of 10,000 pounds of rockets and 5,000 pounds of bombs. The adequate area was also lacking for operation of live ammunition. Hence it was necessary to request use of the area about 3,000 feet from civilian houses. It was also impossible to find a completely safe point at which to make authorized disposal of ammunition. Here it was proposed that the use of a four foot pit and four foot barricade could add safety to an otherwise dubious area. If these waivers were not regarded as satisfactory, technical advice to enable the base to conform to regulations, was requested of ConAC.[152/]

The three problems concerning ammunition disposal or suspension of surplus stock did not involve any particular trouble. Early in 1950 all stocks of Pot, tear gas, CN, M1 was suspended from is-

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152/ Ltr 31st Ftr-Br Wg to CG, 14AF, sub: "Incompatible and Unsafe Ammunition Storage" 27 Apr 1950

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sue as hazardous for use in training. The Chemical Corps Technical Committee had previously declared these items obsolete. It was, therefore, directed that all stocks be disposed of in accordance with provision designed to insure the safety of personnel.[153/]

Many other items including riot grenades, smoke grenades and incendiary bombs were likewise disposed of under provisions designed for the safeguarding of personnel.[154/]

By all means the most active items in connection with armament was the A-1 gun bomb rocket sight. This instrument had given rise to an avalanche of unsatisfactory reports in the previous year and when 1950 opened, was undergoing the last in a series of tests at Eglin Air Force Base, Auxiliary No. 2 at Florida and Los Vegas Air Force Base, Nevada.

The sight evaluation test involved a three phase program of testing. The initial phase was in the hands of the Air Materiel Command and involved the testing of the modified A-1 sight. In order to estimate sufficient data to determine whether the modified sights would overcome objections to the modified A-1 sights which had been indicated by not only the Air Proving Ground but previous experience. The basic objections to the modified sight upon the part of the Air Proving Ground were as follows:

153/ Ltr AMC to CG's all Major USAF Comds and Overseas Comds, sub: "Pot, tear Gas, CN, Mi. S/N 535103" 1 Jan 1950

154/ Ltr, ConAC to AMC, sub: "Suspended Chemical Ammunition" 10 Feb 1950

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"Tracking and manual ranging virtually impossible during firing due to excessive vibration of the pip and reticle.

The range gear box drive motor is unsatisfactory.

The intensity of the sight reticle is unsatisfactory.

Precision resistors in the amplifier unit are unreliable.

The 20 to 30 minute warm-up period required to bring the sight computor to operating temperature prior to preflight and/or operation is considered excessive for tactical employment.

Similar type of A-1B sights are not interchangeable by operational units.

Phase adaptors (Phasetron Type) are unreliable. (Note: The Phase adaptor is not a sight component but a part of the electrical power supply for the sight system.)"

Conditions set up for the test involved air to air gunnery against A-6B tow targets which were flown at a speed of 190 to 200 miles per hour at an altitude from 10 to 20,000 feet. Two, four and six gun missions were fired in order to determine the effective vibration on the sight. Some high altitude tracking missions and high altitude air to air gunnery were also involved. One aircraft equipped with the MK-23 Gun Sight (Navy version of the K-14) was also included in the test program for purposes of comparison. In all approximately 15 pilots participated in the test. Boresighting and harmonization information were likewise obtained.

The results of tests of the modified sights were on the whole very favorable. The reticle vibration was nil or very slight with two guns firing and while it increased with the fire of additional guns it did not effect the pilots to obtain hours. Reticle il-

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lumination was also considered satisfactory. There were no resistor failures in the sight. The warm up period was only two or three minutes and was considered satisfactory. Maintenance was almost nil while phase adaptors functioned excellently.[155/]

Following these tests the 31st Fighter-Bomb Group of the Continental Air Command undertook a second phase of the test which involved squadron firing. This test covered the period between 16 January 1950 through 5 February 1950. On 80 scoreable missions during which over 15,000 rounds were fired an average of 18.5% hits were obtained. During this period 27 pilots participated. There were 31 missions fired at an average altitude of 20,000 feet, while 49 were fired at 8 to 12 thousand feet altitude. Maintenance requirements were increased, vibration was very slight and reticle illumination continued to be satisfactory.[156/]

These relatively favorable reports on malfunctions of the previously unsatisfactory A-1 gun bomb rocket sight did not put any ending to difficulties from that source. Maintenance difficulties of several types cropped up even during the test period. One of these was the necessity of producing adequate test equipment. Due

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155/ 1. CONFIDENTIAL Report "AMC Gunnery Project Report", A-1 Sight Evaluation Test, Project No. APG 2496-5 - undated;
2. History of Armament, Directorate of Maintenance, Supplies and Services for January 1950

156/ 1. History of Armament, Directorate of Maintenance, Supplies and Services for February 1950
2. CONFIDENTIAL Ltr AMC to ConAC, sub: "Report on Squadron Firing Phase of the A-1 Modified Sight Test and Evaluation Program as Accomplisned by 31st Fighter-Bomber Group of ConAC" 15 Feb 1950

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to production difficulties in obtaining a satisfactory motor for the G-1 tester, the delivery date was at first very uncertain. During May the G-1A tester was received by Hawkins and Shaw Air Force Bases. However, a tester was not available for Turner Air Force Base.

Another problem was that of training personnel. Valuable help here was derived from lectures and films presented at Shaw and Turner Air Force Bases by representatives of the Massachusetts Institute of Technology, who presented a program of lectures and films. This instruction was repeated at ConAC during March. Air Materiel Command advised that the adequacy of maintenance would depend on the rapidity with which tools, test equipment and trained personnel could be made available. It was estimated that a reasonable quantity of trained personnel would be available by July or August 1950.[157]

More definite maintenance difficulties made their appearance. The Air Materiel Command hastened to investigate reports that the power supply for the A-1B Gun Sight was inadequate. The power source consisted of D-2 electrical inverter and E-1 converter tested at Los Vegas. The latter did not prove satisfactory and Engineering Division, Air Materiel Command quickly busied itself to provide a

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157/ History of Armament, Directorate of Maintenance, Supplies and Services for February 1950 and May 1950

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better product. The same difficulty was encountered in the 20th Fighter Bomber Group at Warner-Robins Air Force Base.[158/]

Several other difficulties arose, though none of them proved especially serious. The Continental Air Command drew the attention of the Air Materiel Command to the fact that there were no adequately clear calibration data for use in the field. However, an investigation revealed that calibration data in the form of curves and charts were not required for field maintenance, because adequate calibration equipment was not provided at organizational level but only to maintenance depots. The K-1 differential relay also had begun to malfunction but solutions were found without undue difficulty.

Warner-Robins reported that it had been handicapped not only by lack of a number of items of pick-up equipment, but also by the lack of qualified pick-up personnel. However, since quotas for maintenance personnel had not been made available it felt that this condition was temporary.

Other problems of ConAC involving gun-sights were comparatively minor. Probably the most pertinent of remaining problems was that the harmonizing of guns and gun sights. This was a necessary procedure since information received from ConAC units indicated that flight charts prepared by manufacturers depicting angle of attack at various speeds was sometimes inaccurate. The Continental Air Com-

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158/ 1. Ibid.
2. SECRET Ltr 14AF to ConAC, sub: "A-1BM Gunsight Test Program" 23 Feb 1950

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mand, therefore, urged the Air Materiel Command to investigate the feasibility of installing an inclinometer on fighter planes. It was argued that this installation would be available in enabling armament personnel to more accurately harmonize guns and sights. The Air Materiel Command replied that the suggestion was not feasible. However, it was investigating a procedure which it hoped would be sufficiently accurate to allow tactical units to plot with reasonable accuracy the angle of attack conditions occurring in their aircraft at all altitudes. Tests of this matter by the Continental Air Command were welcomed as their results should be of value in this research.[159/]

For about four months no action occurred. Then in June the Continental Air Command wrote the Commanding Generals of its numbered Air Forces, directing each fighter group to utilize five aircraft for the purpose of conducting a test to determine the angle of attack assumed by their aircraft under various speeds, altitudes and load conditions. Procedures and conditions for conducting the test were set forth in detail.[160/]

159/ 1. Ltr, ConAC to AMC, sub: "Harmonization of Guns and Gun Sights" 2 Feb 1950
2. Ltr ConAC to AMC, sub: "A-1 Modified Gun-Bomb-Rocket Sight" 10 Feb 1950
3. SECRET Ltr 14AF to ConAC, sub: "Equipment Necessary for the Satisfactory Maintenance for the A-1 Modified Gun Sight" 1 Jun 1950
4. Ltr and 3rd Ind AMC to ConAC, sub: "A-1 Modified Gun-Bomb-Rocket Sight" 19 Jun 1950

160/ Ltr ConAC to CG's, 1st, 4th, 9th, 10th and 14th AF's, sub: "Harmonization of Guns and Gun Sights" 8 Jun 1950

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Other problems involving sights were relatively minor. The First Air Force experienced some maintenance difficulties with their K-18 gunsights, head assemblies being in inadequate supply. A complaint was also made by ConAC to the Commanding General of the Ninth Air Force that the M-9 bomb sight and C-1 automatic pilot were not being properly maintained by the AFRTC's.[161/]

A later complaint by ConAC brought to light an interesting situation. The Air National Guard Bureau reported to the United States Air Force that machine guns were being improperly maintained in Air National Guard units. Therefore, one armament man was authorized an Air Technical Detachment at each National Guard installation. It was the responsibility of this man to maintain all turrets, bombsights, gun sights, automatic pilots, machine guns, pistols, carbines and shot guns belonging to all of the units based on the installation. This was, of course, a sheer physical impossibility. It was also believed that the policy of keeping aircraft armament installed in planes of the Air National Guard was not required, because ammunition was not readily available to the units and the installed armament could not be readily maintained. It was therefore suggested that the armament equipment be removed and that only such armament as can be properly maintained by the technicians assigned be installed in the aircraft.[162/]

161/ 1. Ltr ConAC to 1AF, sub: "K-18 Gun Sights" 27 Feb 1950
2. Ltr and 1st Ind, ConAC to CG, 9AF, sub: "Maintenance of M-9 Bombsight and C-1 Automatic Pilot" 16 Feb 1950

162/ Ltr USAF to ConAC, sub: "Aircraft Armament" 16 Mar 1950

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When this question was submitted to ConAC for comment, a difference of opinion developed. The Maintenance Supply and Services Directorate felt that allowing guns to be installed in aircraft without proper care would be more of an evil than having the guns stored. In case of an emergency it was felt these guns could be reinstalled by the time the aircraft were otherwise ready for service. The Plans, Organization and Requirements Directorate maintained that the technical knowledge required to maintain guns in condition is not believed to be beyond the capabilities of the Air National Guardsmen. Nor is the time required beyond that available for the units drill in accord with the new drill policy. Officially the Air National Guard is still in the Air Defense picture and as such must be combat ready at least in so far as keeping the guns on the aircraft.[163/]

Tow Targets:

The target picture resembled the gun sight in that it was extraordinarily active. Furthermore, this activity resulted from the same general causes. During 1949 there had been an acute shortage of tow targets and the models in use had been unsatisfactory. During 1950 action was taken which promised to shortly remedy these acute needs. General Whitehead, early in January, wrote to USAF

163/ 1. IRS, ConAC MS&S-M to PO&R and O&T, 30 Mar 1950
2. IRS, ConAC, PO&R to O&T, 31 Mar 1950

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concerning the lack of suitable tow targets. A reply to this communication indicated that remedial action had begun. A revision of Air Force Regulation 50-19 dated 19 December 1949 placed responsibility of ATRC for the compiling of all requirements and the submission of those requirements to Air Materiel Command for procurement, thus remedying a somewhat ambiguous situation in which the line of responsibility had not been clearly marked.

Targets which were immediately available were limited. However, there were approximately 2500 Navy Mark 22 tow targets which could withstand low temperatures and towing at 250 miles per hour. Requisitions for new targets included 9000 25A's. This is a banner type rayon target. Headquarters, United States Air Force also had authorized procurement of 2000 type A-6B tow target. A type previously regarded as unsatisfactory. Other types of targets were under development. The point of standardization and procurement lay one to two years away. Some of these new types were capable of speed of 400 to 425 miles per hour. Progress was being recently made in harmonizing requirements of the various commands.[164/]

Learning that remedial action was being taken may have afforded some satisfaction to Headquarters, Continental Air Command but had not solved either of two immediate problems. These were: determining tow target and similar allied equipment requirements for Fiscal Year 1951 and 1952 and supplying its units with targets for the first half

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164/ CONFIDENTIAL Ltr K.B.Wolfe, Lt Gen, USAF to Lt Gen E.C.Whitehead, 26 Jan 1950

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of calendar year 1950. Each problem will be treated separately.

The fixing of requirements of 1951 and 1952 had not been proven to be unduly difficult. On terms of quality, the need existed for several types of tow targets. One was for a target capable of high speed and very high altitude towing. The second need was for a banner type target to train pilots in basic air to air gunnery. Equipment under development or procurement would satisfy these needs. The only target suitable for the first requirement was the X-27A. Thus the three dimensional target capable of tow speeds of 500 miles per hour in any temperature.[165/]

The outlook for procuring target needs for the coming Fiscal Year could be called only mildly favorable. The Air Training Command indicated that both the banner type target carrier and the X-27As were in procurement but only for service test purposes. The procurement action for air force units must wait upon completion of this test. On the other hand no particular difficulty was anticipated as regards the more elementary banner type tow targets.[166/]

The problem of satisfying needs of ConAC units for tow targets proved to be an impossible one. Some use was made of obsolete targets such as the A-6A but high speed tow targets which were not for realistic training were completely unavailable. As a primary type target the A-6B proved fairly satisfactory though it was not

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165/ ConAC Ltr to Dir of O&T and D/O, sub: "Report of Staff Visit" 31 Jan 1950

166/ CONFIDENTIAL Ltr with 1st Ind, ConAC to ATC, sub: "Tow Target and Allied Equipment Requirements, F/Y 1951 and 52" 13 Mar 1950

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available in sufficient numbers. The Aero 25-A target was also under procurement with deliveries scheduled between June and December. However, the output of these targets had to be shared with many other USAF organizations with the result that it was of almost no use to ConAC during the period under discussion.[167]

Planes which operated with tow targets were ordinarily the large types. However, in the Air National Guard units it frequently proved necessary to substitute for the regular aircraft engaged in this area. This was particularly true where the B-26s had been used for target towing. Similar authorization was sought for the use of tow target rigs to be installed in P-51s. The feasibility and ease of installation of tow target rigs had been proved an several occasions.[168]

General Supplies and Equipment:

One of the more critical items of aircraft supply during 1950 were the new C-22 power plants. Because of the extreme shortage a special priority list was issued to control their distribution. Continental Air Command Wings were placed about midway down this priority list.[169]

167/ 1. Ltr ATC to ConAC, sub: "Banner Tow Targets" 3 Feb 1950
2. Ltr 78th Ftr-Interceptr Gp to ConAC, sub: "Tow Targets for Aerial Gunnery" 14 Feb 1950
3. Ltr 12AF to 81st Ftr Interceptr Wg, sub: "Availability for Tow Targets" 16 Feb 1950
4. Ltr 78th Ftr-Interceptr Gp to CO 78th Ftr-Interceptr Wg, Sub: "Targets-Aerial Gunnery" 21 Apr 1950
5. Ltr AMC to Lt Gen Whitehead, 23 Jun 1950

168/ Ltr, 156th Ftr Sq, No. Car. ANG to AMC, sub: "Authorization for Tow-Target Rigs on Tactical Aircraft" 26 May 1950

169/ CONFIDENTIAL TWX, USAF to FEAF, AAC, ConAC, AFE & SAC, undated

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Unfortunately the delivery to these units proved extremely tardy. There were very few deliveries in comparison to overall requirements during the balance of the 1950 Fiscal Year. Continental Air Command was kept busy replying to requisitions for the delivery of power units which could not be satisfactory and also dividing the few deliveries that came through between numerous organizations each clammering for early delivery.[170]

Continental Air Command also experienced a marked shortage of parachutes and certain other types of safety equipment. Policy regarding this item was set early in the year when a USAF message was issued to all commands requiring Base Commanders to make a personal check of number and type personnel parachutes on hand issued not later than 31 December 1949. In instances where parachutes had been issued to units having little or no use for them recall was to be practiced. Beginning 3 January all depots of Air Materiel Command were to contact the bases in other areas to obtain an accurate check on the quantity of parachutes which had been returned to depot stock or redistributed to stations or to meet more urgent requirements. Organizations having an excess of parachutes were directed to report them to higher headquarters.[171]

170/ 1. TWX, AMC to USAF, 27 Feb 1950
2. SECRET Ltr ConAC to AMC, sub: "Requirements for C-22 Power Units" 20 Mar 1950
3. CONFIDENTIAL TWX, Larson AFB to CG 4AF, Jun 1950
4. CONFIDENTIAL TWX, ConAC to CG's all AF's, 30 Jun 1950

171/ Ltr OAMA to CGs AFB's and AMCB's in OAMA, sub: "Critical Shortage of Serviceable Parachuts" 4 Jan 1950

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The policy outlined above was designed to insure a minimum operational level to all active units. However a considerable amount of transporting of parachute stocks was required between units having more than their quota and for units which had very few parachutes. In the AFRTCs the greatest variation was found arranging from units which had three times their proper quota to those with less than a third. Furthermore, the stock level reported was in some instances extremely misleading. This was true because parachutes for purposes of safety were given only a definite and limited lifetime. Thus the entire stock carried by a given unit might be graded obsolete at the end of the Fiscal Year, leaving an apparently well supplied unit completely devoid of parachutes. 172/

Requisitions for additional parachute authorizations came in rather quickly. The 2466th AFRTC at Columbus, Indiana sent the Tenth Air Force an urgent letter explaining why authorizations of 185 parachutes was inadequate and why a special issue of 150 additional ones should be granted. The reasons given by this unit appeared to be wholly sound. However, it was a question of policy whether to allow a Reserve organization to execute its regular authorization at a time when other units were understocked. Ac-

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172/ 1. TWX, 1st AF to MAAMA, undated
2. Ltr 10AF to ConAC, sub: "Status of Parachutes""AFRTC's" 28 Mar 1950
3. TWX, 9AF to ConAC, 16 May 1950

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172/ 1. TWX, 1st AF to MAAMA, undated
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cordingly the request was not favorably considered.[173/]

Not only Reserve forces were very short of serviceable parachutes. Two squadrons of the 62nd Troop Carrier Group, stationed at Kelly Air Force Base, Texas, requested assistance in order to prevent an interruption of mission operation. In this case the authorization was 300 for both squadrons. The number of parachutes actually on hand totaled 768, leaving a shortage of 532.

Due to approaching obsolescence the number of serviceable parachutes on 1 October 1950 was expected to be no more than 250. Supplies had been obtained on issue slips of the Supply Division of San Antonio Air Materiel Area. Within five weeks requisitions had been presented for a total of 1259 parachutes of which only 141 could be made available for issuance. Furthermore, all production from overhaul shops was scheduled to go to units with a high priority. Late in 1950 the conversion to C-124s would result in a need for 50% more parachutes.

In reply the Air Materiel Command stated that it was aware of the critical shortage of parachutes and was taking all possible action to remedy the situation. Procurement had been initiated for harness and webbing as well as complete parachutes. Deliveries were expected to begin in mid August, hence a gradual improvement in this situation within the following six months could be reasonably looked

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173/ 1. Ltr 2466th AFRTC to 10AF, sub: "Request for Additional Parachute Authorization" 22 Mar 1950
2. TWX 10AF to ConAC, 23 May 1950

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174/ for.

Parachutes were not the only item which rapidly aged. Life rafts also had a limited service lifetime.

Accordingly, it was necessary to establish a policy regarding both the replacement and use of overage life rafts. In general each major air command determined and maintained central records on the type, quantity and location of overage life rafts. These were then redistributed within the command to meet the requirement of Special Services. When these overage life rafts were in excess of organization requirements they were then turned over to Air Materiel Command which effected their redistribution. Excesses within the entire Department of the Air Force were reported to the Navy or Army for possible use. Fortunately a sufficient quantity of new four man and six man rafts were in stock to make replacement of the rafts which became overage.[175/]

Gasoline and Motor Oil:

During World War II the Air Force had only one primary grade of aviation fuel 100/130. At present this basic war grade of fuel is still being procured. However, the Air Force is also procuring jet fuels and extremely high test 115/145 grade gasoline. Within the Air Force there is not only the potential problem, in time of

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174/ Ltr and 4 Inds, 12AF to ConAC, sub: "Critical Shortage of Parachutes" 26 Jun 1950

175/ 1. Ltr USAF to AMC, sub: "Special Services Requirements for Overage Life Rafts" 20 Jan 1950
2. Ltr ConAC to 4AF, sub: "Replacement of Overage Life Rafts" 31 Jan 1950

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crisis, of estimating enough of these highly specialized grades, but there is also the difficult shortage of petroleum storage and distribution facilities. Also there is a serious shortage of the products additives, and derivitives necessary to cope with a sudden emergency. The problem is more than one of expanding motor fuel production since such components as akalane, toloene and isoputane which are used in small quantities in motor gasoline are used in over large quantities for aviation fuels.

At present neither increased production nor the stockpiling of such critical components is taking place on anything except on a small scale. Detailed production of toloene was only 70 million gallons last year, as compared to World War II production of 250 million gallons. Most of the alkylation plants are out of production. No isoputane is being stored for military purposes and the commercial production was extremely small.[176/]

High on the list of fuel needs was that of more adequate fuel storage. At Shaw Air Force Base fuel requirements amounted to 60,000 gallons of jet fuel per full flying day. Since there was only 225 thousand gallons of usable storage capacity and the delivery time of fuel from the distributor to the base was five days, constant effort was required to prevent the base from running out of fuel. The problem was made even more serious by a shortage of tank cares in this area. Increased storage capacity was urgently re-

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176/ SECRET History of the Petroleum Division - July 1950

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quested. A similar problem was faced at Langley. Here it was necessary in order to provide sufficient jet fuel storage, to convert 300 thousand gallons of tank storage to jet fuel. Furthermore, the existing five truck fill stands were not sufficient to service the truck tank units used in refueling the planes. Authority was therefore requested to obtain three additional truck stands and accessories.[177/]

One other base, Selfridge, complained of inadequate fuel supplies. The difficulty here arose from failure of the Standard Oil Company of Ohio to deliver fuel as scheduled by the base. Repeated telephone calls were required and even then did not always bring action. During March flying activity was suspended on two occasions due to lack of fuel. Fuel in an emergency had to be transferred from the Oscoda Air Force Base to Selfridge Air Force Base. Selfridge also suffered from insufficient storage space and firm maneuvering of existing scheduling of fuel delivery was required.[178/]

A supply problem dealing with fuel and oil requirements was that of gauging the need of Operation "Portrex" and then transporting fuel to the needed areas. The size of the operation is indicated by the fact that Ramey Air Force Base alone received more

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177/ 1. Ltr 20th Ftr Br Wg to AMC, sub: "Fuel Storage Shortages" 23 Jan 1950
2. Ltr 4th Ftr-Interceptr Wg to 9AF, sub: "Acquisition of Truck Fill Stands for JP Fuel" 8 Feb 1950

178/ Ltr with 1 Ind, 56th Ftr-Interceptr Wg to 10AF, sub: "Supply of 100/130 Octane Fuel" 30 Mar 1950

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than two million gallons of grade 100/130 aviation gasoline.[179]

One of the minor problems involving fuel involved the adoption of JP-3 by jet airplanes. This fuel was an improvement on the JP-1 fuel which had been used previously. However, the conversion to jet planes which had been using the older type fuel involved the making of certain adjustments. This was especially true in the case of the F-80.[180]

Aside from power units, parachutes, fuel, etc., Continental Air Command used a vast number of highly varied parts and accessories. These were two main types: First; there were the parts and accessories which were of rather general application and could be applicable to any type of aircraft or at least to a great many types; secondly, there were the parts and accessories which were usable by only one type of plane or at the most by two or three. Extensive treatment of these later types has already been given in Chapter II. Supplies which were rather general in their nature and usage will be considered here.

During the six month period covered by this history a list of miscellaneous parts and accessories on which procurement or malfunction action was required was extremely extensive. Early in

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179/ RESTRICTED Ltr USAF to Atlantic Comd Petroleum Ofcr at US Naval Base, Va, sub: "Aircraft Fuel and Oil Requirements, Exercise "Portrex" 27 Jan 1950

180/ 1. Ltr 56th Ftr-Interceptr Wg to 10AF, sub: "Solution to Usage of JP-3 Fuel in F-80 Type Aircraft" 12 Jun 1950
2. Ltr ConAC to 14AF, sub: "Characteristics JP-3 Fuel" 28 Jun 1950

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January a needed delivery for a portable filter for the servicing of jet aircraft. It was believed that this item would preclude the necessity of transporting to many other sights modified fuel servicing units and would also eliminate the need of expanding time and material to modified units for general part accessories.[131/]

Another highly miscellaneous need was that for freon gas cylinders. This shortage was a subject of concern to the Air Materiel Command. One source of loss by the Air Force was at a freon gas cylinder manufacturing plant. Here Air Force cylinders which were not properly marked sometimes were put into Navy or Army stocks. In order to correct this situation Air Materiel Command requested Continental Air Command to undertake a survey among ConAC installations to check on compliance with the technical orders designed to protect Air Force supplies.[182/]

With the development of high level aircraft, pressurized cabins became a practical necessity. Some difficulty however, was involved in developing all instruments to test cabin leakage. During this period a V-1 type of tester was being developed by the Air Materiel Command and was being tested for its efficiency in ConAC units. The item concerned was a portable self contained, gasoline engine driven, blower which was capable of maintaining a continuous discharge pressure and of measuring air temperature, air pressure, rate of cabin

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131/ Ltr ConAC to AMC, sub: "Portable Filter for Servicing Jet Aircraft" 3 Jan 1950

182/ Ltr AMC to ConAC, sub: "Freon Gas Cylinders" 7 Feb 1950

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pressure change and blower speed.[183]

Another item of equipment used primarily in high altitudes was the subject of some concern. The 2466th AFRTC requested permission to remove by April 15 and reinstall by October 15, aircraft de-icing and anti-icing equipment. While it is true that not much use would be made of the equipment during the summer months and that during that time it occupied space in the plane that could be used better for other purposes, the Tenth Air Force refused to give its concurrence to this request. It pointed out that removal and replacement of equipment would require approximately 250 man hours per plane and that by keeping equipment in the plane and giving it all maintenance the life time should be extended from a normal expectancy of two years to three or four, providing of course, the planes were not operated under conditions of extreme heat and sunlight.[184]

One of the more common engine defects of jet planes was excessive vibration. In order to protect the lives of jet pilots and prevent the destruction of their planes it was therefore essential to develop an instrument which would indicate the condition of excessive vibration when it occurred. This could be accomplished by taking advantage of the out-of-balance condition when turbine blades start to bend or crack from fatigue. It was suggested that

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183/ Ltr AMC to ConAC, sub: "Tester; Pressurized Cabin Leakage, Aircraft Type V-1" 7 Feb 1950

184/ Ltr 2466th AFRTC to 10AF, sub: "ConAC Ltr 65-3, Aircraft De-Icing and Anti-Icing Equipment" undated

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a strain gauge or similar device could be mounted on the housing of the main bearing or on the main drive shaft, this tied to a pick-up system calibrated to provide an indication on a gauge mounted in the cockpit, which would show a degree of vibration in such fashion as to warn the pilot when a dangerous condition is approaching.[185/]

One of the pieces of equipment that can seem difficult was the AN-M6 gun camera. One of these had been submitted to Air Materiel Command for evaluation and the latter reported that the camera was in an unserviceable and unsatisfactory condition simply because maintenance and inspection procedure had not been followed as required by applicable technical publications. Upon learning this, Continental Air Command ordered all of its tactical units to conduct inspections of all gun cameras and also to investigate gun camera maintenance and inspection procedures employed on organization level to determine if instructions contained in applicable directives were being complied with. A test procedure was outlined at some length.[186/]

Interest was expressed in the Continental Air Command in the provision for instruments for "All Weather" flying. Some of these men felt that the A-1 attitude indicator which had been used previously was restricting the All Weather capability of the planes.

185/ Ltr ConAC to USAF, sub: "Jet Engine Vibration Indicator for Jet Aircraft" 29 Mar 1950

186/ Ltr ConAC to CG's 1st, 4th, 9th, 12th and 14th AF's, sub: "AN-M6 Gun Camera" 6 Jun 1950

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It was pointed out that the J-3 attitude indicator had been accepted as the best presentation by the Air Proving Ground in a test performed in 1948. This the Air Force had since replaced with the A-1 attitude indicator and indications were that the A-1 was unsuitable. Reports from the Air Proving Ground on the F-94A indicated unsatisfactory operation. The pitch bar proved too sensitive and a third type of instrument, the J-8, was soon to replace both the A-1 and J-3s. However, this instrument added more problems to those of the pilot. ConAC therefore recommended that an instrument based on the J-3 be procured as soon as possible.[187/]

187/ Ltr ConAC to D/R, USAF, sub: "Vertical Gyres (Attitude Indicators) for Interceptor" 23 Jun 1950

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CHAPTER IV

Miscellaneous Problems and Activities

A special difficulty of rather unusual nature was involved in connection with coal. Due to the coal strike it was necessary to embark on a vigorous program of conservation. This program was originally instituted by USAF in September 1949. Several difficulties were encountered which included:

1. Delayed deliveries on the part of contractors preceding the coal strike.

2. Congestion of deliveries at bases during the strike due to the breakdown of unloading facilities, plus the inability of contractors to follow delivery schedules.

The principle solution for this situation appeared to be redistribution from bases which had excess coal, especially from inactivated bases. It also proved possible to divert shipments from the few mines which were still operating. The conservation policy itself was comparatively successful. It proved possible by careful management to get along with less coal, and savings were estimated at $150,000 yearly.

Procurement:

Procurement in the Continental Air Command has suffered from certain basic difficulties, one of these being lack of a sufficient number of qualified personnel. This shortage of personnel is based in part on lack of opportunitits for advancement within the procurement field.

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In an effort to improve procurement within the Continental Air Command, the Maintenance, Supply and Services Directorate established a school for the training of airmen of the first two grades as procurement specialists. This training had become partly necessary because the scheduled release of Reserve Officers was certain to create a serious shortage of men qualified to represent the government in contracting negotiations and obligations. Thus of 43 Purchasing and Contracting Officers in ConAC as of 1 January 1950 no less than 36 were Reserve Officers. Furthermore, the amount of local purchasing accomplished by ConAC during the first half of Fiscal Year 1950 represented an increase of approximately 100% over the corresponding period of the previous Fiscal Year. It was felt that schooling would furnish an adequately trained group of airmen able to support and advise Officers who would be assigned purchasing and contracting duties without previous training and experience. It was also hoped to increase all local purchasing activities and open a new career field to airmen. It was expected that 45 students would be trained at one time in three groups of 15 each. The length of the course was to be three weeks.[188/] It was possible to report on the success of the school in April. It had been held at Langley Air Force Base in preference to Mitchel Air Force Base because it was felt that the former location would offer fewer counter-attractions. While the experiment was regarded as favorable and

188/ ConAC IRS, DM to MilPers, O&T, Com, PO&R and VC, 9 Jan 1950

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partially successful, everyone connected with it agreed that three weeks was inadequate for adequate presentation and that thorough training could not possibly be presented in less than three months.[189/]

With the establishment of numerous and often remote AC&W units it became necessary to establish a new policy for the procurement support of these numerous but very small units. Under existing regulations it was necessary for the parent unit to perform repair and maintenance functions for each AC&W unit. There was, as an example, a window light broken at Montauk Point. It was necessary for a team from Mitchel Air Force Base to travel over a hundred miles to install it. Minor repair costs might thus be extremely nigh. After a careful study had been made of this problem and it was discovered that all AC&W units were having the same delays and expenses incident to repairs, a new regulation was written which provided for local purchase of facilities for repairs.[190/]

June proved an unusually busy month for Purchasing and Contracting. Two reasons for this condition existed. In the first place, large construction and maintenance had to be approved by USAF -- a requirement which frequently resulted in a delay of eight to ten months. Also, Commanding Officers were reluctant to exhaust funds

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189/ History of Purchasing and Contracting Division, Directorate of Maintenance, Supply and Services for April 1950

190/ History of Purchasing and Contracting Division, Directorate of Maintenance, Supply and Services for May and June 1950

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early in the year. As a result funds tend to be hoarded until just before they expired on 1 July. Spending was then rapidly undertaken at the end of the Fiscal Year. Fiscal Year 1950 was no exception to this and about 50% of the Purchasing and Contracting of the entire year was done during the month. As of 30 June 1950, 48,476 procurements were reported totaling $13,436,677.40.

The training afforded by the Airmen's school in Purchasing and Contracting made it possible to give local officers greater authority in the nature of awarding contracts. Previously all formally numbered contracts had to be approved by higher headquarters -- a procedure which resulted in unnecessary delays. Under ConAC Regulation 70-5 Installations were authorized to enter into numbered contracts up to $5,000 without approval of higher authorities. In the case of contracts of between $5,000 and $100,000 only one copy need be submitted for review simultaneously with submittal of the abstract of bids for approval. As in the past, contracts in access of $100,000 had to be submitted in sextuplicate.[191/]

Property Disposal:

Not the least important of the many activities connected with Materiel was that of disposing of worn out or surplus property. This involved various sale and salvage activities. The figures for February 1950 indicated the relative importance of this type of activity.

191/ History of Purchasing and Contracting Division, Directorate of Maintenance, Supply and Services for June 1950

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During that month ConAC produced 1,379 tons of salvage and disposed of 1,458 tons. Salvage on hand at the end of the month was 2,234 tons. Proceeds from sales amounted to approximately $89,000 while the costs of operating the various salvage activities amounted to just over $14,000. In a few instances the installations did not receive sufficient proceeds from sales to pay payroll costs.[192/]

During April, May and June activities included the usual disposal of surplus property. It also included certain somewhat unusual activities. During April, Air Materiel Command requested all air force activities to insure that demilitarization of arms, ammunition and implements of war be accomplished prior to turning materiel over to the disposal officer. Air Materiel Command also requested cooperation of the disposal officer to insure that material selected and stored for the National Stock Piling Program should be adequately segregated and stored so as to prevent contamination of foreign material, or mingling with items of foreign nature.[193/]

Under terms of a 6 June 1950 letter from Air Materiel Command an effort was made to donate certain types of disposable property to Air Explorer Squadrons of the Boy Scouts of America. Base Disposal officers were authorized to donate disposable property, excluding property required within the Department of Defense or authorized for sale to Air Explorer Squadrons without costs.[194/]

192/ History of Salvage Branch, Directorate of Maintenance, Supply and Services for February 1950

193/ Ibid.

194/ History of the Disposal Branch, Directorate of Maintenance, Supply and Services for May 1950

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At the same time the policy regarding the demilitarization of suplus or excessive military property was made more definite. Where material such as guns, poison gases, ammunition, pumps, etc., were involved it was required that effective mutilization should be accomplished by cutting, breaking, or crushing in order to prevent any possible reconditioning of such equipment to make it accessible or sellable for war purposes. In case demilitarization was to be effected by contractor, such mutilization must be accomplished under the supervision of a technically qualified officer. Commercial type aircraft did not come under this category but might be disposed of on a "as is, where is" basis.[195/]

Automotive Supply and Maintenance:

The overall picture as regards automotive maintenance in ConAC during 1950 was one of the disposal of vehicles combined with the beginnings of replacement of some of the older types.

During March an effort was made to eliminate vehicles in excess of TO&E authorizations on hand at each air force base within the command. However, USAF did not concur, stating that the Commanding General of Air Materiel Command would be furnished total USAF requirements and would then furnish ConAC with disposition instructions for excess TO&E vehicles.

Technical inspection in ConAC bases had not been given sufficient emphasis by each of the numbered air forces. In order to further this

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195/ History of Disposal Branch, Directorate of Maintenance, Supply and Services for June 1950

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program a letter was written from ConAC to the numbered air forces establishing a schedule of inspection of each air force base at a deadline date for the completion of annual technical inspections. A second letter from ConAC emphasized the importance of complying with outstanding technical orders, a program in which the installations had been in the past somewhat lax.[196]

Some progress was made in the direction of procuring new vehicles. No procurement schedule, however, existed for Air Force Reserve Training Centers. Since AFRTC's had an established need for certain type autos, ConAC authorized each air force under certain restrictions to supply requirements from their own stock, providing this could easily be done without hardship. Whether this limited authority would result in an improvement in the vehicular situation remained to be demonstrated.

Though the general vehicular picture seemed to be improving as a result of new procurement, an exception was to be found in the case of flight line and fuel servicing vehicles. No new procurement had been indicated for vehicles of this type and their high mileage represented an increasing repair problem.[197]

In an attempt to improve the general picture within ConAC an Automotive Maintenance Improvement Program was established. This consisted of three steps. The first was a 30-day phase covering

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196/ History of Automotive Maintenance and Supply Branch, Directorate of Maintenance Supply and Services for March 1950

197/ History of Automotive Maintenance and Supply Branch, Directorate of Maintenance Supply and Services for April 1950

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the painting and improvement of vehicles. The second phase, also to cover 30 days, was to emphasize improved driving and preventive maintenance. The final 30-day phase of the program was to center in an attempt to improve the operation and management in the automotive field maintenance shops. Each air force was requested to issue implementing instructions of the program, exercise group supervision and render continued assistance. Results obtained were felt to be unusually good.

An unsatisfactory phase of automotive maintenance was found to be that being performed on power plants used for starting jet aircraft. A letter from ConAC of 24 May 1950, "Organizational Maintenance on Power Plants", placed responsibility for maintenance in the hands of the using unit other than unit to which the equipment was assigned.

Obtaining sufficient vehicles for AFROTC summer encampments presented a complex problem since the vehicle population of ConAC had been reduced. It was necessary to supply vehicles to the reserve units from sources outside the Command. USAF offered a partial solution by authorizing AMC to issue 343 additional vehicles. These vehicles however had to be shipped to Chanute Air Force Base and Scott Air Force Base from points which in some cases were 1,000 miles distant.[198/]

As of 1 July 1950 the vehicular situation of ConAC was reasonably satisfactory. The number of vehicles actually on hand was very

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198/ History of Automotive Maintenance and Supply Branch, Directorate of Maintenance Supply and Services for May 1950

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close to that authorized by TO&E. New vehicles were coming into service thus reducing to some degree the problem of maintenance. The three-phase Automotive Maintenance Improvement Program which began 1 June 1950 was in an early stage of development but had apparently given satisfactory results.

Balancing these favorable indications were certain conditions which were less satisfactory. Approximately 1,000 vehicles were in stand-by storage in ConAC bases, an undesirable picture. The average age of vehicles in ConAC was also regarded as being too high.[199/]

Fuel Supply:

During most of 1950 the fuel supply situation was somewhat of routine character. Some of the features included solution of the fuel problems presented by Exercises "Sweetbriar" and "Portrex" whose logistic requirements have been treated elsewhere.

An unusual picture of the year was the marked need for fuel supply at Moses Lake Air Force Base. Temperatures were sub-zero over an extended period and coal stocks were reduced to only a few days supply. This problem was handled from two standpoints. The Air Installations Directorate handled the problem from the standpoint of increasing coal supplies. A further method employed to remedy the condition was the conversion of some heating units from coal to oil. This step resulted in an immediate requirement for

199/ History of Automotive Maintenance and Supply Branch, Directorate of Maintenance Supply and Services for June 1950

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additional supplies of fuel oil. A request was made for 60,000 gallons to cover immediate needs. Headquarters, Air Materiel Command turned over the request to the Armed Services Petroleum Purchasing Agency which handled it with such speed and efficiency that a supplier was designated and the station was notified within twenty-four hours of the time when action was started.

A special demand for fuel was created by the acquisition of the C-119 aircraft. For the R-4360 engines of this plane grade 115/145 fuel was the recommended grade. Arrangements were made to stock this fuel at Newart Air Force Base, the home base of the first C-119s delivered. A smaller supply was also kept at Pope Air Force Base. 200/

The size and variety of the fuel requirement for 1951 for the Continental Air Command is indicated by a resume of the estimated Fiscal Year 1951 needs. The following requirements were reported:

Gasoline	5,062,771 gallons
Diesel Oil	1,275,302 "
Motor Oil	138,918 "
Fuel Oil	6,421,334 "
Kerosene	197,835 "

During March and April action was taken to support the special fuel requirements in connection with technical exercises. These included Fox Able #3 and also Exercise "Swarmer". The average requirement for "Swarmer" was set at a 1,014,000 gallons of aviation gasoline a month. This created a problem at Maxton Air Force Base storage, as that base totaled only 142,000 gallons. Fortunately it was possible

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200/ History of Fuels Branch, Directorate of Maintenance Supply and Services for January, February 1950

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to secure a sufficient supply of tank cars and this, combined with exceptionally close cooperation with suppliers was sufficient to care for the logistic problems involved.[201/]

Food Service, Commissaries and Exchanges:

At Victorville Air Force Base the completion of a housing project which provided accommodations for approximately 2,000 personnel, coupled with the isolated location of the station and the lack of adequate commercial transportation, made imperative the establishment of an Air Force commissary. USAF was contacted in May for the necessary approval.

A careful check was maintained on cost reports of operating commissaries where excessive costs were being incurred. Where this occurred as at Mitchel Air Force Base and Langley Air Force Base, Commissary operation was subject to analysis with a view of determining where the difficulty lay. Part of the excess cost at Mitchel was found to lie in the necessity of operating a bakery for training purposes. It was maintained that the desirability of maintaining a training nucleus more than compensated for the slight savings which might result if the bakery were inactivated.[202/]

During June 1950 visits were made to certain of the reserve activities and there it was discovered that operation of food service activities was excellent. At Lawson Air Force Base a malassignment

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201/ History of the Fuels Branch, Directorate of Maintenance, Supply and Services for April 1950

202/ History of Food Service and Commissary Branch, Directorate of Maintenance Supply and Services for May 1950

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was corrected when it was discovered that 21 Airmen were carried on the Strength Report of the Food Service Squadron but were assigned to duty with the Air Installations Office. A plan to justify, exceeding the value of garrison ration when issued on a meal basis, was also drawn up in detail and sent to USAF for approval.[203]

Post Exchange through 1950 steadily improved in the efficiency of operation following a year of none too satisfactory operation. The improvement was largely due to control of wages, salaries and other expenses. Every month's operation showed a profit which was usually in the neighborhood of sixty to seventy thousand dollars although in May and June the net profit exceeded $80,000.

Part of the improvement could be attributed to a letter emanating from Headquarters, United States Air Force in March 1950. This communication was forwarded to the Commanding Generals of Continental Air Command Air Forces for information and dissemination to all installations operating exchanges. Previously responsibilities had not been clearly defined but had been divided between Base Commanders and the Exchange Services. Following this letter there was a thorough revision of existing regulations, again for the purpose of clarification.[204]

The Benjamin Harrison Air Force Base Exchange was partly liquidated prior to transfer to the Army. It and also Atterbury Base Ex-

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203/ History of Food Service and Commissary Branch, Directorate of Maintenance Supply and Services for June 1950

204/ History of Exchange Branch, Directorate of Maintenance Supply and Services for February 1950

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change were remodeled and became branches of the Fort Knox Exchange. Mitchel Air Force Base Exchange was granted permission of the Joint Welfare Board to operate a "U-Drive-It" concession on an experimental basis. Turner Air Force Base was granted both the necessary permission and the use of funds for the operation of an exchange gasoline station. By April, so marked had been the improvement in the general picture of Post Exchange operation, that letters of commendation were prepared for the Commanding Generals of the numbered Continental Air Command Air Forces and signed by the Vice Commander.[205]

Clothing Allowances System:

As early as March 1950 preparations were under way for a change in the Clothing Allowance System to airmen. As of 1 July 1950 settlements were to be made of the clothing accounts of all airmen. Any existing balances in settling the accounts would be applied to the issue of the new blue USAF uniform which would then be available. Personnel without existing balances would have the cost of the issue amortized by having the monthly cash payments withheld during the first three years of enlistment. The basic allowance was set at $4.80 with subsequent standard allowances put at $6.60.[206]

205/ History of Exchange Branch, Directorate of Maintenance Supply and Services for January-June 1950

206/ History of General Supply Branch, Directorate of Maintenance Supply and Services for March 1950

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The reasons for adoption of the new system numbered four:

"a. It has been estimated that an annual saving of several millions of dollars could be realized by the Armed Forces through economies in the required replacement issue.

b. Reduce numbered records of clothing such as NME Forms 189 and 191.

c. Provide one outlet for clothing to be sold to Airmen and Officers.

d. The Joint Clothing System would facilitate the comparison of budget requirements of the three services."

This change of the bases of clothing issue was regarded as being a large alteration in Air Force procedure. Implementation involved several steps. One of the first was the establishment of a clothing sales store. This step presented a problem since ConAC was authorized 33 stores without qualified officers to operate them while airmen and civilian personnel with supply experience were also lacking. It also required rehabilitation of existing buildings for use as stores -- a demand on scarce funds and scarcer building space. Opening of stores was delayed by the slowness of AMC in announcing items of individual clothing which were to be deferred to stores. Procedures for sale and accounting of clothing were not drawn up on time but were changed continually, thus causing further delay. In the meantime there was no outlay for the sale of uniforms to airmen.

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The closing out of individual clothing records by squadron commanders and accounting of clothing shortages tended to be delayed owing to lack of concise and complete instructions. Short supply of many needed items tended to impede issuance. The issuance of the blue uniforms was also delayed for several months.[207/]

207/ History of General Supply Branch, Directorate of Maintenance Supply and Services for June 1950

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SUPPORTING DOCUMENTS

(Note: Documents 1-69[1], inclusive, have been included with the text; documents 89[2]-187, inclusive, are bound separately)

Footnote No.	Type	Subject	Date	Classf.
3[1]	TWX	Proj CNCOPF-112	Mar-50	
3[2]	TWX	Proj CNCOPF-112	undated	
3[3]	Ltr	Proj CNCOPF-112	undated	
3[4]	Ltr	Proj CNCOPF-112	undated	
7[1]	TWX	Proj CNCOPF-108	Mar-50	
8[1]	TWX	Proj CNCOPF-112	Apr-50	
11[1]	TWX	Proj CNCOSF-44	undated	
11[2]	TWX	Proj CNCOSF-44	Mar-50	
17[1]	TWX	Proj AMCOST-22	8 Mar 50	
17[2]	TWX	Proj AMCOST-22	10 Mar 50	
17[3]	TWX	Proj STOOST-15	13 Mar 50	
17[5]	Ltr	Realctn T-6 Acft	21 Feb 50	(S)
18[1]	TWX	Proj STOOST-49	22 Mar 50	
19[2]	TWX	Proj STOOST-41	18 Apr 50	
22[1]	TWX	Rsgmt T-33A Acft	29 Mar 50	
26[2]	Ltr	Asgmt C-46 Acft Res Prog	undated	
33[2]	TWX	Proj A-346-OC	undated	
33[1]	TWX	Proj CNCOSB-145	Mar-50	
34[1]	TWX	Proj AMCOSB-16	Apr-50	

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Footnote No.	Type	Subject	Date	Classf.
34[2]	TWX	Proj AMCOSB-165	Apr-50	
37[1]	Ltr	Req Jet Type Ftr Acft	16 Jan 50	(S)
37[2]	Ltr	Incl 197 Ftr Sq in ANG Jet Conv List	24 Feb 50	(S)
37[3]	Ltr	Req, 197 Ftr Sq be incld in ANG Jet Conv List	19 Jan 50	
38[1]	Ltr	Tact Stblty Tests, F-80C Pylon Bomb Racks	20 Jan 50	(C)
38[2]	Ltr	Retrofit F-80C & Pylon Racks	12 Jul 50	(S)
40[1]	Ltr	AOCP Status of F-82 Acft w/1 Ind	20 Jan 50	
40[2]	Ltr	Stock Control Levels for F-82 Acft	9 Feb 50	
41	Ltr	F-82 Main Spares	28 Feb 50	
42	TWX	Non Combat Status of F-82F Acft	26 Jun 50	(S)
44	Ltr	F-84D Acft Instld AIBM & AICM Gun Sight	14 Feb 50	(C)
45	Ltr	Flight Analyser Data Aclrtd Serv Tests F-84D Acft	26 Dec 49	(R)
46[1]	TWX	Wg Skin Cracks F-84D Acft	undated	
46[2]	TWX	Wg Repair F-84D Acft	undated	
47	TWX	Radar Ranging in F-84D Acft	9 Feb 50	
48[2]	Ltr	Delvly of F-84E Acft to USAFE	20 Dec 49	
49	Ltr	Proposed Fld Main. of F-86D Acft	9 Jan 50	
50[2]	Ltr	Main Spares, B-45 & F-86 Acft	10 Feb 50	
50[3]	Ltr	Supply Sprt F-86 Acft Asgnd 4th Ftr Interceptr Wg	15 Mar 50	
51[1]	Ltr	Modification of F-86 Acft	23 Jan 50	
51[2]	2nd Ind	Aprvl of Twg Device for F-86 Acft 9AF, LAFB, Va.	16 May 50	

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52	Ltr	Proj CMCOPF-112	6 Apr 50	(S)
53	Ltr	Damaged Aft Fuselage Sect-F-86 Acf	30 Mar 50	(R)
54	Ltr	Difficulties Encntrd on Nose Gear F-86 Acft	31 Mar 50	(R)
55	Ltr w/ 1 Ind	J-3 Attitude Gyro Reliability - F-86 Acft	13 Apr 50	
56	Ltr	Armament Difficulties F-86 Acft	8 Mar 50	
57	Ltr	Unexpected High Speed Stalls F-86 Acft	19 May 50	(C)
58	Ltr	Cretn of Dif Experienced-F-86	7 Jun 50	
59	Ltr	Final Rpt Proj "Rosebud" submitted by 9AF	13 Jan 50	(S)
60	Ltr	Rpt Test Mission Invlvg Interceptrs B-36	1 Feb 50	(S)
61	Ltr	Load Factors F-95 (86-D)	12 May 50	(S)
62	Ltr w/ 1 Ind	Armament for F-94B Acft	4 Jan 50	(S)
63	TWX	F-94A Acft	undated	(C)
64[1]	Ltr	Evaluation of F-94A Acft	17 Jan 50	(S)
64[2]	Ltr	Suitability Test of F-94A A/W Acft	25 Mar 50	(S)
65	Ltr	Weekly Prog Rpt on F-94A Project	12 Jun 50	(S)
66	Ltr w/ 1 Ind	Supply Sprt for F-94A Acft	20 Jan 50	(S)
67[1]	Ltr	Acft Eng Insp YF-89A Airplane Contr AF 33(038)-1817	20 Jan 50	
67[2]	Ltr	Tentative Equip List for F-89	7 Apr 50	
68	Ltr	F-94A Aircraft	14 Jun 50	(C)

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69	4 Ind	Utlztn B-25 ECM Ex "Portrex"	29 Mar 50	
70[2]	TWX	Failure B-26 acft nose gear axles	undated	
70[3]	Ltr	Grnd Oprtg Pro B-26 Acft	5 May 50	
71[2]	Ltr	B-29 Maintenance Spares	2 Feb 50	
71[3]	Ltr w/ 2 Inds	Removal Armament Equip B-29	24 May 50	
73[1]	Ltr	Activities	2 Jan 50	
73[2]	Ltr	B-45 Bomb Bay Turbulence Studies	14 Apr 50	(C)
74	Ltr w/ 5 Inds	Automatic Formtion Bomb Rel Equip	3 Apr 50	(C)
75[1]	Ltr	Discrepancies on C-46A Acft	16 Jan 50	
75[2]	Ltr	Combat Readiness of AF Res C-46 & C-47 Acft	18 Feb 50	
75[3]	Ltr	In Commission Rate of C-46	22 Mar 50	
76[1]	Ltr	C-54 263 Equipment	6 Jan 50	
76[2]	Ltr	Cancellation of Proj MATOSC-29, Trans C-82 Acft MATS	5 Jan 50	
77	Ltr w/ 3 Inds	C-119B Standardization Fld Trials	6 Jan 50	(C)
78[1]	TWX	C-119B Acft	undated	
78[2]	Ltr	Main Spares-Hamilton Standard Prop. C-119B Acft	1 Mar 50	
78[3]	TWX	AOCP C-119	20 Feb 50	(C)
80[1]	Ltr	Requirement Loading Equip C-124A	16 Jan 50	
80[2]	IRS	Acft Deliveries	9 Mar 50	(S)
80[3]	Ltr	C-124 Acft	2 Jun 50	

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81	Ltr	Request for Special Training	3 Mar 50	
82[1]	Ltr	Reallocation of T-6 Acft	21 Feb 50	(S)
82[2]	TWX	T-6C Acft	undated	(S)
83	Ltr	Delivery of T-33 Acft to USAFE (Fox Able #3)	undated	(R)
84[1]	TWX	Requirement for Interceptr Trnr	25 Feb 50	(C)
84[2]	TWX	Interceptor Trainer	undated	(S)
85	Ltr	Request for Replacement Acft	4 May 50	
87	TWX	Lead Poisoning	undated	(R)
88	Ltr	Proposed Instr for Modfctn of Ftr Acft for Tac Recn Purposes	14 Feb 50	(C)
89[1]	Ltr w/ 2 Inds	Aircraft Maintenance	undated	(S)
89[2]	IRS	Aircraft Maintenance	13 Mar 50	(S)
89[3]	IRS	Aircraft Maintenance	21 Mar 50	(S)
90	Ltr	Supply Support for CRC Acft	14 Mar 50	
91	Ltr	Aircraft Maintenance, ConAC	3 Feb 50	(S)
92	Ltr	Last Half F/Y 50 Depot Recdtng Reqrmts in Serv Acft, ConAC	undated	
93	Ltr	Insp R-3350 Engine Distributor Assemblies	2 May 50	(R)
94[2]	TWX	MCMMXT21-6-20-E-- J35-A-17 engs	undated	(R)
94[3]	Ltr	Unsatisfactory Eng - Portrex Ex.	25 Apr 50	(C)
94[4]	TWX	Oil Lube System	undated	(C)
94[5]	TWX	AT1762, AMC-J35-A-17 & 21 Eng	undated	(C)
95	Ltr	J-47 Engines	3 Feb 50	
96	TWX	Eng Explosions, J-47 Engs.	undated	

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97	Ltr	Recording Needle for Tail Temp Gauge	8 Apr 50	
98	Ltr	Starter Generators for J-47 Engs	25 May 50	
99	Rpt	Serv Test Prog - Jet Engines	undated	(C)
100	Ltr	Incrsg Eng Life Btwn Overhauls	7 Feb 50	
101[1]	Tcf	Airborne Radar Maint 314th TCGp	25 Jan 50	(C)
101[2]	IRS	Temp Rdctn of Elect Equip TC Acft	15 Feb 50	(C)
102[1]	Ltr	USAF Prcmt Plan - IFF Beacons	24 Jan 50	(S)
102[2]	IRS	USAF Prcmt Plan - IFF Beacons	15 Feb 50	(S)
103	Ltr	Evaluation of Elect/C Systems Proj MX-1179 (1954 Interceptr)	14 Apr 50	(C)
104	Ltr w/ 1&5 Ind	Shoran & AN/APQ-24 Ep B-45 Br	9 Jan 50	(S)
105	Ltr	Radar Mock-ups Org Maint	27 Jan 50	(C)
106	Ltr	Radar Maint 314th Tp Car Wg (M)	15 Feb 50	(C)
107	Ltr	Ferry Crews	24 Jan 50	(C)
108	Ltr	Training Radar Personnel	2 Mar 50	(C)
109	Ltr	Radar Maintenance	27 Mar 50	(C)
110	Ltr	Radar Maint Airborne Interopt Equip	21 Apr 50	(S)
111	Ltr	Unsatisfactory Perf AN/CPS-5 Radar	9 Mar 50	(S)
112	Ltr	AN/APQ-24 Supply and Maintenance	6 Jan 50	(S)
113	Ltr	Droppable X-Band Beacons AN/PPN-18 ( ) and AN/PPN-23 ( )	15 Mar 50	(C)
114	Ltr	Retrofit UHF Comd RadionSet in AF Acft	8 May 50	(C)
115	Ltr	Electronic Countermeasures	24 Jan 50	(S)
116	3d Ind	Electronic Countermeasures	31 Mar 50	(S)
117	Ltr	Electronic Countermeasure Plan	28 Mar 50	(S)
118	Ltr	Radar Calibration	28 Mar 50	(S)
119	Ltr	Reqrmt for Shoran Facilities	25 May 50	
121	Ltr	Change in Deployment of Radar Equip	9 Jan 50	(S)
122	Ltr	Initial Priority for Eng Constr Permanent AD Plan	2 Nov 49	(C)

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Footnote No.	Type	Subject	Date	Clasf
124	(Ltr w/ Ind)	Maint Support for AC&W Radar Instl	30 Jan 50	(S)
125	Ltr	Permanent Acft C&W System Equip	17 Apr 50	(S)
126	Ltr	Basic Plan for Materiel Sprt Instl AC&W System	26 Apr 50	(S)
129	Ltr	Unsatisfactoty Perf TPS-1C & TPS-1CA Radar Sets	6 May 50	(C)
130	Ltr	Inadequacies AN/TPS-1CA (HF) Info GCI Radar Stations	23 May 50	(S)
131	Ltr	Procurement of HF Radar Equip	26 Jun 50	(C)
132	(Ltr w/ Ind)	Request for Dir Findg Equip	9 Jan 50	(S)
133[1]	Ltr	Requirement Simultaneous GCI with MTI and L R E/W AN/CPS-6B, AN/FPS-3 Radars	3 Feb 50	(S)
133[2]	Ltr	Procurement AN/MPS-4 HF AD of US	25 May 50	(S)
134[1]	Ltr	Fixed Type Radio Rqrmt for AC&W	10 Jan 50	(S)
134[2]	(Ltr w/ Ind)	Radio Reqrmnts for AC&W Program	1 Jun 50	(C)
135[1]	Ltr	AC&W Tower Ext Reqrmnts	19 Jun 50	(S)
135[2]	Ltr	Arctic Type Towers for Permanent AC&W System H/F	22 Jun 50	(S)
136[1]	Ltr	Interconctg Equip for AN/ UPX-4 Grnd Interrogator Responsors	19 Jun 50	(S)
136[2]	Ltr	UHF, VHF/DF AD AC&WFacilities	23 Jun 50	(S)
137	Ltr	Selfridge Instrument Landing System	23 Jan 50	(S)
138	Ltr	Bomb, Incendiary, 4 lb, AN-M50A2	undated	
139	Ltr	Bombing with General Purpose Bombs to Break-up Ice Jams	23 Jan 50	(R)
140	Ltr	Water Gunnery Range Contamination	16 May 50	

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Index to Supporting Documents (continued)

Footnote No.	Type	Subject	Date	Class.
141	Ltr	Practice Bomb Requirements	19 May 50	
142	Ltr	USAF Guided Missiles Prog Indctntn	8 May 50	(C)
143	Ltr	Instl of Automatic Gun Charging Equip in Fighter Type Acft	16 Mar 50	
144	Ltr	Frangible Gun Port Doors, F-86 Type Acft	23 Mar 50	
145	Ltr	Caliber .50 Machine Gun Barrel Assbly, A038-7162259	28 Mar 50	
146	TWX	HVAR Rockets	6 Jan 50	
147[1]	TWX	Rocket Motors	21 Mar 50	
147[2]	Ltr	Circuit Continuity Test Rockets	undated	
148	Ltr	Ammunition Requirements	3 Jan 50	(R)
149[1]	(Ltr (1 Inc))	Status of Combat Ammunition	16 May 50	(S)
149[2]	Ltr	Long Range Ammunition Requirements	14 Jun 50	(S)
150[1]	Ltr	Ammunition Quantity-Distance Rqrmts	15 Feb 50	
150[2]	Ltr	Ammunition Magazine Lightning Protection Systmes	3 Mar 50	
151	Ltr	Outside Storage of Ammunition	2 May 50	
152	Ltr	Incompatible & Unsafe Amntn Storage	27 Apr 50	
153	Ltr	Pot, Tear Gas, CN, M1, S/N 335103	9 Jan 50	
154	Ltr	Suspended Chemical Ammunition	10 Feb 50	
155[1]	Rprt	AMC Gunnery Project Report	5 Dec 49-25 Jan 50	(C)
156[2]	Ltr	Rprt on Sq Frg Phase of A-1 Sight Test & Eval Prog by 31 Ftr- Br Fp	15 Feb 50	(C)
		A1-HM Gunsight Test Prog	23 Feb 50	(S)
159[1]	Ltr	Harmonization of Guns & Gun Sights	2 Feb 50	

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Index to Supporting Documents (continued)

Footnote No.	Type	Subject	Date	Class.
159[2]	Ltr	A-1 Modified Gun-Bomb-Rocket Sight	10 Feb 50	
159[3]	Ltr	Equip Necsy Satisfactory Maint A-1 Modified Gun Sight	1 Jun 50	(S)
159[4]	Ltr	A-1 Modified Gun-Bomb-Rckt Sgt	19 Jun 50	
160	Ltr	Harmonization of Guns & Gun Sgt	8 Jun 50	
161[1]	Ltr	K-18 Gun Sights	27 Feb 50	
161[2]	Ltr	Maint M-9 Bombsight & C-1 Automatic Pilot	16 Feb 50	
162	Ltr	Aircraft Armament	16 Mar 50	
163[1]	IRS	Machine Guns in ANG	30 Mar 50	
164	Ltr	Tow-Target	26 Jan 50	(C)
165	Ltr	Report of Staff Visit	31 Jan 50	
166	Ltr	Tow-Target - F/Y 1951-52	13 Mar 50	(C)
167[1]	Ltr	Banner Tow-Targets	3 Feb 50	
167[2]	Ltr	Tow Targets for Aerial Gunnery	14 Feb 50	
167[3]	Ltr	Availability for Tow Targets	16 Feb 50	
167[4]	Ltr	Targets-Aerial Gunnery	21 Apr 50	
167[5]	Ltr	Lack of Tow-Targets in ConAC	23 Jan 50	
168	Ltr	Auth. Tow-Target Regs on Tact. Acft	26 May 50	
169	TWX	C-22 Power Plants	undated	(C)
170[1]	TWX	MCMSXE64-2-218-12	27 Feb 50	
170[2]	Ltr	Requirements C-22 Power Units	20 Mar 50	(S)
170[3]	TWX	AT-1795 - C-22 Power Plants	Jun 50	(C)
170[4]	TWX	C-22 Power Plants	30 Jun 50	(C)
171	Ltr	Critical Shortage of Serviceable Parachutes	4 Jan 50	
172[1]	TWX	Shortage of Parachutes	undated	
172[2]	Ltr	Status of Parachutes, AFRTC's	28 Mar 50	

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Index to Supporting Documents (continued)

Footnote No.	Type	Subject	Date	Class
172[3]	TWX	Parachutes	16 May 50	
173[1]	Ltr	Request for Addtnl Parachute	22 Mar 50	
173[2]	TWX	Parachutes	23 May 50	
174	Ltr	Critical Shortage of Parachutes	26 Jumn50	
175[1]	Ltr	Special Services Reqrmts for Over Age Life Rafts	20 Jan 50	
175[2]	Ltr	Replacement of Over Age Life Rafts	31 Jan 50	
177[1]	Ltr	Fuel Storage Shortages	23 Jan 50	
177[2]	Ltr	Acquisition of Truck Fill Stands for JP Fuel	8 Feb 50	
178	Ltr	Supply of 100/130 Octane Fuel	30 Mar 50	
179	Ltr	Acft Fuel & Oil Rqrmts, "Portrex"	27 Jan 50	(R)
180[1]	Ltr	Solution to Usage of Jp-3 Fuel in F-80 Acft	12 Jan 50	
180[2]	Ltr	Characteristics JP-3 Fuel	28 Jun 50	
181	Ltr	Portable Filter Srvcg Jet Acft	3 Jan 50	
182	Ltr	Freon Gas Cylinders	7 Feb 50	
183	Ltr	Tester, Pressrzd Cabin Lkge, Acft Type V-1	undated	
184	Ltr	ConAC Ltr 65-3-Acft De-icing Anti-Icing Equip	undated	
185	Ltr	Jet Eng Vibration Indctr	29 Mar 50	
186	Ltr	AN-M6 Gun Camera	6 Jun 50	
187	Ltr	Vertical Gyres - Interceptrs	23 Jun 50	

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CG, AMC	221600Z Mar 50	Unclassified	
CG, ConAC, Mitchel AFB, New York	/Air Mail/	x	

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MCMSXB4-3-303-M.....

Project CNCOPF-112 has been estbd to delv 83 F-86A acft frm AMC (Pdn) to your comd as Unit Equipment for 56th Ftr. Grp. Curr delv scds indicate these acft will be delvd during May through Aug 50. Hq, USAF has advised that acft applying on above project are for utilization by your comd under Acft Asgmt and Status Code "CC". Future status of this project will be reflected in the semi-monthly ADO-306 Rpt.

Unclassified 1 1

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J.C.Pinnell/geb

/s/ Herbert E Brose Capt USAF
for DUSTIN R. COWLE, Cpatain, USAF

KE-7111
MCMSXB4 6-1322

Chief, Acft. Distribution Ofc. Supply Divn

Incls #7

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3[2]

Classification changed from SECRET to Unclassified
14 Apr 50 JMS

HQ CONTINENTAL AIR COMMAND Mitchel AFB NY SECRET

PRIORITY

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COMMANDING GENERAL
Tenth AF
Selfridge AFB Michigan x

C_____PD Project CNCOPF-112 has been estbd by USAF to implement trf of 83F-86A acft fr production to this comd as unit equip for 56 Ftr Wg. These acft are currently sodd for delvy during May thru August 1950. Rels of F-80A acft to MOAMA for modernization and subq asgmt to ANG will commence concurrently with, or just prior to, rec of first F-86A acft and will be regulated to INS no more than 83 nor less than 50 Ftr type acft are on hand at any time. AF sup directive 85565-MA has been asgd to sup 75 day level of table II maint spares. No SP tools and Grd handling equip have been incd. Dir 56 Ftr Intcp Wg be instrd to submit thru Sup chans rqns for SP tools and grd handling equip, utilizing technical order 00-30-206A and technical order 00-30-206CAS Basis for rqng. Processing of Asgd Sup directives and rqns covering SP tools and grd handling equip will be accomplished using S-3 Sup priority. Auth is granted to contact Hq 9AF Langley AFB directly relative rqmts for SP tools and grd handling equip for F-86A acft. END

CG ConAC

OFFICIAL BUSINESS

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Maj J H Jennette
CWO RW Dalton / dls

MS&S-S 2121
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MS&S-S 452.1

SUBJECT: Project CNCOPF-112

TO : AF Officer in Charge, Los Angleles AF Field Procurement Office, AF Plant Office, North American Aviation Inc., Los Anglees Arprt, Los Angeles, California

1. USAF has established subject project to implement the delivery of eight-three (83) F-86A aircraft from production to this command as unit equipment for the 56th Fighter-Intercepter Wing, Selfridge Air Force Base. Latest information available to this headquarters indicates deliveries on this project will commence during last half of May 1950.

2. In accordance with past procedures, it is planned to place five (5) pilots at your disposal at March Air Force Base each Monday morning for purpose of accepting these aircraft as they become available. March Air Force Base will continue to be utilized as a staging base.

3. Initially, and until a sufficient number of pilots from the 56th Fighter-Intercepter Wing are adequately trained, ferrying will be accomplished by pilot personnel of the 33rd Fighter-Interceptor Wing, Otis Air Force Base, Mass.

4. Request this headquarters be advised the method of shipment of AF Form 263 equipment for subject aircraft. It is recommended that pre-shipment of nose and tail plugs, canopy covers and other loose equipment be made at a date which will permit arrival of this equipment at Selfridge Air Force Base in advance of the aircraft.

FOR THE COMMANDING GENERAL:

CC to CG, 10th AF

Incl #8a

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MS&S-S 452.1

SUBJECT: Project CNCOPP-112

TO : Commanding General, Tenth Air Force, Selfridge Air Force Base, Mich
Commanding General, First Air Force, Mitchel Air Force Base, N.Y.

1. Subject project has been established to re-equip the 56th Fighter-Intercepter Wing, Selfridge Air Force Base, with eighty-three (83) F-86A aircraft.

2. Latest information available to this headquarters indicates that deliveries on this project will commence on or about 21 April 1950 and will continue at the approximate rate of five (5) to six (6) aircraft per week.

3. In general, the following plan will be adhered to in accepting and delivering these aircraft:

a. Tenth Air Force will:

(1) Immediately place a Project Officer on duty at March Air Force Base. This officer will acquaint himself with existing procedures for acceptance of F-86A aircraft from North American Aviation Inc, and will make local arrangements for housing and messing of ferry pilots and service crew.

(2) Establish a ferry route and stop-over points. It is recommended that March, Kirtland, Tinker and Chanute Air Force Base be utilized since servicing facilities and ground handling equipment are available at these installations. March Air Force Base is required as a staging base since aircraft cannot stage out of North American Aviation, Inc.

(3) Determine monthly fuel requirements at each stop-over base and furnish this headquarters with these requirements at earliest practicable date.

(4) Place a service crew at March Air Force Base in time to be trained in their duties by the 33rd Fighter-Intercepter Wing crew currently operating at that base. Number of personnel required and date of arrival to be determined by the Project Officer.

(5) Contact remaining stop-over points to determine whether or not Tenth Air Force service crews are required. In the event such crews are necessary, they will arrive these bases after local arrangements for housing, messing and utilization of servicing facilities have been completed. Direct communication and/or personal contact

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with stop-over points authorized for these arrangements. Personal contact is recommended.

(6) Arrange for five (5) to six (6) qualified pilots to arrive March Air Force Base Monday morning of each week to ferry aircraft to Selfridge Air Force Base. Exact number of pilots required each week is contingent upon factory production and will be determined by the Project Officer.

(7) Insure ferry flights consist of not less than two (2) aircraft each.

b. First Air Force will instruct the 33rd Fighter-Intercepter Wing to:

(1) Assist the Tenth Air Force Project Officer in becoming familiar with existing procedures at March Air Force Base and North American Aviation, Inc.

(2) Train Tenth Air Force service crew at March Air Force Base in their duties.

(3) Assist Tenth Air Force pilots with initial ferrying. Full responsibility will be assumed by the Tenth Air Force after twenty- (20) aircraft have been delivered.

c. This headquarters will:

(1) Monitor this project and render assistance as required.

(2) Insure fuel requirements at stop-over points are made available, on a monthly basis.

(3) Provide facilities for necessary transition training of Tenth Air Force pilots and training for maintenance personnel.

4. The following general instructions will apply:

a. Crew Requests from this headquarters are not required for these aircraft rior to take-off on ferry flights. Informational 'Crew Requests' will be dispatched later, however, to confirm pickup of aircraft and to cite chargeable funds.

b. Ferry pilots will be required to comply with paragraphs 7 and 8, ConAC Letter 66-9, 22 February 1950, during each ferry flight.

c. Direct communication between all units and installations concerned is authorized provided information copies of such correspondence are furnished this headquarters.

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MS&S-S 452.1
Subject: Project CNCOPF-112

5. Disposition of currently assigned F-80A aircraft to MOAMA will commence concurrent with, or just prior to, arrival of first F-86A aircraft. These out-transfers will be so regulated as to insure no more than eighty-three (83) and not less than fifty (50) fighter type aircraft are on hand at any time. Detailed instructions regarding F-80A aircraft will follow at an early date.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

cc: AFOIC, North American
Aviation, Inc., Los Angeles,
Calif

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CG AMC 241905Z Mar 50 Unclassified

CG, ConAC, Mitchel AFB, New York /Air Mail/ x

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MCMSXB4-3-355-M.....

Project CNCOPF-108 has been estbd to delv thirty-nine F-94A acft fr AMC (Pdn) to your comd for 325th All-Weather Ftr Grp. Curr estd delv scds indicate that thirteen acft will be aval during June 50 and that remaining twenty-six acft will be aval during latter part of July 50 ff delv of thirteen acft to AAC on Project AACOPF-83. Hq, USAF, has advised that acft applying on Project CNCOPF-102 are for utilization by your Comd under Acft Asgmt and Status Code "CC". Future status of this project will be reflected in the semi-monthly ADO-306 Rpt.

12494

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/s/ Herbert K Brose Capt USAF

J.O. Pinnell/geb
MCMSXB4

KE-7111
6-1322

DUSTIN R. COWLE, Captain, USAF
Chief, Acft. Distribution Ofc, Supply Div

Incl #5

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181[illegible]Z Apr 50 Unclassified

CG, AMC

CG, ConAC, Mitchel AF Base,
Hempstead, LI., N.Y. /Air Mail/ X

X X

Dir of M&S and Services, MS&S-S 8952 Unclassified
Hq, USAF
Washington 25, D.C. /Mail/

MCMSXB4-4-246-M.....

Reur MS&S-S 8952 dtd 13 Apr 50. Authority is granted to delv aprx thirty two excess F-82F acft frm the 325th Ftr Wg to AMC for reclm and salvage by AMC. Permission also granted to remove radar equip frm eight acft at McGuire AF Base prior to onward delvy to MOAMA. Req six acft to be reclmd at 52nd Ftr Wg be rptd by s/n to this Hq in order that reclm and salvage instrs may be initiated thru the aprop AMA. Acft selected may perhaps include acft now asgnd to 52nd Ftr Wg in worse condition than those delvd frm the 325th Ftr Wg.

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/s/t/ DUSTIN R. COWLE, Captain, USAF
Chief, Acft Distrbn Ofc. Supply Divn

J.C.Pinnell/geb

MCMSXB4 KE-7111
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HQ CONTINENTAL AIR COMMAND Mitchel AFB NY UNCLASSIFIED

ROUTINE ROUTINE

x

Asst for Programming Hq USAF
Wash, D C ATTN: AFODP x

Commanding General Air Materiel Command
Wright-Patterson AFB Dayton Ohio ATTN: MCMSXB4

MS&S-S 7464 . Pass to USAF ADO for info. Subj is Project CNCOSF-44. In view of current scds for conversion of 325th Ftr-A/W Wg to new type acft rqmt for F-82E acft no longer exists in this comd. Therefore req subj project be cancelled. END.

CG ConAC

Official Business

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CWO R W Dalton/meh

BRUCE H. GEMMEL
Cpatain, USAF
Asst Air Adj Gen

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CAC 247

JEP C41 Mar 30 4 47 PM '50 5391
DM
RR JEGC S-3 Apr

RR JEGC JEDC 222

DE JEPC 51A

R 301757Z

FM HQ USAF Wash DC

TO JEGC/ Com Gen ConAC Mitchel AFB NY

Info JEDC/Com Gen AMC Wright-Patterson AFB Dayton Ohio

AF GRNC

FROM NAFODA 29052 Reurad MS&S-S 7464 Dtd 25 Mar 50 Project CNCOSF-44 has been cancelled as requested.

CFN AFODA 29052 7464 25 50 CNCOSF-44

30/1900Z

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CAC 220

EDA 367

PP JEGC Mar 8 6 40 PM '50 1214
DM
S-14 Mar

PP JED ZVA

PP/RR JEGC UWLC 222

PRIORITY

DE JEDC 46F

P/R 081900Z

FM CG AMC Wright-Pat AFB Ohio

TO JEGC/CG ConAC Mitchel AFB NY

INFO UWLC/C Bur of AERO Repr NAA Inc Downey Calif

AS GRNC

MCMSXB4-3-105-E Due to present congested cond at contrs plant req no add T-6C acft be delvd to N.A.A. Inc on Proj AMCOST-22 until further notice from this Hq when delv is re-estbd rate of input will not exceed seven /7/ acft per wk signed Aircraft Distribution Office Supply Divn

CFN MCMSXB4-3-105-E T-6C AMCOST-22

08/1922Z

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Mar 10 '50 UNCLASSIFIED

HQ Continental Air Command Mitchel AFB NY

PRIORITY

Commanding General Air Materiel Command
Wright-Patterson AFB Dayton Ohio
ATTN: MCMSXB4

MCMSXB4-3-105-E 8 Mar 50 UNCLASSIFIED

MS&S-S 6416 . Re your MCMSXB4-3-105-E, 8 Mar 50. Req this Hq be furnd w/an alternate delvy pt for remaining T-6C acft applying on Project AMCOST-22. It is an urgent necessity that mv of these acft not be curtailed for folg reasons: /1/ All remaining acft are in various stages of readiness. /2/ Contd retention of these acft thrusts an unwarranted maint overload upon Res Activities. /3/ Parking areas and maint facilities at our AFRTCs are extremely crowded and excess must be vacated to prov space for asgd unit equip. /4/ These acft must be dspod of prior to end of this FY while sufficient funds are aval to defray costs of insp and mv. /5/ Foregoing can not be accomplished if dspo of these acft are to be regulated at 7 per wk. Req alternate delvy pt be furn EPD. END

CG ConAC

OFFICIAL BUSINESS

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CWO R W Dalton/meh
MS&S-S 2120

OTIS C TURNER
WOJG, USAF
Asst Adj Gen

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CAC 98

PP JEGC Mar 13 7 44 PM '50 2014
DM
S-17 Mar

DE JEDC 47C

P 132050Z

FM CG AMC Wright Pat AFB Ohio

TO CG ConAC Mitchel AFB NY

AF GRNC PRIORITY

MCMSXD4-3-185-E Reur MS&S 6416 Dtd 10 Mar 50. Remaining T-6C acft are to prepd in accordance with par 4 of TO 00-25-8 and flown into San Antonio AMA Kelly AFB Texas for temp stor under project STOOST-15. Req T-6C acft for which asgmt notices have been issued and are awaiting delv be delvd to above stor dep instead of to NAA Inc Downey Calif. Advise SNs of acft effd in order that their asgmt notices can be amndd. Signed Aircraft Distribution Office Supply Division

CFN MCMSXD4-3-185-E MS&S 6416 10 50 T-6C 4 TO 00-25-8 STOOST-15 T-6C NAA SNs

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SECRET

HEADQUARTERS
AIR MATERIEL COMMAND
Wright-Patterson Air Force Base
Dayton, Ohio

MCMSXB4/VRK/eln

MCMSXB4

21 February 1950

SUBJECT: Reallocation of T-6 Type Aircraft

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

1. Reference is made to our MCMSXB4-2-22-M dated 2 February 1950; to your AFODA 53320 dated 17 February 1950, and to recent telephone conversations between Major Coleman and Mr. Kile of this Headquarters. Air Training Command has advised that T-6D aircraft, if required for Military Assistance Program, can be released without detriment as follows: 17 February, 21 September, 42 October, and 20 November. Above is predicated on delivery schedules on T-6G and T-28 aircraft being maintained. However, it is noted that Continental Air Command has been selected as the source of the one hundred forty-eight (148) T-6D aircraft to apply on project STOOST-49. Twenty (20) of these aircraft will be transferred immediately to contractor for reconditioning. It is requested that determination be made as to whether the remaining aircraft can be delivered from Continental Air Command to contractor for reconditioning concurrent with release of Military Assistance Program requirements in addition to the first twenty (20) aircraft, or if it will be necessary to transfer the additional one hundred twenty-eight (128) aircraft to Air Materiel Command for storage until additional Military Assistance Program requirements are released.

2. With regard to T-6C aircraft for application on the modernization program of seven hundred (700) T-6C aircraft, it is recommended that source of these aircraft be approximately as follows: four hundred forty (440) from Air Training Command, one hundred ten (110) from Air National Guard, and one hundred eight (108) from Continental Air Command. This will remove all T-6C aircraft from active inventories, relieving supply support peculiar to this type. In addition, it will be necessary to remove approximately forty two (42) T-6C aircraft from Air Materiel Command storage to complete the requirement of seven hundred (700) aircraft. In this regard, it is requested that your Headquarters determine the order of the delivery of these aircraft from releasors to contractor for reconditioning, considering that the desired input is thirty (30) aircraft per month. It is recommended that the forty-two (42) aircraft to apply from Air Materiel Command storage which were previously earmarked for the Military Assistance Program can be applied on this reconditioning instead; since these aircraft are being held in temporary storage. Such action would obviate necessity for extended storage for these aircraft.

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Letter, Headquarters, Air Materiel Command (MCMSXB4), dated 21 February 1950 to Director of Maintenance, Supply & Services, Headquarters, USAF, Washington 25, D.C., subj: "Reallocation of T-6 Type Aircraft."

3. Consideration should also be given to the scheduling of the Air National Guard T-6C aircraft to contractor and replacement of these aircraft with a like quantity of T-6D aircraft which are excess to requirements of Continental Air Command.

4. At the present time, T-6C aircraft for the modernization program are being supplied by Air Training Command; and one hundred three (103) of these aircraft are currently scheduled into contractors plant from that source. However, additional deliveries from Air Training Command are being withheld due to availability of excess T-6C aircraft from Continental Air Command for this project. Paragraph (c) of your AFODA 53320 referenced above indicated these aircraft from Continental Air Command are to be delivered to Air Materiel Command for temporary storage; however, to avoid storage, action is being taken to deliver these aircraft direct to contractor's plant for reconditioning as available from Continental Air Command.

5. The above is predicated on a firm requirement for seven hundred (700) T-6C aircraft to be modernized as T-6G type. Present contract provides for three hundred thirty (330) aircraft to be modernized. Request decision be expedited in view of current implementation of these programs.

FOR THE COMMANDING GENERAL:

DUSTIN R. COWLE
Captain, USAF
Chief, Aircraft Distribution Office
Supply Division

-cc-
CG, ConAC
CG, Air Training Command

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Hq Continental Air Command Mitchel AFB NY Mar 22 50 UNCLASSIFIED

PRIORITY

CG 1st AF Mitchel AFB NY	x	x
CG 4th AF Hamilton AFB Hamilton Calif		
CG 9th AF Langley AFB Va		
CG 10th AF Selfridge AFB Mich		
CG 12th AF Brooks AFB Tex		
CG 14th AF Robins AFB Ga		

MS&S-S 7235 . Re our ltr, file No. MS&S-S 452.1, Subj: "Res T-6D Acft for MAP, Project STOOST-49", 27 Feb 50. All T-6D acft listed in re ltr will be in prepd for trf on subj project in accordance w/Par 4, TO 00-25-8, and rptd to this Hq when ready for flyaway. Target dt for compl of required trf insps is NLT 15 Apr 50. New related subj. Dspo instrs for all remaining Res T-6 type acft will be furnd when acft for MAP have been delvd. Be advised, however, that phase out of all Res T-6 acft is currently scdd for compl by 30 Jun 50. END

CG ConAC

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CWO R W Dalton/meh JAMES M. STRIBLING
1st Lt., USAF
MS&S-S 2120 Asst Air Adj Gen

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CAC 144
JED A149
RR JEGC

APR 18 11 40 AM '50

8596
DM
S-21 Apr

DE JEDC 28H
R 181430Z
FM CG AMC Wright Pat AFB Ohio
TO CG ConAC Mitchel AFB NY

AF GRNC

MKMSXB4-4-225-E Re Tp conversation 17 Apr 50 between Mr. Dalton and Mr. Kile of this Hq re DSPO for the bal of aprx one hundred ten (110) T-6D/F acft which are excess to air res activities. These acft are to be prepd A/W par 4 T O 00-25-8 for delvy to SAAMA Kelly AFB Tex for sto under proj STOOST-41. Req this Hq be advised SNS loc and avals of above aircraft in order that asgmt notices can be issued.
Signed Acft Distri OFC SUP DIV

CGN MCMSXB4-4-225-E 17 Apr 50 Mr. Dalton Mr. Kile 110 T-6D/F 4 00-24-8 STOOST-41

18/1527Z

Incl#11

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HQ CONTINENTAL AIR COMMAND Mitchel AFB NY Mar 29 1950 UNCLASSIFIED

	PRIORITY	PRIORITY
Commanding General Fourth AF Hamilton AFB Hamilton California	x	x
Commanding General Tenth AF Selfridge AFB Mich		x

Commanding Officer 325th Ftr Wg
Moses Lake Wash

MS&S-S 7775. Subj is Rsgmt of T-33A acft. In the near future, the 325th Ftr-A/W Wg will be re-equipped w/Jet type acft. To improv this unit w/Jet type acft for nec transition tng, folg action will be taken: /1/ 4th AF will rsg 2-T-33A acft fr 78th Ftr Wg to 325th Ftr Wg and furn this Hq w/cy of their asgmt notice, on day of pub, effg this mv. These acft to be ferried by 325th Ftr pers upon compl of tng at Hamilton AFB. /2/ CG 10th AF will select 2 T-33A acft for rsgmt to 325th Ftr-A/W Wg and furn this Hq S/Ns of acft selected. These acft will be prepd in accordance w/Par 3, TO CO-25-8, and will be ferried by 325th Ftr pers upon compl of tng at Selfridge AFB. ConAC Asgmt Notice and Crew Req effg this rsgmt and mv will be issued upon receipt of acft S/Ns. END

CG ConAC

Official Business

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CWO R W Dalton/neh

ELLIS V. WIDNEY
Capt, USAF

MS&S-S 2120 Asst Air Adj Gen

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

O&T 452.1

SUBJECT: Assignment of C-46 Aircraft to Reserve Program

TO : Assistant for Programming, Headquarters, United States Air Force, Washington 25, D.C.

1. Reference is made to Continental Air Command message, O&T 2583, 6 February 1950, in which this command declined to accept C-46 aircraft presently programmed for transfer from FEAF. The following factors were considered pertinent in declining to accept these aircraft:

a. Information from FEAF indicates that each C-46 due will require 1,000 man hours of T.O. compliance.

b. Lack of sufficient personnel to maintain the additional aircraft.

c. Critical shortages of spare parts and equipment for C-46 aircraft.

d. Inability of Godman Air Force Base and Floyd Bennett Naval Air Station to accommodate C-46 aircraft from the point of view of runway strength.

e. Continental Air Command has eleven (11) C-46D units on which the additional aircraft load would fall.

f. No storage facilities exist at most Air Force Reserve Training Center bases for surplus aircraft.

2. In the event it becomes necessary to effect the assignment of the sixty (60) C-46 aircraft within the present program regardless of the above factors the following adjustments are considered essential:

a. Convert the C-47 wing at Fairfax, Kansas to C-46 upon transfer of that unit to Olathe, Kansas.

b. Convert three (3) of the existing five (5) B-26 wings to C-46 aircraft (Birmingham, Marietta, Tinker). This would provide Continental Air Command with the troop carrier support necessary under

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the present EWP and provide a greater supply of spare parts and equipment for the remaining two (2) B-26 wings. It is pointed out that this headquarters has previously advocated the replacement of B-26 aircraft in both the Regular and Reserve units of Continental Air Command.

3. It is emphasized that Continental Air Command is unwilling to accept these aircraft under any circumstances unless the backlog T.O. compliance is completed. In this connection it is recommended that these aircraft be given complete DIR prior to delivery to the field.

FOR THE COMMANDING GENERAL:

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CG, AMC 301835Z Mar 50 Uncl

CG, ConAC, Mitchel AFB, N.Y., /AIR MAIL/

x

x

MCMSXB4-3-449-M.....Proj CNCOSB-145 has been established to implement transfer of 3 B-29 type aircraft from service, excess or storage, thru AMC work for tow target modification, to your command. At the present time, s/n's to apply and depot to be selected to accomplish above work have not been determined. For further information re progress of this project, it is suggested that ADC-306 report be referred to. Hq USAF has advised that aircraft applying on above project is for utilization by your command under Aircraft Assignment and Status Code "CC".

14428

Uncl 1 1

Joseph W. Rivard/vpb
MCMSXB4
KE 7111
Ext 6-1322

/s/t/ DUSTIN R. COWLE, Captain, USAF
Chief, Aircraft Distribution Ofc
Supply Division

Incl #3

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Hq Continental Air Command, Mitchel AFB, NY UNCLASSIFIED
PRIORITY PRIORITY

CG AMC Wright-Patterson AFB Dayton Ohio
ATTN: MCMMSC-31

MCMMSC-31-2-264-M UNCLASSIFIED

MS&S-M 6818. Re your MCMMSC-31-2-264-M, 15 Feb 50, this comd requests that Project A-346-OC be cancelled. During the last 5 months considerable manhours have been spent on reconditioning B-29 acft and this comd considers reconditioning thru DIR at this time unnecessary. Further B-29 acft have just become flyable and are essential to their assigned mission.

CG ConAC

Official Business

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Col C B Tyler, Jr/gas

MS&S-M 4253

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21 Mar 50

Hq AMC, Wright-Patterson AFB, Dayton, Ohio Uncl

Routine

CG Continental Air Command
Mitchel AFB, N.Y.

CG, OCAMA MS&S-M 6818

MCMMSC-31-3-419-M.....Reurmsg MS&S-M 6818 dtd 18 Mar 50. Action is being taken this date to cancel Proj A-346-0C for reconditioning of nine (9) B-29 acft for your command at OCAMA. Request this Hqs be advised the extent of revision this cancellation will ential in future reconditioning requirements for B-29 acft from your command.

9875

Uncl

W. H. MONAY, Colonel
Chief, Maint Prod
Maintenance Division

MCMMXC-31/RAJ/jb/5-4124

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CG, AMC 261945Z Apr 50 Uncl

CG, ConAC, Mitchel AFB, N.Y. /Air Mail/ x

x

MCMSXB4-4-380-M.....Re our MCMSXB4-4-242-M dtd 18 Apr 50 and us MS&S -S 8979 dtd 14 Apr 50, re RB-26C acft s/n 44-35666. Hq USAF has directed that proj AMCOSB-16 be estbd to trf acct of ref acft fr ur comd to AMC (Test). Asgmt Notice A-5455-% is being issued to cover trf or acct of ref fr ur comd, Holloman AFB to AMC (Test) Holloman AFB, on ref proj. Since there is no movement involved in this trf, ref proj is considered complete.

Uncl 1 1

Joseph W Rivaed/vpb
MCMSXB4
KE-7111
Ext 6-1322

/s/t/ DUSTIN R. COWLE, Captain, USAF
Chief, Aircraft Distribution Ofc
Supply Divn

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Incl #21

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CG, AMC 141920Z Apr 50 Uncl

x

CG, ConAC, Mitchel AFB, N.Y. /Air Mail/ x

AFOIC, No. American Aviation, Inc., Municipal Airport, Los Angeles 45, Calif. /Air Mail/

MCMSXB4-4-196-M.....Proj AMCOSB-165 has been estbd to enable this comd to assume acct for 3 B-45A type acft (s/n's 47-13, 47-20 and 47-22), now located at North American, Long Beach, for tow target mod. Acct for the other acft (s/n 47-8) will be assumed by this comd when acft is delvd to No. American flr work. Asgmt notices for these 4 Acft are being dispatched. Req voucher nos for the 3 acft be assigned and forwarded to No. American incrt for these 3 acft may be assumed im. S/T info for s/n 47-8 should be forwarded to Barksdale AFB prior to dept of that acft to No. American.

Uncl 1 1

21593

Joseph W. Rivard/vpb KE 7111
MCMSXB4 Ext 6-1322

/s/t/ DUSTIN R. COWLE, Captain, USAF
Chief, Aircraft Distribution Ofc
Supply Division

Incl #22

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37[1]

197th Fighter Squadron
Arizona National Guard
747 West Van Buren Street
Phoenix, Arizona

LBH/vhs

18 January 1960

SUBJECT: Request for Jet Type Fighter Aircraft

THRU: The Adjutant General, State of Arizona, 747 West Van Buren Street, Phoenix, Arizona

The Chief, National Guard Bureau, Washington 25, D.C.

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

1. It is requested that the 197th Fighter Squadron, National Guard of Arizona be re-equipped with jet type fighter aircraft. This request is substantiated by the following:

a. Enhance Air Defense of Southwest US.

b. Runway number 23 has overall length of 6300 feet and by utilizing apron on auxiliary runway an overall length of 8300 feet is available. (See Inclosure #1)

c. Runway #23 is adequate for jet type fighter as evidenced by the fact that:

(1) Aviation cadets from Williams Air Force Base shoot transition landings in F-80-C's on this runway.

(2) Detachment from the 81st Fighter Group, Kirtland Air Force Base are operating F-86's on this runway.

(3) Experienced personnel of both operations have stated that runway "23 is adequate for their operation.

d. Williams Air Force Base, Chandler, Arizona is 44 air miles from Luke Field and are operating F-80's off 7000 foot runways which would:

(1) Be available in case of emergency.

(2) Be available to assist this unit in numerous ways during transition period from conventional to jet type fighters.

e. Fifty seven highly trained pilots are available in this organization for transition to jet type fighters.

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Ltr CO 197th Ftr Sq to CG ConAc Subj: "Req for Jet Type Aircraft", dtd 16 Jan 1950

f. Hanger and supply space is adequate for jet type fighter.

2. In view of the above listed substantiating factors, it is felt that the above request should be granted.

s/ L. J. Bell, Jr.
t/ L. H. BELL, JR.
Lt Col, AF, NG Az
Commanding

1 Incl:
Basic layout plan
of Luke Field

1st Ind. AMT/vt

OFFICE OF THE ADJUTANT GENERAL OF ARIZONA, Phoenix, Arizona, 19 January 1950

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

THRU: Chief, National Guard Bureau, Washington 25, D. C.

It is earnestly requested that favorable consideration be given to this request. The squadron is outstanding in every phase of its training. The climate, weather and location all lend themselves admirably to favorable consideration. Ultimately the squadron will be equipped with jet propelled planes, and as its opposite squadron in the group is jet equipped, it is deemed advisable by this headquarters to so equip the 197th Fighter Squadron, in order group and wing training can be carried out at the high level expected.

s/ A. M. Tuthill
t/ A. M. TUTHILL
Major General, NG Az

1 Incl: n/c

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SUBJECT: Request for Jet Type Fighter Aircraft

CSNGB-AFOTO 452.1 - Ariz (16 Jan 50) 2nd Ind.

Hqs., Depts of the Army and the Air Force, Air Force Division, National Guard Bureau, Washington 25, D.C.

THRU: Chief, National Guard Bureau

TO: Chief of Staff, United States Air Force, Washington 25, D.C.
ATTN: AFOCF

1. Subsequent to the establishment of a priority listing for assignment of jet type aircraft, several Air National Guard stations have written to the Air Force Division, National Guard Bureau, requesting consideration of their facilities for jet assignment.

2. Owing to the present and proposed schedules for assignment of jet aircraft to the Air National Guard, it is believed that all stations with adequate runway facilities should be considered and entered into the priority listing at such point as will best meet the needs of National Defense.

3. Considering the foregoing comments, it is requested that Luke Field, Phoenix, Arizona be entered on the priority listing of Air National Guard units to receive jet aircraft when available. Further, it is requested that the Air Force Division, National Guard Bureau be notified of any change in jet assignment priority listing effected by the Continental Air Command and United States Air Force.

s/t/ GEO. G. FINCH
Major General
Chief, Air Force Division
National Guard Bureau

1 Incl:
Basic Layout Plan
of Luke Fld

CSNGB-MX 452.1 - Ariz 3rd Ind. Feb 1 1950

Hqs., Depts of the Army and the Air Force, National Guard Bureau, Washington 25, D.C.

TO: Chief of Staff, United States Air Force, Washington 25, D. C.
ATTN: AFOCF

Forwarded.

s/ K. G. Ervin
for KENNETH F. CRAMER
Major General
Chief, National Guard Bureau

1 Incl:
n/c

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Request for Jet Type Aircraft (Fighter) Feb 9 1950

4th Ind.

Department of the Air Force, Hq. USAF, Washington 25, D.C.

TO: Commanding General, Continental Air Command, Mitchel AFB, New York

1. From information contained in the preceeding indorsement, it appears that Luke Field, Phoenix, Arizona is adequate to accommodate jet aircraft. In the event your Headquarters concurs in the above, it is requested that this Headquarters be advised of the priority of conversion of the Air National Guard unit located there as an amendment to letter from your Headquarters dated 8 November 1949, subject: Air National Guard Jet Conversion Priority List."

BY COMMAND OF THE CHIEF OF STAFF:

s/t/ C. W. SCHOTT
Colonel, USAF
Deputy Spec. Asst. for Reserve Forces

1 Incl
n/c

POAR/Maj GS Neart/kfe
Ext. 6125

197th Fighter Squadron, Phoenix, Arizona (No file)
Subject: Request for Jet Type Fighter Aircraft

POAR 452.1 (16 Jan 50) 5th Ind.

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

TO: Special Assistant to the Chief of Staff for Reserve Forces, Hq. United States Air Force, Washington 25, D.C.

1. Luke Air Force Base is considered satisfactory for the operation of F-84 aircraft provided that the tip-tank fuel load is reduced as required when the temperature exceeds 80° Fahrenheit.

2. Request that the 197th Fighter Squadron, Arizona ANG be added as number 17, Column I (F-84), "Air National Guard Jet Conversion List" which was the inclosure to letter this headquarters referred to in 4th Indorsement above.

FOR THE COMMANDING GENERAL:

1 Incl. n/c

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POR/GSWeart/kfe/Ext 6125

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

24 February 1950

Dear Bell,

Action has been taken by this headquarters to recommend the inclusion of the 197th Fighter Squadron, Arizona ANG in the current ANG Jet conversion list. In all probability you will receive jet aircraft during Fiscal Year 1951.

Jet operation will be critical at Luke Air Force Base when the temperature is above 80° F. under this condition the tip-tank fuel load must be governed by a careful analysis of the aircraft characteristics. Your operations officer can easily draw up an SOP covering this contingency.

Give my regards to my many friends in Phoenix.

Sincerely,

ENNIS C. WHITEHEAD
Lieutenant General, United States Air Force
Commanding

Lt Col L. H. Bell, Jr.
747 West Van Buren Street
Phoenix, Arizona

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C O P Y
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LHB/mh

197th FIGHTER SQUADRON
Arizona National Guard
747 West Van Buren Street
Phoenix, Arizona

19 January 1950

Lt General Enice C. Whitehead
Commanding General
Continental Air Command
Mitchell, Field, New York

Dear General Whitehead:

I am forwarding through channels to your command a formal request for the 197th Fighter Squadron, Arizona National Guard to be re-equipped with jet-type fighters. In view of the substantiating facts in formal request, I feel that we are quite well qualified to be so re-equipped and I would appreciate it very much if you would take a personal interest in this matter for I feel that it is not only to the benefit of ourselves but also to the benefit of the entire air defense program. The only reason that I can see that this request shouldn't be granted is because of some technicality that someone in years past has set up as an arbitrary requirement for jet aircraft.

Anything that you might do along this line would certainly be appreciated by myself, Barry, and the entire personnel of the Arizona National Guard.

I hope that you have had a pleasant holiday season and that sometime in the near future you may again come out our way.

s/ Larry
t/ L. H. BELL, Jr.
Lt Col AF, NG, Az

1 Incl
Ltr to CSNGB

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DEPARTMENT of the AIR FORCE
HEADQUARTERS, UNITED STATES AIR FORCE
Washington 25, D.C.

January 20, 1950

SUBJECT: Tactical Suitability Tests, F-80C with Pylon Bomb Racks

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

1. Reference is made to Hq, ConAC ltr File OT 452.1 subject as above, dated 17 June 1949 and indorsements thereto.

2. Information has been received from Air Materiel Command that the installation of Pylon Bomb Racks on F-80C aircraft is entirely feasible. Previous tests on F-80 aircraft by AMC has provided satisfactory flight conditions with 2 X 500 lb. bombs and 2 X 1000 lb. bombs, extended on Pylons up to .80 mach. Lockheed Aircraft Corporation is presently fabricating two (2) sets of Pylon Racks for evaluation at the Air Proving Ground with an expected delivery date of March 1950. The modification can be made without a major re-work at a cost of $500. per aircraft for labor and material.

3. The installation is located in the vicinity of the retractable rocket launchers which precludes the use of rockets when bombs are carried. This location was necessary due to the configuration of the aircraft and structural stresses. AMC is further investigating the possibilities of attaching drop tanks to the Pylon for additional ferrying range.

4. A project directive is being sent to APG for operational suitability testing.

BY COMMAND OF THE CHIEF OF STAFF:

s/ James J. Stone, Jr.
t/ JAMES J. STONE, Jr.
Colonel, USAF
Chief, Tactical Air Division
Directorate of Requirements

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HEADQUARTERS TACTICAL AIR COMMAND
Langley Air Force Base
Virginia

12 July 1950

DP 452.1

SUBJECT: Retrofit F-80C and Pylong Racks

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

TO : Director of Requirements, Headquarters United States Air Force Washington 25, D.C.

1. Reference letter this headquarters to Command General, Continental Air Command, dated 18 April 1949, subject: "Tactical Suitability Tests, F-80C with Pylong Bomb Racks," and Department of the Air Force letter dated 20 January 1950, subject: "Tactical Suitability Test, F-80C with Pylong Bomb Racks," with 1st Indorsement from Continental Air Command to Tactical Air Command dated 31 January 1950, copies of which are attached.

2. Although the F-80 series are being phased out of Air Force units, they are being "phased in" to Air National Guard units. Further, in the event of a general conflict it is probable that all available aircraft will be required. The role in which these aircraft may be needed cannot be forecast; therefore, all models should possess the maximum versatility.

3. Information available to this headquarters indicates that approximately 100 F-80 aircraft have been retrofitted with retractable rocket launchers. Pylon Bomb racks may be installed in the vicinity of the retractable rocket launchers, permitting the use of both bombs and rockets, although both may not be carried simultaneously.

4. The following immediate action is recommended:

a. Complete the installation of retractable rocket launchers on those F-80 aircraft not already equipped.

b. Install pylon bomb racks on all F-80 series aircraft.

5. Without the fulfillment of the recommendations outlined in the above paragraph, the Air National Guard and other F-80 equipped units remain operationally impotent.

FOR THE COMMANDING GENERAL:

s/ Robert H. Clark
t/ ROBERT H. CLARK
Major, USAF

2 Incls
1. Cy ltr to CG ConAC dtd 18 Apr 49 fr TAC (inDup)
2. Cy ltr to CG ConAC dtd 20 Jan 50, fr Hq USAF w/1 ind (in dup)

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HEADQUARTERS, 325th FIGHTER WING, ADC WEA.
MOSES LAKE AIR FORCE BASE
MOSES LAKE, WASHINGTON

MS 452.03 20 Jan 1950

SUBJECT: AOCP Status of F-82 Aircraft

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

1. Reference is made to Fourth Air Force message 4 AFMS&S 1607 quoting ConAC message regarding AOCP rate of F-82 aircraft.

2. Attached herewith as requested in referenced message are copies of all outstanding AOCP requisitions on which no action has been received.

3. Attached as inclosure 19 is additional data furnished for your information regarding AOCP and ANCR requisitions on which supply action has been received but material has not as yet arrived.

FOR THE COMMANDING OFFICER:

/s/t/ ELMER H SORRELS
Major, USAF
Adjutant

19 Incls
1-18 (incl) MLKMS-TT
19 List of Reqns and Action
(NOTE: 1 Feb 50 - cys Incls : Not retained for any
Info to CG, 4th AF : ConAC Files)

8581 Via AIR MAIL

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Hq 325th Ftr Wg, Moses Lake AFB 2 Feb 1950
MS 452.03
Subject: AOCP Status of F-82 Aircraft

MS&S 452.1 (20 Jan 50) 1st Ind Via AIR MAIL

HQ CONTINENTAL AIR COMMAND, Mitchel AFB, New York

TO: Commanding General, Fourth Air Force, Hamilton AFB, Hamilton, California

1. A study of the inclosures to basic letter indicates that priority requests have been submitted for 46 items. Of these items, 34 had not been previously placed on routine requisition. This condition indicates that unsatisfactory stock control procedures continue to exist at Moses Lake Air Force Base.

2. In directing that copies of Moses Lake AOCP requisitions on which action had not been completed be sent to this headquarters, the original intent was that follow-up action would be taken with Headquarters Air Materiel Command. In view of the findings cited in paragraph 1, such action by this headquarters would not be appropriate. Positive and corrective action will first be taken by your headquarters.

3. To insure the adequacy of stock control procedures at Moses Lake Air Force Base compliance with paragraph 10b(3), AF Manual 67-1 will be accomplished, with special empnasis placed on anticipation of requirements.

4. It is directed that your headquarters take appropriate action to insure improvement in the supply efficiency at Moses Lake Air Force Base.

CHARLES T. MYERS
Major General, U.S.Air Force
Vice Commander

10 Incls
n/c

(NOTE: Cys Incls Not Included
Not essential for record
purposes.

/s/t/ V W VOn Schildnecht-1Feb 50)

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(S: 28 February 1950)

HEADQUARTERS FOURTH AIR FORCE
Hamilton Air Force Base
Hamilton, California

9 February 1950

MS&S-10 452.1 F-82

SUBJECT: Stock Control Levels for F-82 Aircraft

TO : Commanding General, 325th Fighter-All Weather Wing, Moses Lake Air Force Base, Moses Lake, Washington

1. The most important element of stock control is the establishment of accurate stock control levels, which is a reflection of good management. The establishment of accurate stock control levels will authorize an adequate supply of stock on hand to meet recurring demands based on normal and anticipated requirements.

2. In a letter from your headquarters, MS 452.03, subject: "AOCP Status of F-82 Aircraft," dated 20 January 1950 with 19 Inclosures, there are thirty-four (34) examples of items on priority 3 requisitions (AOCP and ANCR) which are not on routine requisitions.

3. In many instances, items listed in Inclosures 1 through 18 are recurring requests and should be on a routine requisition to meet anticipated requirements in accordance with paragraph 10b (3), Part I, AF Manual 67-1. It is directed a study be made of the stock record cards with a view to establish proper stock levels and incorporate items into the stock level that are causing aircraft to become AOCP.

4. Routine requisitions will be placed for items creating recurring AOCPs and items anticipated to cause AOCPs.

5. A record of AOCP request is maintained in this headquarters for all wings and AFRTCs in an effort to supply interchangeable parts from one unit to another. As the 325th Fighter-All Weather Wing is the only wing operating with F-82 type aircraft, the possibility of interchangeable parts existing at other stations is small. It is, therefore, imperative that your unit become self-sustaining and alleviate every possible situation that might create an AOCP.

6. Your attention is directed to paragraph 3, letter, this headquarters, file MS 452.03, subject, "Daily Aircraft Supply Status Report," dated 10 November 1949, and letter, this headquarters, MS 452.1 F-82, subject, "AOCP & ACR Support of F-82 Aircraft," dated 28 October 1949, and your indorsement thereon dated 4 November 1949.

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Stock Control Levels for F-82 Aircraft
~~AS85-10 452.1 F-82~~

7. If any assistance is desired from this headquarters by your command, a letter will be prepared listing all pertinent information and forwarded to this headquarters stating assistance desired.

8. Reply as to action taken will reach this headquarters not later than 28 February 1950.

BY COMMAND OF MAJOR GENERAL UPSTON:

s/ H. L. Fuller
t/ H. L. FULLER
Lt Col., USAF
Air Adj Gen

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

IN REPLY
REFER TO:

28 Feb 1950
M/Sgt PEBlais-7245/gcs

MSMG-S 452.11

SUBJECT: F-82 Maintenance Spares

TO : Commanding General, First Air Force, Mitchel Air Force Base, New York
(Identical ltr sent to Fourth AF)

1. As a result of a recent query on the availablity of spares for F-82 aircraft, Headquarters Air Materiel Command has furnished this command with a resume of the current supply status of the following items:

a. Speed Density Metering Units
b. Propellers and Propeller Regulators
c. V-1710-143/143 Engines
d. Brake Assembly

2. a. Speed Density Metering Units. In an intensive effort to improve the delivery schedule of this unit, the contractor (Bendix Aviation Corporation) has promised delivery of 250 each on contract, at the rate of fifty (50) per month, beginning March 1950. To expedite shipments to operating activities, action is being taken by Headquarters Air Materiel Command to ship, direct from contractor, two (2) each of above mentioned item to McGuire Air Force Base. This action is taken in an effort to reduce or eliminate the recurrence of F-82 ACCPs for this item. The above shipment will be applied against back orders presently existing at MCAMA.

b. Propellers and Propeller Regulators. Deliveries to SAAMA of sixty six (66) each propellers and 106 each regulators, on contract with Aeroproduct Corporation, have begun with a quantity of twelve (12) propellers and twelve (12) regulators shipped during the latter part of December 1949 and the first part of January 1950. Normal supply should be realized by March 1950.

c. V-1710-143/145 Engines. The supply of these engines has been critical due to a shortage of speed density metering units. This situation will be relieved when delivery of the item from contract is started in March as stated in 2a above.

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MSAS-S 452.11
Subject: F-82 Maintenance Spares (Contd)

c. Brake Assembley. A quantity of 200 each has been delivered to the Air Force. By virtue of the receipt of this material, the critical status of this item has been alleviated.

3. A reclamation project involving approximately sixty (60) F-82s has been approved and should greatly relieve the critical supply staus of certain F-82 spares and improve the overall supply support for this type aircraft. This program will progress as aircraft become excess to the Strategic Air Command.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

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COPY OF INCOMING CLASSIFIED MSG FOR COMMANDING GENERAL CONTINENTAL AIR COMMAND

SECRET
Classification

Precidence

FROM: 52 Ftr Wg McGuire AFB NJ REFERENCE NO: FW 52.252FG

TO : CG FAF Mitchel AFB NY

INFO:

All F-82F Aircraft placed none combat status pending modifications to eliminate fire hazards during AN/APG-28 operations. Investigations has disclosed evidence of intensive heat at Panel assembly terminal block part number 144-54277 located left forward section radar observers cockpit. This condition exists on all F-82F Acft checked. Corrective action will be performed this station. Condition will be outlined on unsatisfactory report

DATE TIME GROUP 232000Z

DATE RECD FROM CODE ROOM 26 June

AG CLASSIFICATION REG #C-10473

SUSPENDED TO 29 June

ACTION TO O&I (info cy to DM)

INFO TO CG VC IG

FILE DES 452.1 F-82 Acft

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[illegible] Air Force Base, South Carolina

[illegible], 2/Lt Cunning, 14 February 1950
[illegible], Capt. Hicks,
[illegible], Mr. Clay Gibbs,
[illegible]

SUBJECT: F94-D Aircraft having instal ed the A[illegible] A/C Gun Sight.

1. Operation of the A[illegible] A/C sights has been seriously harmed by the continued failure of the power supplies installed in the F94-D aircraft, and it is because of this fact that the accompanying data has been collected for the information of those concerned. To gather data of a controlled nature has been impossible but with such information as I have been able to obtain and a controlled test of those factors related to power failure I am sure that our problems will soon be over.

2. The frequency of the [illegible] cycle, 115 VAC has very poor regulation and introduces an error into the sight directly proportional to the error in frequency. The following have been found related to frequency errors, of inverter type [illegible].

a. Time of operation.

b. DC voltage supplied to the motor of the generator or inverter.

c. Load on the inverter circuit.

d. Position of the carbon pile regulator mounted in series with the motor field and on the end bell of the inverter.

e. Axis of the carbon pile is parallel to that of the aircrafts length and undergoes heavy changes during gun fire. Maybe partial cause of retical vibration.

Recommendation:

That a frequency meter be installed within view of the pilot and that a variable resistance in series with the existing carbon pile be provided to enable the pilot to adjust the frequency to the required 400 cy. at any time during flight.

3. The phase sister has not been found in error as much as was first expected. This may be due to the inadequacy of our test equipment or the control possible under field conditions. The wave form as seen on a scope is very distorted and peak voltages of [illegible] have been obtained across A-B when 115 VAC 400 cy. was supplied across A-C terminals. It is because of this peak voltage between A&B, under ideal conditions, that makes the writer feel that under vibration, load changes, g forces, high frequency, and temperture changes these voltages may be high enough to break down the .1 m.f. 600 DC1 capacitor now installed across terminals A&B.

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The following have been found related to the voltage output of the phase adaptor.

a. Frequency of the 115VAC input.

b. Changes in input voltage from 115VAC.

c. Condition and capacity of the capacitor across terminals A&B.

d. Load on the verious legs of the phase adaptor.

e. Waver in the 115VAC supplied-results in waver of the sight-head.

f. Gun oil in the F84E aircraft has caused failure of the phase adaptor.

g. Acid from a battery boil over has caused phase adaptor failure on F84-D aircraft.

h. Unfixed reference of one part with respect to another within the phase adaptor under vibration and g forces.

4. The .5mf-600 VDCW capacitor across the A&B terminals of the phase adaptor has been replaced by one of .5m.f.-1000 VDCW at this station without any failures to this date. (See data sheet giving operational hours) A more vigorous test of this fix is required under controlled conditions. The following have been found related to the condition of the caracitor.

a. Time of operation.

b. Delay between failure and a caracitance check. They appear to heal themselves given enough time.

c. Frequency supplied by the inverter to the phase adaptor.

d. Peak voltages encountered under the conditions outlined in par 3.

Recommendation:

1. Provide a controlled test of all the related factors mentioned in par 3 & 4.

2. Provide this station with [illegible] to make any changes.

3. Allow the power pack to remain in [illegible] changed as are required in the phase adaptor and the capacitors. It is not at all difficult to make the sight function properly once a [illegible] source is supplied even though it be some distance per volt drop [illegible].

4. Provide the pilot with a frequency meter and a means of its control as mentioned in par 3.

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General Remarks:

The condition of aircraft 43708 sent to Wright Field was in no way outstandingly different from any other aircraft regarding the installation of the AI-M sight. Any results obtained from the test of that aircraft may well be considered general and of great importance to all P84-D & P84-E's.

Please do not hesitate to call if there are any questions I have failed to answer. I am in the process of building a field service test bench with which I hope to be able to add to the above information very soon.

A. C. Spark Plug Co.
Field Service Rep.
George E. Kellogg

George E. Kellogg

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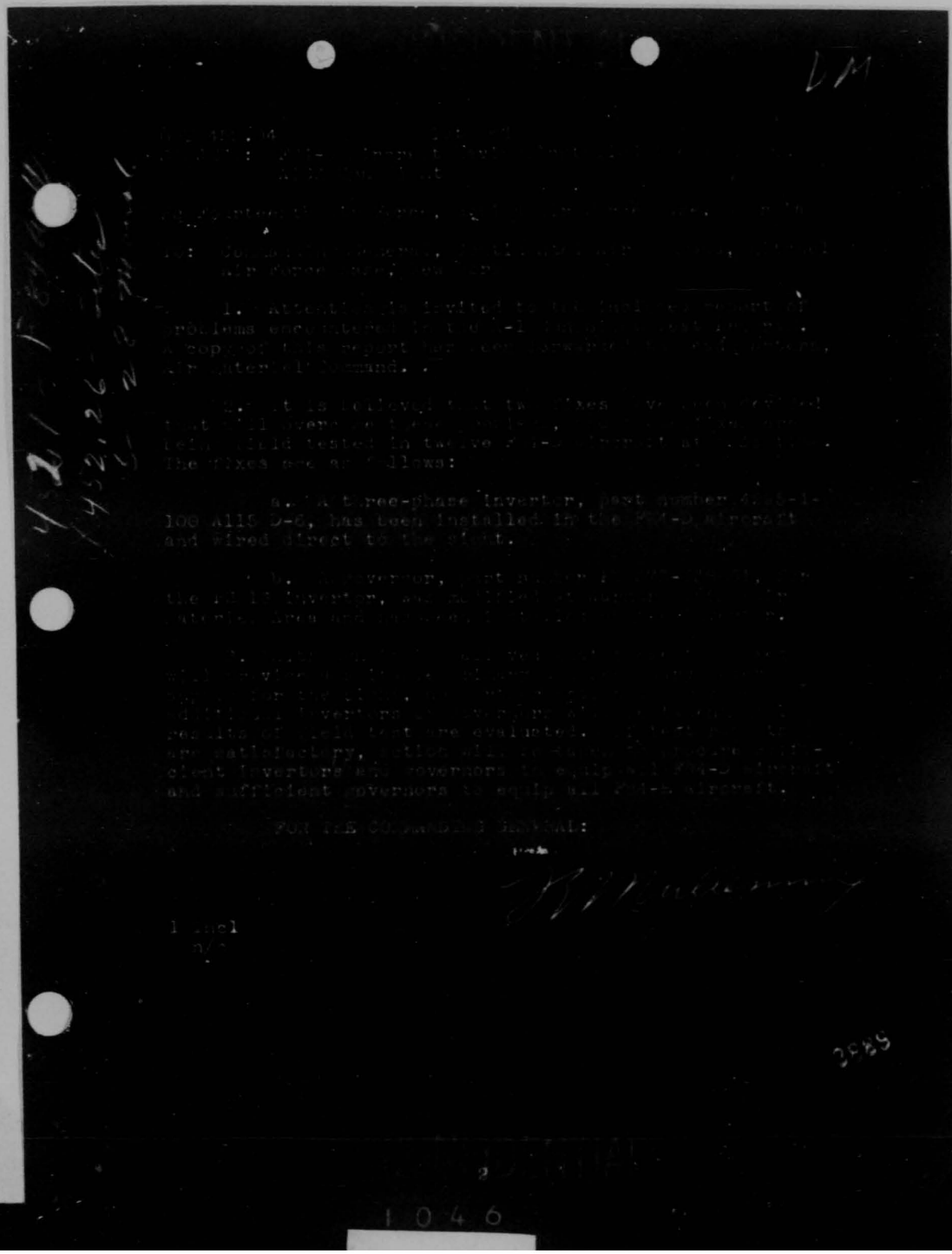

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6. Phase II conducted on P-84E No. 49-7032 contained numerous high accelerations. In order to study the frequency of occurrences of the accelerations of various magnitudes, the number of times each acceleration was obtained or exceeded was totaled for each 0.02g increment above +3.0g. Then the total number of occurrences of each increment of acceleration was divided into the total flight time recorded to determine the flight time required to obtain or exceed each value of acceleration. The acceleration frequency data are plotted in Curve A of Figure I of Appendix 1. Curve B of Figure I is a similar plot of data showing the acceleration frequency occurrence on F-84E aircraft in service operations for a comparable number of flight hours.

7. An effort was made during the Phase II flights to determine the maximum accelerations obtainable at altitudes above 30,000 feet. The pull-ups in most instances were held until compressibility or stall buffet was encountered. The accelerations attained along with the corresponding airspeed and altitudes are tabulated in Table I of Appendix 1. Acceleration versus altitude is plotted in Figure II of Appendix 1 with the buffet points noted.

8. In order to study further the accelerations attained at altitude, the normal force coefficient was calculated at the peaks and is tabulated in Table II and plotted in Figure II of Appendix 1. A plot of $C_{n_{max}}$ from Republic Report RTR-14 is also shown in Figure III for comparison purposes.

9. The Mach No. limitation resulting from the structural integrity demonstration is 0.82. This Mach No. was exceeded several times during the accelerated service test without apparent damage to the aircraft. A maximum Mach No. of 0.[illegible] was attained on 7 September 1949. All Mach Nos. attained in excess of limit are tabulated in Table III of Appendix 1.

10. A maximum altitude of [illegible],000 feet was attained and held for a period of approximately five (5) minutes on 6 September 1949. The calibrated airspeed during the above period was [illegible] which results in a Mach No. of .695. The pilot stated that it was difficult to maintain level flight at the above mentioned altitude.

C. CONCLUSIONS

11. The F-84E accelerated service tests conducted at Wright-Patterson Air Force Base consisted mainly of high altitude performance flights and, therefore, did not give a true indication of maneuver loads to be expected in service.

[illegible] of Figure I, Appendix 1, indicates that the design positive limit load factor of 7.33 for the F-84E will be exceeded [illegible] once every [illegible] flight hours in similar service testing. The maximum acceleration obtained in the accelerated service tests once every [illegible] hours of flight time, as indicated by Curve B of Figure I, indicated that

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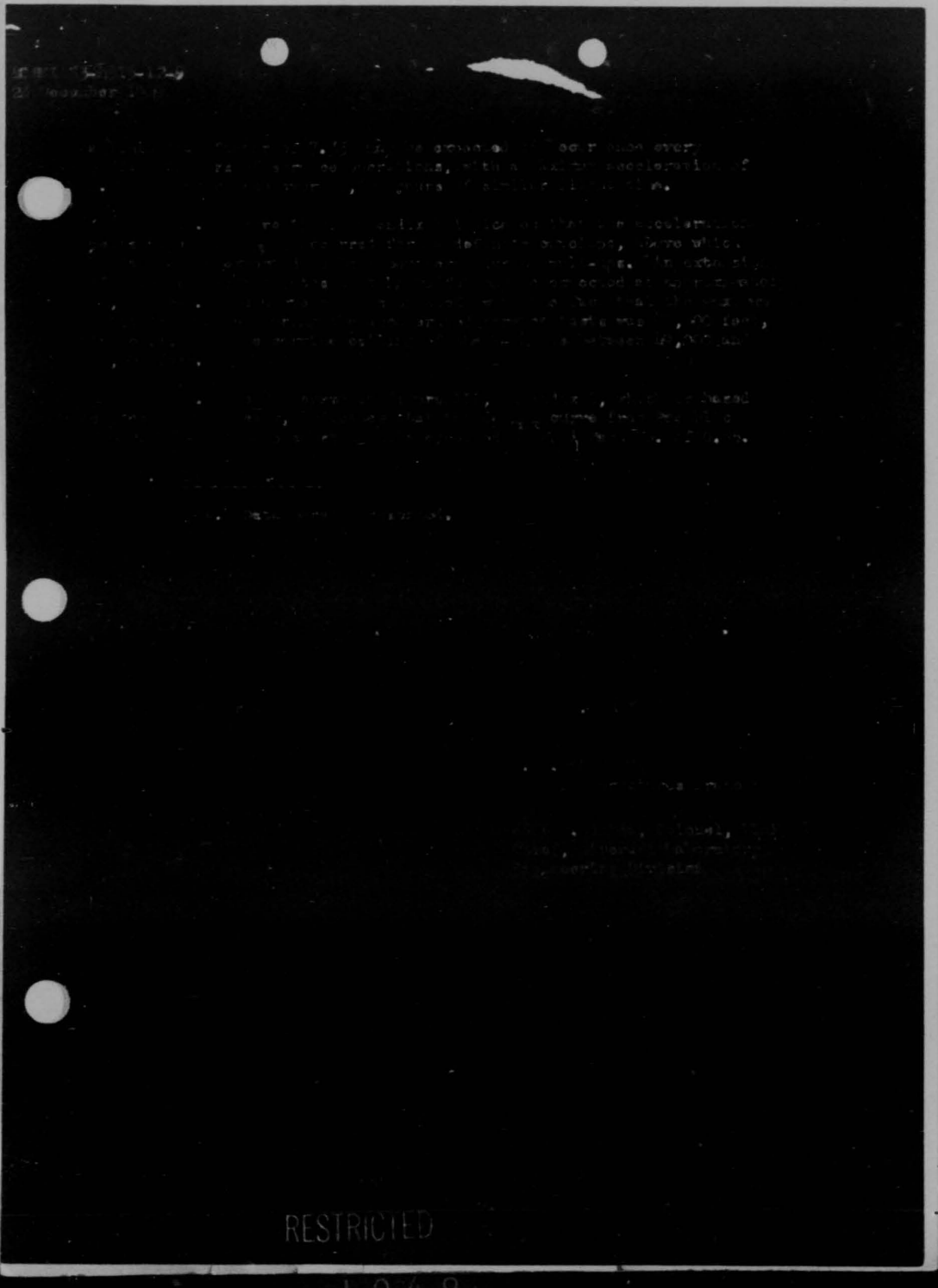

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MESSAGEFORM: UNCLASSIFIED

Hq Continental Air Command, Mitchel AFB, NY

PRIORITY
XX

CG 4AF Hamilton AFB Hamilton Calif

MS&S-M 15897 . Subj: Wg skin cracks, F-84D acft. Shaw AFB emerg UR Sta No 50-282, 20 Jun 50, reptd 11 acft w/lower wg skin cracked in vicinity of wg Sta No 41. Cracks range in lgth from first row of rivets forward to third row of rivets forward of trailing edge of leading edge skin. Both L and R wgs are affected. Part C of Republic Fld Sv Bul #64-31, 11 Nov 49, had been complied with. Acft restricted to flts w/o armt or ord loads. End of UR. AMC reply to above UR stated that Part D, Republic Sv Bul 64-31 was considered satisfactory fix for cracks that do not extend forward of forward edge of rep insert shown in Fig 11. Rep insert may be extended inboard of area shown in Fig 11 but not extended forward. Wgs having cracks extending forward or foward edge of rep insert as shown in Fig 11 should be repld w/serviceable wgs. Dspo instrs will be fwdd. End of AMC reply. Above info fornd for your action. Prov this hq with no of your acft having similar cracks in wg skin, no of wgs, L and R hand, and flying time on respective wgs affected. Negative info will be fwdd if appl. Further info will fol when recd.

CG ConAC
OFFICIAL BUSINESS UNCLASSIFIED 1 1

s/ BRUCE H. GEMMEL
Captain, USAF
Asst Air Adj Gen

Lt Col RIDustin/gas

MS&S-M 1124

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HQ CONTINENTAL AIR COMMAND, Mitchel AFB, NY

PRIORITY ROUTINE

CG AMC WRIGHT-PATTERSON AFB DAYTON O
ATTN MCMMXC

CG SMAMA McCLELLAN AFB McCLELLAN CALIF MCMMXC-31-10-599 UNCLASSIFIED
CG 4TH AF HAMILTON AFB HAMILTON CALIF

MS&S-M_____. Subj: Wing Repair, F-84D type Acft. Re your MCMMXC-31-10-599, 28 Oct 49, to SMAMA. Info recd fr 4th AF shows only 17 acft with Cl "A" preventive rep compld by SMAMA this date. 27 acft, incg 1 undergoing major rep at SMAMA, remain to be modified. Dep modification rate is only 2 per week, therefore, wing reinforcement of acft remaining will not be compld beforel May 50. Representatives 4th AF verbally informed by responsible personnel of SMAMA that schedule could not be increased. Present modification output by SMAMA is not considered adequate in view of schedule of WRAMA which averaged 2 acft per day, 14 acft per week. Urgently req output at SMAMA be increased to 6 acft per week, since restrictions imposed on ureinforced F-84D is seriously hampering mission of 78th Ftr Wg, Hamilton AFB. Req info on action taken by your hq.

CG CONAC

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Lt Col R L Dustin/gas

MS&S-M 1124

JAMES M. STIRLING
1st Lt. USAF
Asst Air Adj Gen

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MESSAGEFORM:

9 Feb 50 RESTRICTED

HQ, AMC, Wright-Patterson AFB, Dayton, Ohio
Air Mail

Commanding General
Continental Air Command
Mitchel Air Force Base
New York

Re NR C87 Confidential

MCMCXT64-2-11-M

Reurtel RE NR C87. A requirement for radar ranging in F-84D aircraft has not been established by Headquarters, USAF. Installation of AN/APG-30 will involve a major modification to the aircraft. Two proposals from the contractor are presently under consideration for this change. One proposal provides for flush intake ducts with the equipment mounted in the nose of the aircraft, and the other provides a nacelle which would house the equipment and would be mounted under the fuselage. These proposals will be submitted to Headquarters, USAF, for approval and for allotment of funds. If radar ranging is determined to be practicable and desirable for F-84D aircraft, it is expected that AN/APG-30 will be utilized.

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s/ Charles Williams, WOJG, USAF
for EDWARD G. KIEHLE, Colonel, USAF
Chief, Maint, Technical Section
Maintenance Division

MCMCXT64/GCB/mvg 3-9275

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

AFOOP-C 452. 20 December 1949

SUBJECT: Delivery of F-84E Aircraft to USAFE

TO: Commanding General, U. S. Air Forces in Europe, APO 633,
c/o Postmaster, New York, N. Y.
Commanding General, Strategic Air Command, Offutt AFB, Nebraska
Commanding General, Continental Air Command, Mitchel AFB, N. Y.
Commanding General, Air Material Command, Wright-Patterson AFB,
Ohio
Commander, Military Air Transport Service, Andrews AFB,
Washington 20, D. C.

1. The 36th and 86th Fighter Wings of USAFE will be re-equipped with F-84E aircraft. These aircraft will be flown across the North Atlantic ferry route for delivery to USAFE. Aircraft will be delivered in two (2) complements of eighty (80) plus each. Delivery of first complement will start approximately 15 May 1950 and continue until completed. This project is designated Fox Able #3 and will be referred to as such in subsequent communications.

2. The route to be used for the ferry mission is:

Home station
*Turner AFB, Georgia
Otis AFB, Massachusetts
Goose Bay, Labrador
*Bluie West 1, Greenland
Keflavik, Iceland
*Horsham St. Faith, England
**Furstenfeldbruck or Neubiberg Base, Germany

*Will be by-passed if pylon racks and shackle tanks are available.
**Home station of recipient organization.

3. Responsibilities of major commands:

a. CG, SAC:

(1) Is responsible for overall accomplishment of this project.

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Ltr to CG, USAFE, CG, SAC, CG, ConAC, CG, AAC, COMMATS, Subj: Delivery of F-84F Aircraft to USAFE

(2) Will designate a fighter wing as ferry group, preferably the 27th Fighter Wing.

(3) Will provide maintenance detachment of approximately 40 airmen and 3 officers at Goose Bay and detachment of 20 airmen and 2 officers at Thule, Post 1. Detachments may be returned to home station during interval between delivery of first and second groups.

(4) Will indoctrinate USAFE TDY personnel in the F-84 aircraft.

(5) Will take action to reassign the two-months-old fighter wing as a fighter wing, Jet. Personnel and surplus by this reassignment may be retained by CG, ConAC until the accomplishment of this ferry mission.

b. CG, USAFE will:

(1) Effect an TDY to ConAC 40 airmen and 10 officers from the 36th and 50th Fighter Wings to include one unit representative authorized to accept aircraft in accordance with USAF Supply Manual 67-1.

(2) Provide maintenance detachment consisting of 40 airmen and 2 officers. Detachment will be returned to home station during interval between delivery of first and second groups of aircraft.

(3) Provide maintenance support in England, if required.

c. CG, AAC will:

(1) Designate a project officer to monitor supply and maintenance requirements for this project.

(2) Assign supply priorities and delivery to establish the [illegible] aircraft.

(3) Establish [illegible] supply [illegible] with [illegible] requested by CG, ConAC.

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Ltr to CG, USAFE, CG, SAC, CG, ConAC, CG, AMC, CG MATS, Subj: Delivery of F-84E Aircraft to USAFE

(4) Provide SAC with an initial level of F-84E aircraft spare parts, engines, special tools and ground-handling equipment, in accordance with the provisions of paragraph 255, Part 1, AF Manual 67-1.

(5) Provide USAFE with an initial level of F-84E aircraft spare parts, engines, special tools and ground-handling equipment in accordance with the provisions of paragraph 255, Part 1, AF Manual 67-1.

(6) Provide spare jet aircraft engines as required and requested by CG, SAC for installation prior to departure of each task force.

(7) Provide MATS the necessary aircraft engines, aircraft spare parts and aircraft maintenance equipment, for delivery to Goose Bay, Bluie West 1 and Keflavik.

(8) Negotiate with Republic Aviation Corporation to have that Corporation furnish technical representatives at Goose Bay, Bluie West 1 and Keflavik.

(9) Provide four each C-22 auxiliary power units at Goose Bay, Bluie West 1 and Keflavik by 1 May 1950, those twelve units to remain at above stations for future use.

(10) Inform the Chief of Staff, USAF, attention Chief of Transportation, D/M&S, DCS/M, not later than 28 February 1950 of estimated airlift requirements, in weight and cubage, that MATS will be required to transport in support of Fox Able #3.

(11) Advise Commander, MATS of disposition to be made for unserviceable engines and other repairable equipment or supplies, including any excess items, regardless of condition, that are generated at MATS bases as a result of Fox Able #3.

2. Commander MATS will:

(1) Provide airlift as directed by Headquarters, USAF.

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Ltr to CG, USAAFE, CG, AAC, CG, C mAC, CG, AAC, CG AFTC, Subj: Delivery of B-24s Aircraft to USAFE

(2) Provide necessary air rescue aircraft, either amphibious or boat-carrying, to allow simultaneous operation of two (2) each between Goose Bay, Bluie West 1, Iceland, and England.

(a) Aircraft will be equipped with low frequency homing equipment which the ADF equipment may home, such as homing adapter.

(b) Frequencies of these aids will be assigned so as to prevent interference between aircraft which are using radio compass.

(3) Provide briefing crews as desired by CG, AAC.

(4) Provide navigational information concerning the North Atlantic route to include charts, homing aids, current communications information, etc.

(5) Provide B-24 weather reconnaissance aircraft to accompany ferry groups from Gander to Prestwick.

(6) Provide adequate facilities at Goose Bay, Bluie West 1, Bluie West 2, Iceland, and Prestwick for [illegible] aircraft within eight hours' notice. Sufficient trained personnel will be provided at these locations to service each aircraft within eight hours' notice.

(7) Provide messing, billeting, and other services normally provided transit aircraft along the North Atlantic route.

(8) [illegible] instructions for ferry pilots to [illegible]

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HEADQUARTERS
AIR MATERIEL COMMAND
Wright-Patterson Air Force Base
Dayton, Ohio

MCPPXA/BIF/bjc

MCP

6 January 1950

SUBJECT: Proposed Field Maintenance of F-86D Aircraft

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

1. It is proposed that a Field Maintenance Program, to be jointly participated in by Continental Air Command and North American Aviation on a Service Test basis, be conducted upon delivery of F-86D aircraft to tactical units.

2. This program will augment the present maintenance system in effect on F-86 bases by providing teams of skilled specialists with factory experience on F-86D's to conduct on-the-job training in certain phases of line maintenance.

3. Such on-the-job training should be a highly desirable extension of your presently planned courses of classroom instruction and aircraft familiarization. It will provide the F-86D maintenance trainee with an opportunity to work side by side with experienced specialists on line maintenance problems and should reduce the transition period necessary to convert a trainee to a self sufficient F-86D line maintenance mechanic in a particular field of specialization.

4. Certain details of the proposed plan are outlined as follows:

a. Organization

A team of nineteen (19) specialists of the highest possible caliber, thoroughly experienced in line maintenance techniques, would be provided for each Group of F-86D aircraft. This team would be particularly qualified in power plant and electrical maintenance procedures. Maintenance inspection specialists with broad experience in field and service inspection would also be provided. A North American Aviation Service Supervisor would be established in charge of these teams of maintenance specialists at each F-86D base and would be under the direction of the Base Maintenance Director in conjunction with the Group Commanding Officer's concerned. North American Aviation technical assistance already assigned to these F-86D bases would also report to this Service Supervisor.

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b. Special Instruction

Individual North American Aviation specialists would also conduct classes using Air Force Approved charts and handbooks to further indoctrinate North American Aviation personnel with the proper methods of servicing, maintaining and repairing F-86D aircraft.

c. Preparation of Unsatisfactory Reports and Special Reports

The North American Aviation Service Supervisor would provide assistance to the maintenance officers in the preparation of Unsatisfactory Reports and recommendations thereto and assist in correcting trouble not falling in the category that requires submission of reports and approval of Headquarters, Air Materiel Command. He would also act as a consultant on problems affecting design, equipment and systems. Copies of his reports of findings and suggested solutions would be provided to the maintenance officer for submission through Air Force channels at the same time he relays this data to the North American Aviation Field Service Department for necessary action.

d. Spares and Special Tools

To insure that the maintenance teams are thoroughly equipped to efficiently operate, the Air Force will furnish the necessary tools and equipment as agreed to betwen the Contractor and the Air Force. All parts will be made available at the Air Force Base through normal supply channels and Air Force equipment, as set forth in F-86D Table of Organization and Equipment Requirements, will be available or obtained by the Air Force for use of North American Aviation maintenance specialists.

5. This Command is deeply interested in this program as an aid in promoting more effective and improved methods of maintenance on F-86 type aircraft. It is proposed that contracts for this type of program will provide for from six (6) months to a year of maintenance assistance for each group selected. It is requested that you study this program and forward your comments and recommendations to this Command at your earliest convenience concerning the following pertinent points:

a. Number of groups you desire to designate for Service Test trial of the program.

b. Name and location of bases affected.

c. Approximate dates for arrival of maintenance teams at designated bases.

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Ltr to CG, ConAC, Mitchel AFB, Hempstead, L.I., N.Y., subj: "Proposed Field Maintenance of F-86D Aircraft".

d/ Estimated length of time required for adequate service test of maintenance teams with groups.

6. In view of the new approach taken by this program it seems appropriate that an adequate test of the idea should be accomplished. However, it should be borne in mind that contracts of this type are costly, therefore, only a minimum number of groups should be selected for the Service Test. It should be pointed out that funds for this project will be furnished by Air Materiel Command.

FOR THE COMMANDING GENERAL:

/s/t/ ORVAL R. COOK
Major General, USAF
Director, Procurement
and Industrial Planning

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10 Feb 1950

MS&S-S 452.11 Maj J H Jennette-2121/gcs

SUBJECT: Maintenance Spares, B-45 and F -86 Aircraft

TO : Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio
ATTENTION: MCMSXC

1. Reports from Langley Air Force Base indicate that unless certain critical maintenance spares for the B-45 and F-86 aircraft are made available, an increase in the ACCP rate can be expected. Factors that were considered to arrive at this conclusion follow:

a. The critical items, listed in subsequent paragraphs, have been requistioned in sufficient quantities to overcome expectant difficulties. However, previous supply action reveals that stocks are not sufficient to meet normal stock replenishement requistions.

b. Many aircraft at this station are approaching the 100th hour of flying time, necessitation a replacement of many of the listed critical items.

2. Items affecting the F-86 aircraft:

a. Gasket, Part No. 4504-80673. This item affects the operation of cabin heating unit which is essential for high-altitude operation. As of this date, four (4) each F-86s are ACCP for this item, five (5) are operational with defective gaskets and six (6) additional damaged gaskets were reinstalled due to non-availability in stock.

b. Brake Assembly, Part No. 4103-14635IMC. One (1) each F-86 aircraft is ACCP for this item. Stock level should be fifteen (15) per cent of the total in service, A great number of replacements will be required on aircraft completing the first 100 hours' flying time.

c. Blankets, Part No. 0110-151-42120. Replacement of this item is not considered a major supply problem, but to avoid ACCP due to supply pipeline time a minimum base stock level should be as indicated:

Two (2) each of the dash 3,5,7, and 9
Four (4) each of the dash 11 and 13

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MSAS-S 452.11
Subject: Maintenance Spares, B-45 and F-86 Aircraft (Contd)

3. Items affecting the B-45 aircraft:

a. Ten (10) each Valve Assembly, Part No. 4801-18184 of dash 5, 6, and 7.

b. Five (5) each Pump, Submerged Booster Type, B-17, Part No. 4839-TF-30800-1.

c. Ten (10) each Pump, Type B-19, Part No. 4839-TF-31500-1.

d. Ten (10) each Actuator, Trim Tab, Rudder, Part No. 4280-28038.

e. Five (5) each Actuator, Trim Tab, Elevator, Part No. 4280-29270.

f. Fifteen (15) each Valve, Fuel Shut-Off, Part No. 4185-W7955-2L.

A level of the above items, in the quantities indicated, is required to maintain in an operational status thirty four (34) assigned aircraft.

4. The combat ready status of B-45 and F-86 aircraft is of the utmost importance to this command. Unless procurement action is initiated by your headquarters immediately to the end that items appearing in paragraphs 2 and 3 above are removed from the critical list, the combat headquarters be advised of the present stock position of the items appearing herein and the planned action of your headquarters to remove these items form the critical list.

CHARLES T. MYERS
Major General, U. S. Air Force
Vice Commander

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C O P Y
452.1

50[3]

HEADQUARTERS NINTH AIR FORCE
Langley Air Force Base, Virginia

15 March 1950

9AF 452.1

SUBJECT: Supply Support for F-86 Aircraft Assigned to the 4th Fighter-Interceptor Wing

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

1. A recent visit to MOAMA by representatives of this headquarters to determine the availability of F-86 spares revealed the following:

a. When the F-86 spares were orginally divided between the Eastern and Western Zones, MOAMA received only a small portion of the total spares in the USAF. Mobile supply personnel stated that the original plan was to transfer a small level to the Eastern Zine and that the remaining stock level would be filled by procurement. To date, the Eastern Zone has been supplied with a small percentage of the total spares procured for the F-86. Consequently, stock levels of F-86 spares in the Eastern Zone are critically low. It is readily understood why the Eastern Zone did not receive as many spares as the Western Zone in the initial distribution since the allocation of spares was based on the number of aircraft each zone was supporting. With the procurement of the F-86 being limited as it is, and with the Western Zone, in the beginning, possessing the majority of the aircraft, it was quite natural for some items to be in the Western Zone with a zero balance in the Eastern Zone. However, since the Eastern Zone will soon have as many F-86 aircraft as the Western Zone, it cannot be understood why an additional amount of spares was not shipped automatically from the Western Zone to the Eastern Zone. It is further desired to point out that the Ninth Air Force representatives were advised by the sipply people at MOAMA that until the past ten (10) days, the majority of the spares placed on procurement by AMC were being allocated to the Western Zone. The MOAMA received their first equal distribution procurement contract the week of 27 February 1950.

b. Bi-zonal supply procedure allows extraction of priority requisitions only. Routine requisitions for items not in stock or for items which are below the "minimum reserve level" are back-ordered

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9AF 452.1
Hq Ninth Air Force, Langley AFB, Va
Subj: Supply Support for F-86 Acft Asgd to the 4th Ftr Intep Wg

against depot "due in's".

2. The 4th Fighter-Interceptor Wing has been authorized priority 2 with Blue Streak action to support aircraft committed to Exercise Swarmer. Due to the distance involved, it must be emphasized that priority 2 action will be allowed down when extractions to the Western Zone are necessary; further, the priority afforded Exercise Swarmer is only a temporary expedient which cannot be expected to correct the situation.

3. Since delivery of new procurement to the Eastern Zone will take an unknown length of time, and in view of the above, it is recommended that AMC be requested to immediately affect an equal distribution of F-86 spares within the continental United States.

FOR AND IN THE ABSENCE OF THE COMMANDING GENERAL:

HAROLD W. BOWMAN
Colonel, USAF
Vice Commander

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HEADQUARTERS
AIR MATERIEL COMMAND
WRIGHT-PATTERSON AIR FORCE BASE
Dayton, Ohio

MCMXT/RAV/sms
23 Jan 1950

MCMXT64

SUBJECT: Modification of F-86 Aircraft

TO : Commanding Officer, Kirtland Air Force Base, New Mexico

1. To enable participation in the forthcoming Las Vegas gunnery and bombing match, kits of parts are being procured for the modification of eight (8), type F-86 aircraft assigned your base. Rework of flaps, ailerons and trim tabs, to eliminate rocket blast damage will be accomplished by local North American field service personnel in accordance with NAA drawing Nos. 161-916010 and 161-916006. Rework of front and rear rocket mounts and installation of selenium rectifier will be accomplished under the supervision of local North American field service personnel in accordance with drawings and illustrations contained in E.C.P. Nos. NA-P-367B and 396A.

2. It is anticipated that kits of parts will arrive at your base on or before 15 February 1950, at which time modification work will begin.

3. Upon completion of the above referenced modifications in the eight (8) type F-86 aircraft selected, request their serial numbers be immediately forwarded to this Headquarters for inclusion in a waiver on restriction now imposed by Technical Order 01-60JL-25.

4. Correspondence is invited should further information be desired on subject modification.

FOR THE COMMANDING GENERAL:

/s/
for /t/ Bernard C. Mkown, Major, USAF
Edward G. KIEHLE
Colonel, USAF
Chief, Maintenance Tech Section
Maintenance Division

Copy furnished:
CG, Special Weapons Command,
Kirtland AFB

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51[2]

24 Apr 50

Subj: Approval for use of Towing Device for F-86 Aircraft, 9AF, LAFB Virginia

FOT 452 2nd Ind

Headquarters 4th Fighter-Interceptor Group, Langley AFB, Va., 16 May 50

TO: Commanding Officer, 4th Fighter-Interceptor Wing, Langley AFB, Va.

1. This towing device is ready for use and can be put into service immediately.

2. It is not desired to use this device for towing except as a means of providing tow aircraft in event the F-51's assigned for that purpose are not in commission when needed. The use of the F-86 airplanes equipped with tow adaptor referred to prohibits the installation of external tanks and restricts towing time on the gunnery range to about thirty (30) minutes, which is insufficient for adequate firing practice by inexperienced pilots. At the present time the group is in the process of procuring a device for towing from the speedbrake of F-86 aircraft. This device will permit the use of external fuel tanks and will increase airborne time to one (1) hour and thirty (30) minutes. The towing device operated from the speedbrakes has also been approved by Air Materiel Command and is now being used by one F-86 group in Continental Air Command.

3. The tow device operated from the speedbrake can be locally manufactured. A sufficient quantity should be available within sixty (60) days.

4. It is requested that the group be permitted to retain the use of the F-51 aircraft for an additional sixty (60) days subsequent to procurement of the new towing device in order for test purposes and approval.

FOR THE COMMANDING OFFICER:

/s/t/ SAMUEL PESACRETA
Captain, USAF
Adjutant

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8 APR 1950

MS43-S 452.1 VIA AIR MAIL CTO R W Dalton/2120/meh

SUBJECT: Project CHCOF7-112

TO : Commanding General, Tenth Air Force, Selfridge Air Force Base, Michigan 507

Commanding General, First Air Force, Mitchel Air Force Base, New York 508

1. Subject project has been established to re-equip the 56th Fighter-Interceptor Wing, Selfridge Air Force Base, with eighty-three (83) F-86A aircraft.

2. Latest information available to this headquarters indicates that deliveries on this project will commence on or about 21 April 1950 and will continue at the approximate rate of five (5) to six (6) aircraft per week.

3. In general, the following plan will be adhered to in accepting and delivering these aircraft:

a. Tenth Air Force will:

(1) Immediately place a Project Officer on duty at March Air Force Base. This officer will acquaint himself with existing procedures for acceptance of F-86A aircraft from North American Aviation, Inc. and will make local arrangements for housing and messing of ferry pilots and service crew.

(2) Establish a ferry route and stop-over points. It is recommended that March, Kirtland, Tinker and Chanute Air Force Bases be utilized since servicing facilities and ground handling equipment are available at these installations. March Air Force Base is required as a staging base since aircraft cannot stage out of North American Aviation, Inc.

(3) Determine monthly fuel requirements at each stop-over base and furnish this headquarters with these requirements at earliest practicable da

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24 December 1948

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MS&S-S 452.1
Subj: Project CNCOFW-112

(4) Place a service crew at March Air Force Base in time to be trained in their duties by the 33rd Fighter-Interceptor Wing crew currently operating at that base. Number of personnel required and date of arrival to be determined by the Project Officer.

(5) Contact remaining stop-over points to determine whether or not Tenth Air Force service crews are required. In the event such crews are necessary, they will arrive these bases after local arrangements for housing, messing and utilization of servicing facilities have been completed. Direct communication and/or personal contact with stop-over points authorized for these arrangements. Personal contact is recommended.

(6) Arrange for five (5) to six (6) qualified pilots to arrive March Air Force Base Monday morning of each week to ferry aircraft to Selfridge Air Force Base. Exact number of pilots required each week is contingent upon factory production and will be determined by the Project Officer.

(7) Insure ferry flights consist of not less than two (2) aircraft each.

b. First Air Force will instruct the 33rd Fighter-Interceptor Wing to:

(1) Assist the Tenth Air Force Project Officer in becoming familiar with existing procedures at March Air Force Base and North American Aviation, Inc.

(2) Train Tenth Air Force service crew at March Air Force Base in their duties.

(3) Assist Tenth Air Force pilots with initial ferrying. Full responsibility will be assumed by the Tenth Air Force after twenty (20) aircraft have been delivered.

c. This headquarters will:

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AGAO-D 462.1
Subj: Project C C -112

(1) Monitor this project and render assistance as required.

(2) Insure fuel requirements at stop-over points are made available, on a monthly basis.

(3) Provide facilities for necessary transition training of Tenth Air Force pilots and training for maintenance personnel.

4. The following general instructions will apply:

a. Crew Requests from this headquarters are not required for these aircraft prior to take-off on ferry flights. Informational 'Crew Requests' will be dispatched later, however, to confirm pickup of aircraft and to cite chargeable funds.

b. Ferry pilots will be required to comply with paragraphs 7 and 8, ConAC Letter 66-9, 22 February 1950, during each ferry flight.

c. Direct communication between all units and installations concerned is authorized provided information copies of such correspondence are furnished this headquarters.

d. Disposition of currently assigned F-80A aircraft to MDAMA will commence concurrent with, or just prior to, arrival of first F-80A aircraft. These out-transfers will be so regulated as to insure no more than eighty-three (83) and not less than fifty (50) fighter type aircraft are on hand at any time. Detailed instructions regarding F-80A aircraft will follow at an early date.

BY COMMAND OF LIEUTENANT GENERAL WITSELL:

V. J. MURPHY
Lt Col, USAF
Asst Air Adj Gen

cc: AFOIN, North American Aviation, Inc. Los Angeles, Calif

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MS&S-M 452.11

30 MAR 1950

SUBJECT: Damaged Aft Fuselage Sections, F-86 Aircraft

TO : Commanding General, First Air Force, Mitchel Air Force Base, New York
CG 9th AF, Langley AFB, Va
CG 12th AF, Brooks AFB Tex

1. The following message from Hq, Air Materiel Command is quoted for your information and appropriate action:

"MCMS-3-20-B, 24 Mar 50. REFERENCE IS MADE TO DAMAGED AFT FUSELAGE ON F-86 AIRCRAFT. INFORMATION HERE TO EFFECT THAT FIVE ARE LOCATED AT LANGLEY CMA ONE AT MARCH CMA ONE CONAC PLANE AT CHANUTE AND ONE AT MOSES LAKE A KIRTLAND PLANE. ACTUAL CAUSE OF DAMAGE IS BELIEVED TO BE RESULT OF FIRE IN AFT SECTION BECAUSE OF HOT START OR POSSIBLE DRAGGING OF AFT SECTION ON LANDING. COST OF REPLACEMENT ITEM IS 39 THOUSAND DOLLARS. AMC MAINTENANCE DIVISION NOW CONDUCTING EXPEDITED ACTION TO DETERMINE IF DEPOT REPAIR CAN BE ACCOMPLISHED BUT SUCH ACTION TENTATIVELY DOUBTFUL. NO STOCKS OF THESE ITEMS HAVE BEEN PROCURED AND PRODUCTION TIME EXCEEDS THREE MONTHS. THIS ADVICE BEING FORWARDED FOR YOUR INFORMATION AND SUGGESTED EXAMINATION AS TO BASIC CAUSE. EVERY EFFORT BEING MADE THIS COMMAND TO TAKE CORRECTIVE ACTION BUT WILL APPRECIATE ANY ADVICE FROM YOUR HEADQUARTERS SINCE THE UNSATISFACTORY CONDITION APPEARS TO BE ON THE INCREASE. IMPROPER STARTING OPERATION IN ACCORDANCE WITH TECHNICAL INSTRUCTIONS CAN CAUSE THESE FIRES AND IT IS SUGGESTED THAT ATTENTION OF F-86 GROUP COMMANDERS BE INVITED TO THIS FACT. SIGNED CHIEF SUPPLY DIVISION."

2. Aggressive action in accordance with previous instructions will be continued to insure that personnel are complying with current operating instructions during all phases of engine operation.

3. Investigation will be conducted to determine basic cause of engine malfunction. In the event that conclusions are concrete and sound, recommendations for corrective action to be taken will be forwarded as soon as possible to this headquarters.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

BRUCE H. GEMMEL
Captain, USAF
Asst. Air Adj. Gen.

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MS&S-M 452.11

31 MAR 1950

SUBJECT: Difficulties Encountered on Nose Gear, F-86 Type Aircraft

TO : Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio. Attn: MCMMXT

1. Reference is made to message MCMMXT32-2-37-M, your headquarters, 10 February 1950.

2. The following is a consolidation of the opinions of this headquarters and operating units of this command submitted in accordance with request made in previous correspondence. Paragraph numbers correspond to questions incorporated in referenced message.

a. Under existing operating procedures, landing gear retraction is started at approximately 130 to 150 knots airspeed.

b. Under existing operating procedures, landing gear extension is started at approximately 180 to 185 knots airspeed. The 185 knots are required because the gear is lowered on the downwind portion of the 360° overhead approach at 1,000 feet so that the gear can be checked "down and locked" before turning on to final approach. If airspeed is reduced below 180 knots on downwind, then between 90 to 95% power is required to reach the field.

c. It is recommended that a new gear be designed in order that gear extension and retraction could be accomplished at higher "G" forces and airspeeds. Speeds up to 250 knots and "G" pull of 3 to 3.5 on landing gear extension are deemed necessary.

3. From an operational view, the nose gear would operate with less difficulty in flight if the following conditions did not exist:

a. Nose gear forward fairing door, part number 151-34351 and 151-34366, did not extend face forward into the direction of flight.

b. Nose gear chassis assembly, part number 140-34101-10, would not have to turn while gear is being extended and retracted.

4. Recommendations for difficulties stated in par. 3 are the following:

a. Design nose gear so that the fairing doors be more streamlined and offer less drag while gear is being actuated.

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MS&P-M 452.11
Subject: Difficulties Encountered on Nose Gear, F-86 Type Aircraft (cont)

b. Design nose gear so that it would operate without turning and would offer less air resistance in the slip stream on the full face of the wheel.

5. Reference message cited in par. 1 above, it is noted that message MCMMAT32-2-38-M, 10 Feb 50, was received by the Commanding Officer, Kirtland AFB, New Mexico.

FOR THE COMMANDING GENERAL:

BRUCE H. GEMMEL
Capt, USAF
Asst Air Adj Gen.

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

MS&S-M 452.1 13 Apr 1950

SUBJECT: J-3 Attitude Gyro Reliability - F-86 Type Aircraft

TO : Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio

1. Reference is made to AF Form 14 and allied papers concerning aircraft accident on 22 March 1950 involving F-86, SN 49-1019, piloted by It Col A. F. Reinhardt and F-86, SN 48-306, piloted by Capt C. W. Evans. Accident was investigated by Wright-Patterson Air Force Base.

2. Exhibit H, "Findings of the Board", indicates that the J-3 attitude gyro is difficutl to read and interpret and that the rate of climb, airspeed and altimeter are subject to lag due to installation peculiarities of the pitot system in subject aircraft.

3. It is requested a stduy be made to determine the reliablilty of the J-3 attitude gyro and its suitablity for actual instrument flying. A similar study is also requested of the rate of climb indicator, airspeed indicator, altimeter and of the pitot system to determine their dependability in actual instrument conditions.

4. It is requested this headquarters be informed of action taken.

FOR THE COMMANDING GENERAL:

BRUCE H. GEMMEL
Captain, USAF
Asst. Air Adj. Gen.

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Basic ltr fr Hq ConAC, Mitchel AFB, N.Y. 13 Apr 50 (MS&S-M 452.1) to CG AMC, "J-3 Attitude Gyro Reliability - F-86 Type Aircraft"

1st Ind MCMMXT33/AK/lp

Hq AMC, Wright-Patterson Air Force Base, Dayton, Ohio, 5 May 1950

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

This Command is cognizant of difficulties presented in basic letter and offers the following information with regard to the J-3 attitude gyro and the pitot-static system in F-86 aircraft.

a. Funds have been approved and action taken by this Command to procure Type J-8 vertical gyros to replace J-3 and J-4 attitude gyros in all high performance fighter and jet-bomber aircraft. It is anticipated that delivery of the new vertical gyros will begin in September of this year. As the new instruments become available, affected aircraft will be retrofitted in accordance with a precedence list set up by Headquarters USAF.

b. Action has also been taken by this Command to procure modification kits to equip all service F-86 aircraft with a combination pitot-static tube to be mounted on a 50% chord boom on the outboard wing rib on the right-hand wing. The boom installation will provide airspeed reading well within the specification limits at all speeds and altitudes. A technical order directing this modification will be issued as soon as engineering details and modification kits become available.

FOR THE COMMANDING GENERAL:

EDWARD G. KIEHLE
Colonel, USAF
Chief, Maintenance Technical Section
Maintenance Division

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HEADQUARTERS
4th Fighter Interceptor Group
Langley Air Force Base, Virginia

FMS 312 8 March 1950

SUBJECT: Armament Difficulties on F-86 Aircraft

TO: Commanding Officer
4th Fighter Interceptor Wing
Langley Air Force Base
Virginia

1. This letter is submitted in reply to TWX MS&S-M5050 from Headquarters, Continental Air Command.

2. To date three(3) gun port doors, frangible have been shot off F-86A-5 aircraft assigned this Group. F-86A-5-48-248 and F-86A-5-48-279 have had one (1) door shot off while the pilots were making passes at aerial targets. Unsatisfactory Reports number 50-215 and 50-85, Langley Air Force Base, Va., have been submitted. The exact cause could not be determined, and an AF Form 54 was submitted in each instance. Damaged materiel was replaced and no further accidents have occurred. Since these accidents this Group has initiated a policy that requires all gun port doors to be open and disconnected prior to gunnery training flights.

3. One (1) gun port door was shot off F-86A-5-48-265 while guns were being manually charged at end of runway prior to take off on a gunnery training flight. One (1) round of ammunition was fired. An investigation was made by the Squadron Armament officer. Certified copies of this investigation report are attached herewith. Unsatisfactory Report number 50-84, Langley Air Force Base, Va., has been submitted.

FOR THE COMMANDING OFFICER:

SAMUEL PESACRETA
Captain, USAF
Adjutant

3 Incls
1. Cert cy of Rpt of Invest by Lt. Anderson
2. Statement of Capt. Weill
3. Statement of S/Sgt Bethancourt

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HEADQUARTERS NINTH AIR FORCE
LANGLEY AIR FORCE BASE, VIRGINIA

GMT

19 MAY 1950

9AF 340.38

SUBJECT: Unexpected High Speed Stalls in F-86 Aircraft

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

1. In compliance with telephone instructions received from Captain Bailey, Flying Safety Division, your Headquarters, the following information is submitted concerning unexpected high speed stalls which have occurred in F-86 type aircraft of this command:

a. During the period 28 August 1949 through 6 March 1950, five (5) major aircraft accidents were reported wherein F-86 aircraft received structural damage during flight. Three (3) of the five (5) accidents were the results of unexpected snaprolls. A brief description of each accident is given below:

(1) 8 August 1949 - 2nd Lt H. G. F. Waddell - 30 hours flying time in F-86 aircraft. Pilot began letdown from 18,000 feet and built airspeed up to the mach number. In attempting to pullout, he used trim and speed brakes simultaneously and blacked out. Manouvers performed by the aircraft are unknown as the pilot recovered consciousness in a climb. Aircraft received severe buckling of moveable control surfaces and fuselage.

(2) 26 August 1949 - Major B. E. Cassidy, Jr. - 5 hours flying time in F-86 aircraft. Pilot was returning to base from a local transition flight and decided to attempt a loop. Loop was begun at 10,000 feet with an indicated airspeed of 400 knots. About one third of the way around the loop, the stick suddenly flipped back into the full aft position and the aircraft entered a violent series of manouvers. The aircraft recovered and leveled itself in an inverted position at an indicated airspeed of 300 knots. Aircraft received damage to the ailerons, flaps, wings, fuselage, elevators, and stabilizers due to buckling and pulled rivets.

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Mail for HQ Ninth AF should be addressed: Commanding General, Ninth Air Force, Langley Air Force Base, Virginia

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BASIC: Ltr fr Hqs Ninth Air Force, Langley AFB, Va., Subj: "Unexpected High Speed Stalls in P-38 Aircraft".

(3) 21 January 1940 - 1st Lt B. A. Anderson - 29 hours flying time in P-38 aircraft. While pilot was making passes at gunnery target at 10,000 feet, it was necessary for him to make a 4 or 5 G turn in order to track the target in the gun sight. Upon breaking off the target after the fourth pass, the aircraft went into a high speed stall and recovery was made in an inverted position. Aircraft received damage between station 57.75 and center station 72 and to the right elevator.

(4) 26 January 1940 - 2nd Lt C. L. Mason - 10½ hours flying time in P-38 aircraft. Pilot was flying in number 2 position in formation at 20,000 feet. The leader called for a break to the right and when the pilot moved back and under to assume his new position in the flight, he blacked out and regained consciousness in a 40° dive at airspeed below the red line. The aircraft received damage to the fuselage and elevators during unknown maneuvers of the aircraft while the pilot was blacked out.

(5) 6 March 1940 - 2nd Lt D. L. Connolly - 66 hours flying time in P-38 aircraft. Lt Connolly was flying an instrument training mission with another P-38 when the fire warning light of the lead aircraft came on. Lt Connolly fell back into trail position to check the aft section of the lead aircraft. The flight leader declared his aircraft o.k. and began a descending turn to the left. Lt Connolly was trailing the lead aircraft in the turn with "3½ positive G's trimmed into the aircraft". As he neared the lead ship from below he pulled back on the stick and the aircraft gave indication of a high speed stall and snapped to the left. The aircraft received buckling and warping damage to the elevators, horizontal stabilizers, ailerons, wings, and bottom of fuselage.

2. The following explanation of the causes for the high speed stalls and subsequent snaprolls was obtained from Mr. James B. Whitten, Flight Test Division, NACA, Langley Air Force Base, Virginia:

"As far as I know, a snap is caused by the same reasons at 25,000 feet as at sea level. There seem to be two (2) possibilities: one, the pilot force reversal characteristics of the P-38 where at some speed (250 - 300 mph) and at about 3 - 4 G's the elevator force reverses, changing from a pull force of 20 - 25 to a push force of 5 - 10 to hold a constant acceleration. If the pilot does not react quite rapidly enough or does not know to expect this reversal, that is if he continues to hold the 20 - 25 pull force, the acceleration will rapidly increase until C_L max. is reached and

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BASIC: Ltr fr Hqs Ninth Air Force, Langley AFB, Va., Subj: "Unexpected High Speed Stalls in F-86 Aircraft".

the airplane will enter a high speed stall, usually resulting in a high G snap roll. This entire sequence may take place quite rapidly (order of 2 - 3 seconds).

The other possibility is dependent on high Mach number. The lateral trim of the airplane can change radically at Mach numbers close to the red line speed. If the Mach number is exceeded by a few hundredths (illegal, but I am quite sure most fighter pilots have exceeded red line Mach numbers) and lateral trim is applied with the tab, then a rapid decrease in speed could cause a momentarily uncontrollable roll to develop. Boost failure or temporary malfunction can also cause a rapid uncontrollable roll."

3. Mr. Whitten and Mr. Herbert H. Hoover, Flight Test Division, NACA, are at present being checked out in the F-86 aircraft and are preparing a series of discussions concerning the aerodynamic characteristics of the F-86. It is anticipated that the discussions, when completed, will be presented to the pilots of the 4th Fighter Interceptor Wing. Copies of the discussions will be forwarded your Headquarters when they are prepared and made available to this Headquarters.

FOR THE COMMANDING GENERAL:

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

7 June 1950

MS&S-M 452.1

SUBJECT: Correction of Difficulties Experienced - F-86 Aircraft

TO : Commanding General, First Air Force, Mitchel Air Force Base, New York

CGs, 4th, 9th and 10th AFs

1. This headquarters has been informed that action taken to correct major troubles, past and present, in subject aircraft has been inconclusive and inadequate.

2. Attached as Inclosure #1 is a listing of major troubles, experienced by operating units, together with the apparent action taken by the Air Materiel Command to effect solution of the unsatisfactory conditions reported.

3. A review of these malfunctions will be made with a view toward determining adequacy or inadequacy of the instructions issued to date to effect solution.

4. Upon completion of the review directed by preceding paragraph, this headquarters will be informed as soon as possible whether or not:

a. The difficulty, in each instance, has been satisfactorily corrected.

b. Further corrective action should be taken on any difficulty together with recommendations for such action.

c. Unsatisfactory Reports, AF Forms #54, have been submitted in all cases wherein it is believed that the trouble has not been eliminated.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

s/t/ BURCE H. GEMMEL
Captain, USAF
Asst Air Adj Gen

1 Incl
Acft & Eng Malfunctions, F-86

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AIRCRAFT & ENGINE MALFUNCTIONS - F-86 TYPE AIRCRAFT

Trouble	Action by AMC
a. Engine malfunctions	Replacement of F-type main fuel regulators and associated stop-cock with G-type and corresponding stop-cock. Replacement of D & E-type emergency fuel regulators with F-type,
b. Aileron control system	TO 01-60JLA-71, 8 Dec 49. TO 01-60JLA-84, 15 May 50
c. Lack of B-8 Stick Grip (no record of difficulty in Hq ConAC)	None
d. Lack of equalizer mech on flaps	TO 01-60JL-46, 24 May 50
e. Failure of canopy and seat ejection mech	TO 01-60JL-24, 21 Jun 49 TO 01-60JL-28, 15 Nov 49 TO 01-60JLA-68, 10 Apr 50
f. Failure of nose gear	TO 01-60JL-40, 27 Dec 49 TO 01-60JL-45, 25 May 50
g. Failure of main gear	TO 01-60JLA-52, 31 Jan 50
h. Malfunction of droppable tanks	TO 01-60JL-30, 23 Aug 49 TO 01-60JL-35, 26 Oct 49
i. Leaking internal fuel tanks	TO 01-60JL-38, 19 Apr 50

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Auth: CG EADF
13 Jan 50 [illegible]

HEADQUARTERS
EASTERN AIR DEFENSE FORCE
MITCHEL AIR FORCE BASE, NEW YORK

FILE

IN REPLY
REFER TO:
EADF 453.1

13 January 1950

SUBJECT: Final Report on Project "Rosebud" Submitted by Ninth Air Force

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

1. Submitted herewith in compliance with undated, classified Interoffice Routing Slip received from Operations and Training Directorate, Headquarters Continental Air Command, are comments concerning the recommendations and deficiencies contained in Ninth Air Force final report on "Joint Test of F-86 Aircraft as High Altitude Interceptor and Test of APX-19 and APX-6 Beacons."

2. Comments concerning the recommendations and deficiencies contained in subject final report are broken down into sections coinciding with those outlined in final report.

a. "Section One. Project History". This project would probably have been much more successful if it could have been concentrated into a shorter period of time than was necessary due in part to the repeated grounding of the aircraft assigned to the project. The project was originally scheduled for completion within a maximum of 60 days after initiation, but due to maintenance difficulties, adverse weather conditions and related troubles, the project stretched from 11 July to 2 December 1949. It is recommended that in the future whenever a project of this nature is scheduled, a sufficiently high supply priority be established in advance of project initiation to insure that the necessary equipment and supply is on hand for the project. It is further recommended that when a project of this nature is initiated, the unit directly responsible for accomplishment of the project be manned to its authorized strength of qualified personnel in advance and during the full period of the project.

b. "Section Two. Objectives of Project Rosebud"

(1) "IA, Conclusions". This headquarters generally concurs with the conclusions in this section, and it is believed that the information concerning aircraft performance brought out as a result of this test will prove valuable in future operations at extreme altitudes. It is recommended that the conclusions contained in this section as well as those presented elsewhere in this

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report, together with other operational data, be consolidated and distributed to fighter and ADAW organizations for their information and guidance.

(2) "II, Recommendations". This headquarters concurs with the recommendations made. The problem of canopy defrosting is closely associated with the problem of "fog" in the cockpit. These conditions occur frequently when fighter aircraft are scrambled for climb to and descent from extreme altitudes at maximum or near maximum performance.

The problem of cockpit pressurization should receive further study and evaluation. It is realized that a compromise must be worked out between pressurization of cockpits at low relative altitudes and the hazards attendant with explosive depression. However, it is not believed that the cockpit pressurization system employed in the F-86 is satisfactory for extreme altitude operation.

The recommendation to develop an air-to-air guided missile to replace caliber .50 M-3 machine gun is strongly supported. The development of adequate armament for interceptor fighters operating at extreme altitudes and high speeds with limited endurance is one of vital importance. The defensive capabilities of present-day fighters equipped with conventional armament is seriously limited.

This headquarters concurs in recommendations that the mach limit of the F-86 be raised. Experience in these tests indicate that this action is feasible and desirable.

Immediate action should be taken to retrofit F-86 aircraft now in service with modified .50 caliber machine gun mounts which permit adequate adjustment range to compensate for different air speeds.

(3) "II. To Train Fighter Pilots in High Altitude Operations and Techniques". The recommendations concerning the assignment of a capable flight surgeon to each unit assigned high altitude aircraft is strongly endorsed. In addition, the provision of altitude chambers for units equipped with high altitude jet fighters should

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be given every consideration. Action to provide auxiliary equipment such as camera gun assesors, tow targets, and other items, should be a priority consideration. The recommendation to provide additional gunnery training and to concentrate training flights at altitudes of 30,000 feet or more should be an action item in the writing of future training directives and standards.

(4) "III and IV. Evaluate APX-19 and APX-6 Beacons". Since the Requirements Division, formerly assigned to this headquarters prior to reduction of Air Defense Command and establishment of the Eastern and Western Air Defense Forces, has been integrated within the ConAC staff, and since all electronic staff officers qualified to evaluate and comment on the APX-19 and APX-6 beacons have been transferred from this headquarters, no valid comments can be made regarding the tactical equipments reported upon.

(5) "V. Determination of Air Defense Problems and Recommended Solutions." As regards very high altitude operation, this headquarters will incorporate in future operations the information gained as a result of project tests. Additional tests will be scheduled and procedures further developed for the employment of "Trailer Aircraft."

This headquarters has previously submitted to Headquarters ConAC recommendations that action be initiated to develop an adequate small scale map for use in fighter aircraft operating at high speeds and extreme altitudes. Action to secure adequate maps of a suitable character should be given priority consideration.

The problem of adequate numbers of starting units at the right place and at the right time is one of the most serious problems for efficient and rapid employment of large numbers of jet aircraft. It is believed that a survey of starter requirements should be initiated and that early action to find the solution to this problem should be undertaken.

(6) "VI. Opinions and Recommendations - Equipment". This headquarters strongly concurs in the recommendation expressed that jet type aircraft must be equipped with beacons before they can be efficiently controlled on intercept missions. Retrofit installation of beacons in all jet aircraft which have a mission of air defense

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should be undertaken, and the achievement of this objective should be placed on high priority.

The development of adequate height finding equipment should be stressed. The equipment presently available for height finding is inadequate, as is borne out by the results of this project. It is believed that the lack of adequate height finding equipment is a serious deficiency equipment-wise in the Air Defense System.

(7) "VII. Adequacy of Current Tactics, Techniques and SOP's Concerning Air Defense." It is believed that the observations and recommendations presented here are valid and well-founded. These considerations will be given due emphasis in the conduct of tactical operations by this headquarters. It is believed that training standards and directives should emphasize the observations resulting from this project.

(8) "VIII. Radar Beacon and IFF Problems". See 2b(4) above.

(9) "IX. Maintenance" No comment.

(10) "X. Personal Equipment". The observations and recommendations concerning the inadequacy of personal equipment are concurred in. It is believed that a strong requirement should be established for the study and development of adequate personal equipment for pilots who must operate aircraft at extreme altitudes and speeds.

(11) "XI. Physical." No comment.

(12) "XII. Graphs." Noted. The information contained in this report concerning aircraft performance is considered valuable and will be given due recognition in future operations supervised by this headquarters.

c. "Section Three. Summary." The comments regarding the original wing slats installed on the F-86 versus the later type automatic slats should be carefully evaluated and further study should be conducted to determine the relative merits of the two types of wing slat installation. There has been, since the start of this project, a strong feeling on the part of the pilots flying in the project that from the standpoint of maneuverability and ease of handling, the old type slat installation is far superior to the newer automatic non-controllable slat installation. This headquarters strongly concurs in the recommendation that additional

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Final Report on Project "Rosebud" Submitted by Eighth Air Force.

tests and training at high altitude should be carried out. During the progress of this project, this headquarters repeatedly recommended that efforts be made to secure bomber aircraft capable of flying above 40,000 feet for project test purposes. It is still believed that a requirement for the testing of aircraft techniques and for training of personnel exists at 40,000 feet and greater altitudes.

3. No comments are forwarded concerning Section Four or Five of this report. However, in connection with Section Four, Duty Roster of Personnel directly participating in the project, it is believed that the pilots of the 4th Fighter Group are deserving of every commendation for the excellent manner in which they discharged project mission requirements. Section Five is a consolidation of the weekly reports previously submitted during this project at weekly intervals. These reports were acted upon by this headquarters or were indorsed to Headquarters CenAF with recommendations and comments as appropriate in each instance.

FOR THE COMMANDING GENERAL:

1 Incl:
Report "Rosebud".

T. MANELEY
Major, USAF
Air Adjutant General

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HEADQUARTERS AIR DEVELOPMENT FORCE
HAMILTON BASE
HAMILTON, CALIFORNIA

WADF 319.1 1 February 1950

SUBJECT: Report of Test Mission Involving Interceptors and the B-36

TO: See Distribution

1. Contained herein is a report from the Deputy for Training and Operations, Project Officer, CONVAIR, to the Commanding Officer, 81st Fighter Wing, Kirtland Air Force Base, Albuquerque, New Mexico, on the test missions involving the F-86 A-5, F-80A-10, F-94C and the B-36B conducted on 14 and 15 January 1950. The purpose of the test originally was to determine the effectiveness of the tail radar installation on the B-36B (Modified to RB-36D, less jet pods) type aircraft. However, the by-products of the test produced valuable lessons in tactics for interceptors and suggested modifications for the B-36. It is mandatory that personnel of this Command stay abreast of the latest developments in the defense field. As intelligence is received by this headquarters, it will be distributed to all concerned.

2. The standard F-86 A-5 aircraft of combat weight was flown on twenty one (21) simulated gunnery passes. The F-80A-10 made eight (8) passes and the F-94C made one (1) pass against the B-36B under the following flight conditions:

a. The fighters were required to fly between 35,000 and 45,000 feet MSL. All attacks were to be made from the rear within a thirty (30) degree angle from level, low and high line astern and from each side. The fighters were to enter the tail cone one at a time at a minimum to 10,000 yards from the tail of the bomber and close to a minimum of 1,000 yards before breakaway. Flight speed was restricted to the critical Mach.

b. The B-36B was to fly at 40,000 feet MSL at from 160 to 180 MPH indicated flight speed.

3. On 14 January 1950, the initial tests were started with two F-86's. The weather consisted of broken clouds at 10,000 ft, scattered clouds at 15,000 ft, broken clouds at 25,000 ft, and an overcast at 38,000 ft. The B-36 took off 34 minutes before the interceptors. The F-86's climbed to 42,000 ft and waited 10 minutes before sighting the B-36 climbing through the undercast at 38,000 ft. Five minutes later, passes were started as the bomber reached 40,000 ft. The interceptor pilots experienced difficulty in dropping behind the bomber after an attack was completed. The breakaway was made to one side and level where the power was reduced to idle, speed brakes employed, and the aircraft S'd to a position about 5 miles out before being in position for another attack. The mission was cancelled after five passes due to radar failure in the B-36. Only the first two passes were recorded by the radar. The F-86's flew at an indicated speed of 290 Kts; the bomber flew at 160 MPH indicated.

4. The weather on 15 January, when the tests were resumed, was crystal clear. One pass was made by an F-84, eight by an F-80 and 16 by three F-86's. A 360 degree turn away from the bomber was employed by the F-86's which brought them into a stern chase 30 degrees angle off level, 10,000 yards to the rear and high or low as required. The bomber flew at 40,000 feet MSL at a speed of 180 MPH indicated. Two and three aircraft were utilized at the same time, but they experienced numerous delays while waiting for completion of an attack by the preceeding fighter. The fighters were detected by the bomber radar as far out as 45 degrees angle off and 5,000 yards range.

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Subject: Report of Test Mission Involving Interceptors and the B-36

a. In the high line astern passes, the attack was initiated at 45,000 feet MSL at 290 knots indicated and at about 90% power with speed brakes being used to prevent exceeding critical Mach. A 360 degree turn breakaway was initiated immediately at the minimum range. Airspeed dropped 70 to 90 knots in the climbing 1-½ to 2 G turn which, upon completion, put the interceptor in a position 10,000 yards astern at 45,000 feet for the second pass.

b. Low line astern passes were started at 35,000 feet at 310 knots indicated, using 98 to 100% RPM in a climbing pass and breaking away to either side at 240 knots indicated. Recovery was made by a diving 360 degree turn which built airspeed to 310 knots in a 2 G turn, which, upon completion, placed the interceptor in the original attacking position.

c. Level passes from both sides were started at 40,000 feet MSL, 30 degrees off, using 96 to 98% power to maintain 290 knots indicated. The breakaway was made to either side, below or above the bomber contrails, in a 360 degree level turn at 250 knots indicated in a 1-½ to 2 G turn, which returned the interceptor to the original attack position.

d. The F-84, after completing one pass, was forced out of the tests due to insufficient closing speed. The F-80 completed all passes from the rear cone, but had difficulty in the beam attack.

5. Flight characteristics of the F-86 A-5 showed that speeds in excess of Mach restrictions, which were inadvertently encountered, did not limit manoeuverability. Closing speeds were adequate for any type of attack from the rear of the B-36. Turns at 2 G's were made without trouble and no snapping occurred during the tests. Ample warning of stalls was given which the pilots corrected by relaxing on the elevator controls and maintained the turn with a slight control buffet.

a. F-86 #49-1066 made several attacks not required by the tests. Using full throttle (97% power, tail pipe temperature 610 degrees, which was maximum available) the pilot was able to make a rear quarter attack at 290 knots, cross behind the bomber above the contrails to a point at 2 O'clock to the bomber and turn into a head-on attack without difficulty. This particular aircraft is a below average aircraft. At 40,000 feet, the pilot was unable to trim the ship for straight and level flight and at Mach speed the trailing edges of the wing slats warped and protruded into the air flow over the wing. No more than 1-½ G's could be pulled at this altitude without control buffetting. For comparison purposes, the same pilot, after the tests, selected another aircraft; #49-1011, at random from his squadron. At 40,000 feet it trimmed easily, was capable of 101% power and 710 degrees tailpipe temperature. It was possible to pull 2-½ G's at 42,000 feet without difficulty. This would indicate that the results of the interceptor during the tests was a minimum performance rather than a maximum.

b. In all level flight turns, it was easy for all F-86 pilots to maintain at least 250 knots indicated and at least 200 knots indicated in climbing turns to 45,000 feet from 40,000 feet. However, when air speed was permitted to drop below 200 knots, it was extremely difficult to regain airspeed in level flight. When airspeed dropped to 150 knots, for combat purposes, it was impossible to accelerate while in level flight.

6. Effective combat tactics were developed. On all rear cone attacks, the interceptors were observed by radar beyond effective interceptor gun range. A high line astern attack at maximum interceptor speed (above critical Mach) with 6.50 Caliber guns against

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Subject: Report of Test Mission Involving Interceptors and the B-36

the 2-20 MM cannon in the tail turret might be a warranted calculated risk if the bomber vertical stabilizer were kept in the line of fire from the top turrets. Interceptor pilots, after a few passes, were able to judge range very accurately, and one pilot made two head-on attacks without trouble.

a. Contrails presented a defense problem for the bomber. They form behind the prop spinners and prevent the rear side sighting blisters from observing attacks that are made aft the beam and level with the bomber. The interceptor to take advantage of this could make a side attack which would have to be completed at between 45 and 90 degrees angle off keeping the contrails between himself and the fuselage of the bomber.

b. Head-on attacks were easily observed by the bomber due to the interceptor contrails.

7. Conclusions:

a. F-86 pilots believe the F-86 is capable of accomplishing its mission as a day interceptor against an aircraft of the B-36 type. At altitudes between 35,000 and 45,000 feet the control and maneuverability of the F-86 enables the pilot to plan attacks at will. Defense fire of the bomber presents no more than the usual danger due to the ample overtaking speed of the F-86.

b. High side and/or tail attacks can be made exceeding Mach restrictions to gain additional safety in the attack.

c. When contrails are present, beam attacks can be made in safety firing semi-collision course, for curve of pursuit cannot be held at this angle-off. This is practical because the size of the bomber, its vulnerable cabin pressurization, engine installations in the wings and radar installations throughout the length of the ship make it a satisfactory target if attacking fire is initiated in the nose of the aircraft at 1,000 to 1,500 yards and held until breakaway is required. Effective fire would be effected throughout the entire length of the bomber.

d. Vulnerability of the B-36 is no longer concentrated in any one position. A flight of four (4) F-86's, if contrails were not present, in head-on attacks, could deliver enough effective fire to prevent satisfactory bombing by destroying the radar equipment in the nose and possibly knock out the pilots. Numerous attacks could be accomplished without loss because of the difficulty in detecting this type of attack. This attack could be simplified, and the danger of collision with the high vertical stabilizer eliminated, by rolling into an inverted position approximately 1,000 yards firing until approximately 2/5 seconds away and split-essing downward. The dive brake should be used to reduce closure speed. The F-86D, which carries 24 rockets, could thus roll inverted, fire 50% of its rockets, split-ess, and be reasonably certain of complete destruction of the bomber. The speed gained in the dive would permit rapid re-entry into the attack position. When contrails are present, head-on attacks could be made without observation if the attack was initiated far enough ahead of the bomber by climbing into the contrail layer on the attack course.

e. Stern attacks, with a four ship flight, could knock out the tail radar unit and repeated attacks would destroy the bomber-if complete destruction of the bomber is desired. However, contrails should not be present and even then, a calculated loss rate of 25% would be a fair figure for this type of attack.

f. The Mark 18 gunsight is entirely inadequate. Its

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position makes it necessary for the pilot to bend over in an awkward position making him highly susceptible to G forces. In the larger spanning radii, the reticule is inadequate.

8. Recommendations:

a. That all interceptor units, equipped with high performance aircraft, be scheduled manouvers with the B-36 to develop tactics against high performance bombers of its type at altitudes above 40,000 foot.

b. That the Mark 18 gunsight be replaced as soon as possible with an adequate sight.

c. At 40,000 foot or above that present Mach restrictions be lifted to permit greater airspeeds and effectiveness.

d. That 2" to 5" rockets in as great a number as possible, be standard equipment for all interceptors.

e. That the B-36 be provided with forward armor.

f. That B-36 tactics include daylight bombing in formation for maximum defensive fire-power.

g. That an additional sighting blister be placed on the top and the bottom of the B-36's rear fuselage for defense against beam attacks when contrails are present.

h. That an auxiliary sighting system be provided for the tail gun position on the B-36.

9. Additional Information:

a. Pilots participating by number and type of aircraft:

(1) F-86 A-5 #49-1066 (Automatic Wing Slats) Lt Col Clay Tice, Jr., Hq 81st Fighter Wing; Total pilot time - 2762 hrs; Total fighter time-2013 hrs; Total F-86 time - 67 hrs.

(2) F-86 A-5 #49-1060 (Automatic Wing Slats) 1st Lt C. O. Thompson, 93rd Fighter Sq; Total pilot time - 1835 hrs; Total fighter time - 1472 hrs; Total F-86 time - 18 hrs.

(3) F-86 A-5 #48-309 (Automatic Wing Slats) 1st Lt M. G. Whitford, 93rd Fighter Sq; Total pilot time - 1658 hrs; Total fighter time -454 hrs; Total F-86 time - 18 hrs.

(4) F-80A-10, 1st Lt H. E. Collins, Flight Test Division, AMC, Wright AFB.

(5) F-84 C, 1st Lt T. H. Curtis, Flight Test Division, AMC, Wright AFB.

(6) B-36B, Test Pilot, Mr. G. T. Davis, CONVAIR, Test Co-pilot, Maj J. P. Dillon, Chief, Air Force Flight, CONVAIR, AMC.

b. The Ft Worth Star-Telegram in their 16 January issue, carried the article shown below:

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NADF 319.1
Subject: Report of Test Mission Involving Interceptors and the B-36

"FT WORTH SKY"

"Mock Battle is Fought by B-36, Jets"

"Airmen Sunday afternoon put on a sky show for Fort Worth residents and got in some combat practice at the same time. Gunners on a B-36 and pilots of a brace of jet fighter planes exchanged camera "shots" in a mock battle directly over the city. Condensation trails from the craft etched striking designs against the blue background of a spring-like day. The planes were participating in an "Intercept problem" a part of their Air Force training. Their battlefield was an altitude of between 25,000 and 30,000 feet. The fighters, their guns loaded with film, made passes at the huge bomber for approximately two hours."

(Project Officer's Note: Actual line of flight on the B-36 was 15 miles West of Carswell AFB from 200 miles South of Carswell to 150 miles North.)

10. This document contains information effecting the national defense of the United States within the meaning of the Espionage Act, 50 U. S. C., 31 and 32, as amended. Its Transmission or the revelation of its contents in any manner to an unauthorized person is prohibited by law.

BY COMMAND OF MAJOR GENERAL HUSH:

Thomas M. Carrigan

THOMAS M. CARRIGAN
Major USAF
Actg Air Adj Gen

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Col J D Lee/mb/1147
10 May 50

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Command, New York

12 May 1950

PO&R 452.1

SUBJECT: Load Factors F-95 (86-D)

TO : Deputy Chief of Staff, Research and Development, Headquarters
United States Air Force, Washington 25, D. C.
ATTENTION: Director of Requirements

1. North American Aviation, Incorporated has informed the Air Force that the load factor of the F-95 has been reduced from 7.33 to 5.86. They have proposed two (2) possible solutions to Air Materiel Command.

a. Accept the reduced load factor.

b. Reinforce the wing structure to meet the 7.33 requirement at a cost of approximately 275 pounds additional weight and approximately two (2) months' delay in the early production schedule.

2. This headquarters recommends that the wing modification be made accepting the cost of 275 pounds and a two month delay.

3. The value to be gained in weapon flexibility, combat quality, pilot morale and safety of flight far outweight the costs involved.

4. As this aircraft is a high performance fithter aircraft of great power which will be flown in all types of weather at all altitudes and resumbles the F-86, it is unrealistic to assume that all pilots will adhere to severe flight limitations at altitudes below 17,000 feet.

ENNIS C. WHITEHEAD
Lieutenant General, United States Air Force
COmmanding

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

4 January 1950

PO&R 452.04

SUBJECT: Armament for F-94B Aircraft

TO : Director of Requirements, Headquarters, United States Air Force, Washington 25, D.C.

1. Information available at this Headquarters indicates that contracts are being negotiated with Lockheed AircraftCorporation for procurement of the F-94B airplane. The same information has six (6) caliber fifty (50) machine guns as the only armament being considered for that aircraft.

2. The armament indicated is totally inadequate for the Continental Air Command mission that is required of the proposed F-94B aircraft. New all-weather interceptors for Continental Air Command use should strive to increase the effectiveness of attack, decrease the vulnerability of the attacking fighter and decrease the pilot's workload on the approach to the attack.

3. Although Project Chore analysis was based on the A-1C sighting system, it reveals that with a sighting system capable of longer ranges than the A-1C, larger caliber guns and rockets have a very desirable potential in favor of the attacking interceptor. Project Chore also states that the unconventional attack, such as a computer course attack, is capable of effecting considerable damage on the bomber against which no bomber armament analyzed is capable of assuring reasonable protection. Effectiveness of attack in the F-94 aircraft using six (6) caliber fifty (50) machine guns will not have been increased above that of a World War II fighter. Use of guns forces the attacking fighter into the tail cone attack thereby increasing vulnerability of the attacking fighter. The use of guns requires continuous and lengthy tracking to release fire power sufficient to obtain a kill. Pursuit curve interception requires too much time to complete, limits the attacking fighter on its approach and demands from the pilot a difficult tracking problem throughout the approach to the target.

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Subject: Armament for F-94B Aircraft

4. Using the 2.75" rocket for armament, the equivalent fire power can be released in a much shorter time. The attacking fighter will not be limited to tail attack and continuous tracking and firing over a long period of time is not necessary. With the 2.75" rocket and the Hughes proposed computer course rocket sight, the interceptor will have an increased effectiveness of attack, decreased vulnerability and a decrease in pilot workload. This is brought about by the interceptor not being forced into the tail cone attack, a greater target area being afforded the attacking fighter due to the side plan of the target and interception being completed in a minimum length of time. Pilot workload is decreased due to only having to fly with wings level and adjust elevation, whereas a pursuit curve requires continual change in azimuth and elevation throughout the approach to the target.

5. This Headquarters recommends that:

a. The 2.75" rocket be considered for armament on F-94B.

b. That a launcher for the 2.75" rocket as proposed by Lockheed Report No. 6947 be considered for use.

c. The Hughes Computer Course Sight be considered for use with the 2.75" rocket in the F-94B.

d. That this Headquarters be contacted in the future concerning requirements for the interceptors which will be programmed into future Continental Air Command operations.

s/ Ennis C. Whitehead
t/ ENNIS C. WHITEHEAD
Lieutenant General, U. S. Air Force
Commanding

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Ltr Hq ConAC, File PO&R 452.04, dtd 4 Jan 50 subj: Armament for F-94B Aircraft

1st Ind 30 Jan 1950

Dept of the Air Force, Headquarters, United States Air Force, Washington 25, D.C.

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

1. Armament for the F-94B has been under discussion by this headquarters for some time. Several alternate versions have been suggested of which the six 50 caliber gun version was one. However, after a study of this program was completed, it was directed that the F-94 aircraft should be equipped with twenty-four 2.75" rockets at the earliest possible date.

2. Meetings with Lockheed representatives indicate that the development of the F-94 rocket nose will take apoximately twelve months from the time a go ahead is given by the Air Force. This change is the greatest time consumer of the F-94B project including the thin wing. A letter has gone out of this headquarters directing the Air Materiel Command to negotiate with Lockheed for the rocket nose installations and with Hughes aircraft for the integration of the computer course sight.

BY COMMAND OF THE CHIEF OF STAFF:

s/ Carl A. Brandt
t/ CARL A. BRANDT
Major General, USAF
Director of Requirements

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MESSAGEFORM

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HQ CONTINENTAL AIR COMMAND, Mitchel AFB, NY

PRIORITY

CG AMC WRIGHT-PATTERSON AFB DAYTON OHIO XX
ATTN MCMXT

C 486 Pd Informal information indicates first 55F-94A aircraft to this command are scheduled for delivery with flame holders installed and afterburners locked out (inoperative). Request consideration of limited use of afterburners on these 55 aircraft. Understand further that from 56 item on, aircraft are to be delivered with flame holders not installed. These aircraft can be accepted, however, these deficiencies in equipment make it impossible for our commitments to be met since full power augmentation at high altitudes is mandatory. Still urgently requestethat appropriate action be taken immediately to insure that F-94 aircraft are delivered to this command in fully operable condition, fully capable of meeting design performance and characteristics and completely equipped.

CG ConAC

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Lt Col R L Dustin/gas

MS&S-M 1124 1 1

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DEPARTMENT of the AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
Washington 25, D. C.

17 January 1950

AFORD

SUBJECT: Evaluation of F-94A Aircraft

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

1. The USAF is currently procuring F-94A All-Weather aircraft for employment as interceptors in its Air Defense System. This aircraft is the first of a new type of interceptors utilizing for interception purposes the E-1 Fire Control System. Therefore, it is of paramount importance that an immediate evaluation be made of the F-94A as a part of the overall Air Defense System. To effect a complete operational suitability test of the magnitude required will necessitate an integrated effort of the Air Proving Ground, Continental Air Command, and Strategic Air Command. Participation of the above commands will expedite the tests and at the same time prove mutually beneficial.

2. The overall operational suitability test of the F-94A aircraft will consist of two phases. The first phase constituting the usual operational suitability test conducted by the Air Proving Ground, with the second phase consisting of an evaluation of the tactical capabilities of the F-94A aircraft when operated and maintained by using organization personnel from Continental Air Command. It is requested that Phase I and Phase II tests outlined below be conducted as soon as airplanes are available.

a. Phase I shall consist of an operational suitability test (re directive, this headquarters to Air Proving Ground, dated 4 November 1949), involving two F-94A aircraft, by Air Proving Ground to determine the capability of this aircraft and its related E-1 Fire Control Equipment to effect final closure and effective blind firing on a target aircraft, when properly positioned by GCI under the following conditions:

(1) Night and/or inclement weather.

(2) Target aircraft employing evasive action.

(3) Target aircraft making low altitude attacks.

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(4) Target aircraft employing current ECM tactics.

b. Phase II shall consist of a tactical evaluation test conducted at Air Proving Ground utilizing from six (6) to a squadron of F-94A aircraft complete with flying crews and maintenance personnel from Continental Air Command. Combat conditions will be simulated throughout this test with attacking bombers attempting to strike points within the Eglin Air Force Base GCI coverage zone. The F-94A's will be utilized by Eglin Air Force Base GCI controllers to intercept the above attacking bombers. This test will be conducted to determine the problems arising from the employment of F-94A aircraft by typical operational squadrons. The following factors will be completely evaluated:

(1) The adequacy of the armament system

(2) The adequacy of applicable T/O&E's.

(3) The simultaneous employment of several fighters by GCI controllers.

(4) Average percent of aircraft combat operational.

3. Target aircraft for Phase II of the above test will be furnished by the Air Proving Ground and the Strategic Air Command. Air Proving Ground is authorized to contact the Strategic Air Command on matters pertaining to the participation of its bombers as targets for the above test. Continental Air Command and Air Proving Ground are also authorized to communicate directly in the formulation of plans for the above tests. Phase I of this test should be monitored closely by Continental Air Command personnel expecting to participate in Phase II. Actual participation of such personnel in Phase I is encouraged if desired by the Air Proving Ground.

4. The Air Proving Ground will be responsible for conducting the tests as outlined and will have operational control of all aircraft assigned to participate in such tests.

5. In accordance with AFR-65-3, the priority of this project is 1A.

BY COMMAND OF THE CHIEF OF STAFF:

s/ Carl A. Brandt
t/ CARL A. BRANDT
Major General, USAF
Deputy Director of Requirements

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

25 March 1950

O&T 452.1

SUBJECT: Suitability test of F-94A All-Weather Fighter

TO : Commanding General, Eastern Air Defense Force, Mitchel AFB, New York

1. An operational suitability test of the F-94A has been initiated to determine the combat effectiveness of this aircraft at night and/or all weather, and the capabilities of the E-1 Fire Control System; to intercept, track, and effectively deliver blind fire on a target aircraft at any altitude within limitations of the F-94A. This test is scheduled to take place at Eglin Air Force Base in the late spring of 1950, and is divided into two (2) phases:

a. Phase I consists of test of functional suitability of E-1 Fire Control System together with a service test of F-94 armament installation, and the operational suitability test covering interception and attack, recovery of all weather fighter, and maintenance requirements.

b. Phase II will be to test existing accepted operational tactics and techniques, and to devise any new operational tactics or techniques that result from the capabilities and characteristics of the F-94A, to be employed in integrated Air Defense Systems. Phase II will also cover test for adequacy of T/O&E, ease of maintenance, personnel and training requirements, airdrome installations requirements, logistical support requirements and technique for recovery of fighters from combat during all eather conditions.

2. It is planned to send to Eglin Air Force Base the first squadron transitioned to this new aircraft, and to base this unit for the duration of Phase II test at a suitable auxiliary field. The necessary administrative and logistical support will be furnished by the Air Proving Ground Command. The controlled operations of this squadron will constitute Phase II of this test. The program for this test, and a schedule of missions to be established therefrom have not been written. It is proposed to prepare a formal statement, representative of the point of view of this command, through the consolidation of the recommendations of the appropriate field agencies, consistent with the established doctrine, and based on currently effective tactics and techniques.

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O&T 452.1, Subject: Suitability Test of P-94A All-Weather Fighter (Cont'd)

3. It is desired that your detailed recommendations on the matters set forth above, be prepared and brought to this headquarters by an officer experienced in the all-weather aspects of Air Defense operations. This officer should report to the Chief, Operations Division, at 0900 17 April 1950, to assist in preparing a final statement of requirements, and to participate in its presentation at a conference scheduled at Headquarters, Air Proving Ground, 20 April 1950.

FOR THE COMMANDING GENERAL:

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By authority of
CG, APG KCS
12 Jun 50

HEADQUARTERS
AIR PROVING GROUND
Eglin Air Force Base, Florida

12 June 1950

SUBJECT: Weekly Progress Report on F-94A Project.

TO: Director of Requirements
Headquarters USAF
Washington 25, D. C.

1. This is the fifth of a series of weekly progress reports on Project No. 64915--5, "Operational Suitability Test of the F-94A All-Weather Fighter (Phase I)." A negative report was submitted as the fourth weekly report because of the limited testing accomplished. This report will consolidate the results of testing covering the period from 26 May to 9 June 1950. During this period sixteen flights have been made totaling 19 hours. A portion of these flights consisted of engineering test and demonstration flights. Actual testing accomplished consisted of low-level flights over water and land, pilot tracking at night from maximum lock-on by the radar observer to determine the suitability of the pilot's scope, and maximum range evaluation of APG-33 on a B-45 target.

2. In addition to those listed in previous reports, the following preliminary observations based on limited testing were made by the test personnel:

a. After 90 flying hours on two F-94 aircraft, it is apparent that the power system is far from satisfactory. Although ground checks do not show any difficulty, the radar operators consistently report wide fluctuations in the 28 volt DC load meter. The engine generator DC output voltage is also subject to variations. The Jack and Heintz AC Inverter has not been holding too well on regulation. Until now this Inverter has required replacement after an average of 16 hours of operation. The greatest difficulty is in the regulator. The above difficulties are severe enough to lower the operating efficiency of the radar set. The effect on radar has been fading of target display, intermittent lock-on, and general decreased power output. Several missions have been aborted because the fluctuation on current meter was so severe as to indicate a dangerous condition. The AC Royal Inverter installed on one aircraft arrived with a regulator completely out and was replaced with a Jack and Heintz Inverter. The E-1 Static converter has burned out twice and replaced each time. The D-2 Sorenson Inverter has been entirely satisfactory thus far; neither has trouble developed in the P-1 Phase Adapter.

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b. Low-level missions were flown over water and land, with initial positioning visually, to determine the effect of sea and ground return on the operational suitability of AN/APG-33 radar. Over-water missions were flown at altitudes of 200, 500, and 1,000 feet with calm wind conditions prevailing and sea return negligible. Detection and lock-on ranges were as satisfactory as those at higher altitudes, and no operational difficulties were encountered. As anticipated, over-land operation was difficult and detection and lock-on ranges were considerably less than those obtained over water (see Incl 2). Missions were flown at altitudes of 500, 1,000, and 1,500 feet. Pilots preferred to be directed to firing range by the radar observer while they concentrated on instrument flying. They also commented on the desirability of a radio altimeter for low-level operation.

c. Additional weather and instrument flying time substantiates a previous report on the unsuitability of the A-1 attitude gyro for the precise instrument flying required in the intercept problem. Following is an excerpt from a test pilot's mission report which reflects the opinions of all test personnel:

> "The majority of the mission was flown with the bomber and fighter on instruments in cloud. Difficulty was experienced when making frequent turns on the A-1 flight indicator. The pitch error is considerable and rapid cross reference of needle, ball, airspeed and altimeter is necessary if constant height is to be maintained. In leveling out from turns, the flight indicator usually shows a 5° to 8° bank and unless the aircraft is leveled out on the needle and ball, it is difficult to keep on course. The pilot's scope horizon is most unreliable and should not be used for precision instrument flying. During level flight the A-1 horizon was fairly satisfactory, but it should be remembered that during interceptions the fighter rarely holds a constant course for any length of time but is required to make frequent turns of up to two needle widths."

In addition to the foregoing it is apparent that a requirement exists for a standardized all-weather fighter instrument panel with the location of the pilot's radar indicator in the center.

d. With the present power system in the F-94A it is recommended that an A.C. Voltmeter and Ammeter be installed in the radar observer's compartment. This would enable the radar observers to make a more complete report of airborne malfunctions, and maintenance personnel would have more information to facilitate analysis of the troubles encountered. Since many of the radar troubles experienced in flight cannot be duplicated on the ground, the requirement for these meters is considered valid for proper maintenance.

e. Two conditions are under investigation at the present time. On one aircraft reliable interception cannot be made at the extreme ranges due to intermittent reception and fluctuation of the scan presentation. Lock-on does not hold well above 6,000 yard ranges. This condition only exists in flight and will be investigated by maintenance personnel in

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flight. The automatic pressurization switches are inconsistent in that their cut-out and cut-in pressure readings vary considerably. A modified type switch is expected from Lockheed to remedy this condition.

f. A previous recommendation indicated that the pilot's scope intensity could not be turned down sufficiently for night operation. The need for a modification to correct this deficiency is reiterated. In addition it is recommended that more intensity be provided for the pilot's indicator reference indications, which are almost impossible to read at night. These are located at the base of the Mounting Adapter (IP-16/APG-33) and include the horizontal and vertical reference lines, range-to-open fire circle, range scale, and overtaking speed scale.

g. Due to the lack of sufficient navigational aids, it is recommended that a remote indicating compass be installed in the radar observer's compartment. In the event of space limitations, it can replace the airspeed indicator presently installed, although loss of this instrument is not desirable. Accurate directional indication would permit the radar observer to aid the pilot in emergency navigation. If UHF jamming is encountered, this compass would be used to effect AI contact.

h. Aircraft maintenance during this period has been confined to normal parts replacement, without any unusual problems encountered. The engine manufacturer has advised that the starters delivered on certain serial number engines (including those installed in the two test F-94's) are considered unsatisfactory because of discrepancies during manufacture. These starters are to be replaced by the manufacturer in the near future, and will be installed when available.

i. Detection and lock-on range data on the B-45 is presented in Incl 2.

3. Information from the manufacturer indicates that the third F-94A scheduled for this command, which is expected to be available in approximately one week, will have a functioning afterburner. An engineer from the factory will accompany the airplane to advise on afterburner operation and maintenance at this station.

FOR THE COMMANDING GENERAL:

L. O. Zimmerman

L. O. ZIMMERMAN
Lt. Col., USAF
Adjutant General

2 Incls:
1. E-1 Fire Control System Maintenance Report
2. Maximum Range Evaluation AN/APG-33

8 cys to CG AMC W-P AFB
ATTN: MCREOC

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E-1 FIRE CONTROL SYSTEM MAINTENANCE REPORT

1. Following is the maintenance report on the E-1 Fire Control System for the period 25 May to 8 June 1950:

a. Malfunction: Poor lock-on--fluctuating targets, and DC load ammeter fluctuating excessively.

Correction: Jack and Heintz AC Inverter required readjustment of regulator.

b. Malfunction: Range cursor jumping, target lock-on intermittent.

Correction: Replaced synchronizer chassis and AFC strip. The trouble in these components has not been isolated.

c. Malfunction: Jack and Heintz Inverter noisy, with sound like defective bearing.

Correction: Overhaul showed only the regulator to be bad.

d. Malfunction: Pilot's scope jittery on presentation.

Correction: No trouble found in system. Since the pilot was tracking four B-36's in formation, it is concluded that the radar was hunting between the four targets.

e. Malfunction: Poor lock-on, indication fading and intermittent on long ranges.

Correction: AFC tuning drifted - Pre-amplifier crystal defective and replaced.

f. Malfunction: Artificial horizon on pilot's scope tilted and at edge of scope.

Correction: Erection amplifier defective and replaced.

g. Malfunction: On ground check a Jack and Heintz Inverter governor in end bell broke loose. Extreme noise developed and the inverter frame was damaged considerably.

Correction: Inverter replaced.

h. Malfunction: Pilot's range circle and gunsight sighthead range dial does not function on radar ranging but is satisfactory on manual ranging.

Correction: The modulator unit of the RS-104 Servo Unit was defective and replaced.

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2. Modifications: Only three modifications have been made on the E-1 System thus far:

(1) A modified feed horn has been installed on the antenna. The new type has plexiglass windows at the tip to reduce arcing.

(2) A modified AFC strip has been installed. No information on difference in circuitry from the original has been received.

(3) In only one aircraft (#483), in the azimuth Range Indicator, capacitor C-2501 was disconnected from cathode to ground of V-2501 and connected in parallel with C-2504. This change illuminates flashing of the sweep on the operator's indicator when the antenna changes direction on search. The above flashing is not serious on all installations.

3. Other malfunctions caused by misadjustment are not mentioned here due to their routine nature. The adjustments most subject to drift are AFC tuning and tracker balance.

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Lt Col WWHorton/2113/ges

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

20 January 1950

MS&S 452.1

SUBJECT: Supply Support for F-94A Aircraft

TO : Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio
ATTENTION: MCMSXO

1. Reference is made to the USAF Conversion and Equipping Program, as published by Headquarters, United States Air Force, 31 December 1949.

2. This program contains provisions for equipping the three (3) squadrons of the 56th Fighter Wing, Selfridge Air Force Base, Michigan with F-94A aircraft in the months of July, August and September.

3. Information is requested as to action being taken by your headquarters to support the F-94A aircraft. It is contemplated that this headquarters will request, in March 1950, the establishment of a 75-day level of Table II maintenance spares, special tools and ground handling equipment to support thirty-six (36) F-94A aircraft. Present planning will call for these spares and equipment to be in place at Selfridge Air Force Base not later than 1 June 1950.

FOR THE COMMANDING GENERAL:

s/ James W. Smith
t/ JAMES W. SMITH
Captain, USAF
Asst Air Adj Gen

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Basic ltr fm ConAC, dtd 20 Jan 50, to Hq AMC, "Supply Support for F-94A Aircraft"

1st Ind MCMSX041/JEA/glk

Hq AMC, Wright-Patterson AFB, Dayton, Ohio 30 January 1950

TO: CG, ConAC, Mitchel AFB, N.Y.

1. In view of the interchangeability of supplies between F-94A and F-80 aircraft, which runs approximately 65%, the following plan is proposed: A Table II and list of special tools and ground handling equipment for F-94 aircraft, will be forwarded to the 56th Ftr Wing, to be screened against base stocks. This will eliminate the shipping of material which is currently available at Selfridge Air Force Base, and therefore not required. Final requirements will then be furnished via the medium of a supply directive monitored by Middletown Air Materiel Area.

2. Request your concurrence and/or alternate comments to the above plan.

FOR THE CG:

s/ H. Gwynne, Lt USN
for: C. W. HAHN
Lt Col, USAF
Chief, Opns Off
Supply Div

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HEADQUARTERS
AIR MATERIEL COMMAND
WRIGHT-PATTERSON AIR FORCE BASE
DAYTON, OHIO

MCPPXA41/TMB/mes/396
20 January 1950

SUBJECT: Aircraft Engineering Inspection
YF-89A Airplane
Contract AF 33(038)-1817

TO: Commanding General
Continential Air Command
Mitchell Air Force Base
Hempstead L. I., New York

1. The Aircraft Engineering Inspection of the YF-89A airplane S/N 46-679 is scheduled to be held at Plant No 3 of Northrop Aircraft, Inc., Hawthrone, California, beginning Wednesday noon, 15 February 1950 and if possible to be completed on Friday, 17 February 1950. The preliminary maintenance is scheduled to be held on Monday thru Wednesday noon, 13, 14, 15 February 1950.

2. It is requested Headquarters, Air Materiel Command (MCPPXA41) be advised of Board Member and other personnel selected to attend the inspection.

FOR THE COMMANDING GENERAL

W. A. DAVIS
Colonel, USAF
Actg Chief, Aircraft &
Missiles Section
Procurement Division

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

7 Apr 1950

MS&S-S 452.1

SUBJECT: Tentative Equipment List for F-89 Aircraft

To : Commanding General, First Air Force, Mitchel Air Force Base, New York

1. The attched list is a compilation of all known items of equipment required for the direct support of this aircraft as of 21 March 1950. This compilation is primarily for budgetary and planning purposes and supersedes all previous lists. It is not to be construed as an authority for requisitioning items contained herein.

2. In order to maintain a control of distribution, a numbering systems has been established and a serila number affixed in the upper right had corner of each list. All future revisions and or changes thereto will be published and distributed bearing the same serial numbers.

3. The system of forwarding to field activities these tentative lists of equipment prior to the actual assignment of the aircraft is new. Headquarters Air Materiel Command has compiled the attached list with the express pupose of insuring that sufficient quantity of special tools and ground handling equipment is on hand to provide adequate maintenance of aircraft. Special consideration should be given in the study of Inclosure #1 in order that proper recommendations made now will alleviate Unsatisfactory Reports and T/O&E Change Requests at a later date.

4. Necessary comment and recommendations relative to inclosure #1, "Tentative Equipmetn List for F-89 Aircraft", will be compiled and forwarded so as to reach this headquarters not later than 30 April 1950.

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MS&S-S 452.1
Subject: Tentative Equipment List for F-89 Aircraft (Contd)

5. Subject report is exempt from the requirements of a Reports Control Symbol in accordance with paragraph 9b(4), AF Regulation 174-1, 29 August 1949.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

BRUCE H. GEMMEL
Captain, USAF
Asst. Air Adj. Gen.

1 Incl
Tentative Table of Equip
for F-89 Acft, Ser Nos 23
and 24

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LOCKHEED AIRCRAFT CORPORATION

Burbank, California

June 14, 1950

Lt General Ennis C. Whitehead
Commanding General
Continental Air Command Hq
Mitchel Air Force Base
New York

Dear General Whitehead:

As you are probably aware, this company is now beginning to produce the F-94A airplanes. A quantity of 110 of the F-94A's is on order, as is a follow-on quantity of 150 F-94B airplanes which will incorporate as many improvements over the F-94A as time will allow. A program for production of 108 considerably improved all-weather fighters, based on this same type but designated F-97, has been authorized. These aircraft differ from the models preceding them in having a thin wing which permits a higher allowable MACH number, thermal de-icing, the J-48 engine, and many other major changes.

It is now our purpose to present to you the next feasible steps that may be taken to exploit the versatility of this F-97 fighter. The enclosed report is the culmination of considerable work and study in our Preliminay Design Group, and it presents information which we think will be of interest to you on a fighter-bomber, an escort pentration fighter, an interceptor, and a photographic reconnaissance fighter version. This material is also being presented informally to AMC and to Air Force Headquarters.

Yours very truly,

s/ L. B. Kerber
t/ L.B. KERBER
Contract Officer

Enclosure: Report 7449, Proposed Versions of the F-97, dated June7,1950
Confidential

LVK/HMF:tm
CC: AF OIC

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OT 354,(6 Feb 50), SUBJ: Utilization of B-25 ECM in Exercise "Portrex" (cont'd)

4th Ind

OT 354 (6 Feb 50)

29 Mar 50

HEADQUARTERS, FIRST AIR FORCE, Mitchel Air Force Base, New York

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

1. Request the one-hundred three (103) hours remaining from the one hundred forty (140) allocated for ECM B-25 on Exercise "Protrex" be re-allocated to First Air Force Headquarters for the purpose of ECM training and radar calibration which have been established as a continuing program in First Air Force.

2. The shortage of B-25 aircraft hours has seriously hampered this headquarters' ability to train AC&W personnel in electronics counter-measure procedures. In addition, the lack of B-29 calibration aircraft has made it necessary to perform radar calibration with B-25 aircraft. The re-allocation of the aforementioned aircraft hours will assist in the accomplishment of First Air Force's Air Defense Mission.

FOR THE COMMANDING GENERAL:

s/t/ E.C. FOSTER
Colonel, USAF
Air Adjutant General

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Hq Continental Air Command, Mitchel AFB N.Y.

Priority
XX

CG 1st AF Mitchel AFB NY (Courier)
CG 4th AF Hamilton AFB Hamilton Calif
CG 9th AF Langley AFB Va XX
CG 10th AF Selfridge AFB Mich
CG 12th AF Brooks AFB Tex
CG 14th AF Robins AFB Ga

MS&S-M 10350. Failure of B-26 acft nose gear axles is believed primarily the result of excessive stresses on subj assy opposite to design strength causing failure at weakest point. Axle failures are attributed to a high degree to improper eng run-up pres and rough handling during taxi oprs. All pers oprg B-26 type acft will read and adhere strictly to provs of TO 01-40AJ-123. On run-up above idling or low power settings, both engs will be run-up simultaneously with nose wheel aligned straight ahead. Flying pers will be cautioned as to the importance of proper taxiing and leading techniques. Maint pers will perform a thorough insp of subj assy in strict compliance with provs of Acft Insp and Maint Guide No 00-20A-2-B-26 at ea 23 hr insp period. All activities will be advised accordingly.

CG ConAC

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Maj K R Lewis/gas
MS&S-M

s/t/ ELLIS V. SIDNEY
Capt., USAF
Asst Air Adj Gen

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Maj K Lewis/1124/jp

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

5 May 1950

MS&S-S-M 452.1

SUBJECT: Ground Operating Procedures, B-26 Type Aircraft

TO : Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio
ATTN: MCMXT14

1. It is believed that B-26 aircraft nose gear axle failures could be reduced substantially if proper ground operating procedures were strictly adhered to by all flying and maintenance personnel.

2. T.O. 01-40AJ-123 adequately covers the engine run-up phase of ground operating procedures; however, T.O. 01-40AJ-1 does not appear to give sufficient taxiing, etc. information to apprise personnel of caution to be observed during such operations.

3. In view of the frequency of referenced failures, it is recommended that T.O. 01-40AJ-1 be reviewed for possible revision to provide for more specific ground operating instructions and techniques.

FOR THE COMMANDING GENERAL:

/s/t/ BRUCE H. GEMMEL
Captain, USAF
Asst Air Adj Gen

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Maj JHJennette-212/gcs

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

2 February 1950

MS&S-S 452.1

SUBJECT: B-29 Maintenance Spares

TO : Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio
ATTENTION: MCMSXB

1. Inclosure #1, a list of spares required for maintenance of five (5) B-29 type aircraft assigned to the 7th and 12th Radar Calibration Units, Langley Air Force Base, Virginia, was furnished to representatives of the Maintenance Division of this headquarters during a staff visit to that activity on 30 January 1950.

2. As of that date, Langley Air Force Base had received no supply action on the requisitions listed, all of which were at least twenty (20) days old. This is not considered satisfactory supply action in view of the Permanent S-1 Priority assigned to this program by authority of message, MCMSX041-1-293M, your headquarters, 9 January 1950.

3. Since continued lack of these spares will seriously impede these units in successfully accomplishing their assigned mission, it is requested that this headquarters be advised of the supply status of subject items.

FOR THE COMMANDING GENERAL:

s/t/ F. E. MURPHY
Lt Col., USAF
Asst Air Adj Gen

1 Incl
List of B-29 spares

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12TH RADAR CALIBRATION UNIT
LANGLEY AIR FORCE BASE
VIRGINIA

12TH RCU 24 May 1950

SUBJECT: Removal of Armament Equipment, B-29 Aircraft

THRU: Channels

TO: Commanding General
Continental Air Command
Mitchel Air Force Base, N.Y.

1. In accordance with P&EL 1-727-1 dated 15 March 1950 this unit has now been given the responsibility for organizational maintenance on assigned B-29 type aircraft. One of the factors involved in this maintenance responsibility is the upkeep, maintenance, and proper short-time storage of all aircraft armament equipment. Due to the fact, the TO&E of this unit does not include any armament maintenance personnel normally found in the armament section of a Bombardment Squadron Medium TO&E 1-113; the maintenance duties connected with this equipment is handled as an additional duty by the flight crew personnel possessing gunnery SSN's. This arrangement at best is unsatisfactory because of the amount of time required of these same personnel in preparing for and actually flying the aircraft on scheduled missions. As a result, because of unavailability of full time armament personnel, and the inadaquate time given by additional duty personnel, the armament equipment is not receiving the care necessary to keep it in excellent condition.

2. The mission given to this unit as outlined in ConAC Reg. 24-5 dated 5 April 1950 is not of a temporary nature, but instead is a permanent mission requiring high altitude B-29 calibration flights as long as the Air Force employs a defensive radar network. In addition the work accomplished with these aircraft requires no armament equipment thereby making it entirely superflous to our needs. Since we are attempting to fly as high as possible without getting a prohibitive maintenance factor, we are actually in ef ect carrying approximately 4700 pounds of armament as excess baggage which is impeding us in accomplishing this end.

3. In addition, our missions are of 12 and 15 hours duration carrying but one complete crew. Now that our in-commission rate is on the increase, I fully expect my combat crews to accomplish from 75 to 100 hours a month. Whereby, the subject of flight crew comfort or convenience, may seem to be a luxury item, I believe it is worthy of serious consideration when it involves this much flying time per crew. With the removal of the armament equipment it would provide increased cabin space and would add to the efficiency of the flight crews.

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SUBJECT: Removal of Armament Equipment, B-29 Aircraft 24 May 1950

4. Therfore, in the interest of appreciably reducing the Heavy maintenance work load required on these aircraft, of providing for the better care of government property, of more economical operation, of better accomplishment of ourmission, and increased crew comfort and efficiency, it is respecfully requested that the assigned B-29 aircraft be modified to the extent of the complete removal of all armament equipment.

5. In the event the above request is found to be too extensive or expensive to accomplish, it is requested that authorization be granted this unit for the removal, pickling and long-time storage of all armament equipment short of any permanent structural change.

6. If for reasons unknown at this time neither of the above requests are approved it is further requested that consideration be given to authorizing an increase in the present TO&E to include two armament maintenance personnel, one SSN 960, and one SSN 911.

s/t/ GEORGE W. CRISS JR
Major USAF
Commanding

AG 452.1 1st Ind

HEADQUARTERS 4TH AIR BASE GROUP, Langley AFB, Virginia 29 May 1950

TO: Commanding Officer, 4th Ftr-Interceptor Wg, Langley AFB, Virginia

This Headquarters concurs in the recommendation made in paragraph 4, basic communication. It is believed that the increased efficiency, safety, and crew comfort at altitudes of 30,000 feet and above, the reduction in maintenance requirements, and the expectation that these aircraft will remain on their present assignment for an indefinite period, justify the removal of all defensive armament.

s/t/ E. G. FINNELL
Colonel, USAF
Commanding

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12TH RCU 24 May 1950

Subject: Removal of Armament Equipment, B-29 Aircraft, 12th Radar Calibration Unit, Langley Air Force Base, Virginia

DM 452 2nd Ind 6 June 1950

Headquarters 4th Fighter-Interceptor Wing, Langley AF Base, Virginia

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

1. Provided it is not contemplated that subject aircraft will be rearmed in the future, approval of modification outlined in paragraph 4 of basic letter is recommended. Reference is invited to 2nd Indorsement, this headquarters, to Letter, Hq ConAC, File MS&S-M 452.1, subject: Aircraft Modification - B-29, dated 23 December 1949.

2. Request made in paragraph 5 of basic letter was verbally granted by this headquarters prior to date of basic letter. All guns, gun sights, gun heaters, bomb sights, bomb shackles, bomb racks, center bomb rack supports, bomb hoists, and bomb-bay tank supports have been removed from subject aircraft and placed in long time storage. Futher removal of armament equipment such as turret mechanisms and central fire control system would require redesignation of subject aircraft and therefore can be authorized only by Headquarters, USAF.

3. Providing modification outlined in paragraph 4 of basic letter is approved, a request for such modification and aircraft redesignation will be submitted to Deputy Chief of Staff, Operations, Headquarters USAF in accordance with paragraph 9, AFR 65-60, dated 9 May 1949; request to include recommendation that subject aircraft be individually scheduled to depot for accomplishment of modification concurrent with complete depot reconditioning.

FOR THE COMMANDING OFFICER:

s/t/ LLOYD H. PURDY
WOJG USAF
Asst. Adjutant

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HEADQUARTERS 363D TACTICAL RECONNAISSANCE GROUP
Office of the Materiel Officer
Langley Air Force Base, Virginia

2 January 1950

RIS

SUBJECT: Activities

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

In compliance with the provisions outlined in AF Regulation 30-15A the following is a report of my activities during the past week at Langley Air Force Base with the B-45A aircraft.

1. I have been assisting the maintenance personnel at this station with special problems that have come up on the B-45 aircraft during the past week, I have requested parts from the Contractor on several Technical Order compliances which included instructions to secure the parts from me. I inspected all the B-45's at this station to determine if the pilots canopy emergency release mechanism was adjusted according to design requirements, I notified the Group Materiel Officer of the ships checked that required excessive pressure to actuate properly. The canopy release mechanism was then properly adjusted according to T.O. 01-60GFA-2.

2. Following failure in flight of flap actuating mechanism, I contacted the Contractor and found that condition had been discovered at factory, and that upon approval of AMC necessary parts would be forwarded to correct unsatisfactory condition on ships equipped with the reflexed flaps, We are awaiting necessary approval and parts on five aircraft here.

s/t/ HARLEY SHAFFER
North American Aviation
Representative

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HEADQUARTERS
NINTH AIR FORCE
Langley Air Force Base
Virginia

14 Apr 50

9AF 452.11

SUBJECT: B-45 Bomb Bay Turbulence Studies

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

1. Imminence of actual practice bombing phase of B-45 training program, presently being conducted by 84th and 85th Bombardment Squadrons, this command, necessitates clarification of conflicting reports on floating of 100 lb, practice bombs in bomb bay at maximum speed and altitude with doors open. Information also is desired as to the percentage of tumbling observed in actual practice bomb runs using 100 lb. bombs and the possibility of damage to the aircraft at time of bomb release.

2. Reference is made to paragraph 9, Minutes of the Air Materiel Command Conference, 27 July 1949, which indicates that Air Materiel Command is conducting studies on B-45 bombing characteristics and operation, one of which is devoted to the study of bomb bay turbulence. Information is desired on conclusions reached in these bomb bay turbulence studies and also any information which may now be available from Operational suitability tests conducted by the Air Proving Ground Command.

3. Request information as to whether any studies have been made of in-flight bomb bay turbulence characteristics and tumbling characteristics of 250 and 500 lb. practice bombs utilized on B-45 training missions.

FOR THE COMMANDING GENERAL:

s/ John M. Hannan, Jr
t/ JOHN M. HANNAN, Jr.
CWO, USAF
Asst Air Adj General

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HEADQUARTERS 363D TACTICAL RECONNAISSANCE GP
Langley Air Force Base, Virginia

RT 3 April 50

SUBJECT: Automatic Formation Bomb Release Equipment

TO: Commanding Officer
4th Fighter-Interceptor Wing
Langley Air Force Base, Virginia

1. Experience has proved that in formation bombing the circular error is greater than that of single ship bombing. In a formation of B-45 Aircraft it is believed that this error will be magnified considerably due to increase in speed, altitude and the position of individual aircraft within the formation. The observer in a wing position cannot see the bomb bay of the lead aircraft, thus making it mandatory for the pilot to release the bombs. The only means the pilot has to release the bombs is by salvo. To accomplish this, the pilot must move his hand from the throttle to the salvo control. This action in itself causes a delay in bomb release and further increases the spread of a formation bomb pattern.

2. Information is requested as to what automatic formation bomb release equipment is available within the Air Force that would be satisfactory for installation in B-45 aircraft. This equipment should be such that it can be wired through the automatic bomb timer as installed in the B-45 so that in addition to accomplishing automatic formation bomb releases, will automatically open and close bomb bay doors of all aircraft in the formation. Further the equipment should be relatively free from jamming.

3. If such equipment is available it is requested that a requirement be established to install this equipment in the B-45 aircraft of this organization. If this equipment has not been developed it is requested that consideration be given to establishing a requirement for the development of such.

FOR THE COMMANDING OFFICER:

/s/ ROBERT E. GROVERT
Captain, USAF
Adjutant

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HJT 3 April 1950
Subject: Automatic Formation Bomb Release Equipment, Hq 363d Tactical Reconnaissance Gp, Langley AFB, Va.

DM 452 1st Ind 6 Apr 50

Headquarters 4th Fighter-Interceptor Wing, Langley AFB, Va.

TO: Commanding General, Ninth Air Force, Langley AFB, Va.

Request information as to what equipment of this type is available.

FOR THE COMMANDING OFFICER:

/s/ WAYNE J RABUM
2nd Lt., USAF
Asst Adjutant

9AF 452 (3 Apr 50) 2nd Ind MS

HEADQUARTERS NINTH AIR FORCE, Langley Air Force Base, Virginia 24 Apr 50

TO: Commanding Officer, 4th Fighter-Interceptor Wing, Langley Air Force Base, Virginia

1. The Armament Laboratory, Headquarters, Air Materiel Command, has indicated that at present there is no automatic formation bomb release equipment available for either conventional type or jet type bombers.

2. It is suggested that this letter be resubmitted with complete justification for the development of the cited system and be submitted through channels to Headquarters, Air Materiel Command, for action.

BY COMMAND OF MAJOR GENERAL HALE:

/s/ JOHN W. JONES
Major, USAF
Asst Air Adj Gen

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RJT 3 April 50
Subj: Automatic Formation Bomb Release Equipment, Hq 363d Tac Ren Gp, Langley AFB, Va.

DM 452 3d Ind 27 Apr 50

Headquarters 4th Fighter-Interceptor Wing, Langley AF Base, Va.

TO: Commanding Officer, 363d Tactical Reconnaissance Gp, Langley AF Base, Virginia

BY ORDER OF COLONEL SMITH:

/s/ LLOYD H PURDY
WOJG USAF
Asst Adjutant

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RDT 3 Apr 50
Subj: Automatic Formation Bomb Release Equipment

RDT 452 4th Ind

Headquarters 363d Tac Ten Gp, Langley AFB, Va., 2 May 1950

TO: Commanding Officer, 4th Ftr-Intcp Wg, Langley AFB, Virginia

1. The mission of Light Bombardment Units (JP) is to destroy assigned targets by precision bombing from high and medium altitude, and to destroy selected targets from high and medium altitudes under all weather conditions.

2. In order to accomplish the above it is believed that a large percentage of targets assigned will be of such size as to warrant formation bombing.

3. In formation bombin, a compact formation of aircraft is highly desireable to assure a maximum number of bombs on a given target. Formation bombing is defined by this organization as more than one aircraft releasing bombs as nearly simultaneously as possible with the leader. The leader is the only one performing the sighting operation. The experience of this organization demonstrates that for the wing crews to operate the bomb bay doors and release bombs on a leader they must fly low and loose thus increasing the spread of the bomb pattern. Pilots and observers of wing aircraft cannot see the bomb bay of the lead aircraft when flying in close formation. Therefore some type of automatic equipment to perform the function, opening doors and releasing bombs, must be provided.

4. It is requested that Air Material Command be given the requirement to develop and procure automatic formation bomb release equipment which will have the following characteristics:

a. A means whereby it can be wired through the automatic bomb timer as installed in B-45 aircraft.

b. A means to send a signal to other aircraft of the formation for the simultaneous opening of their bomb bay doors with the lead aircraft and the simultaneous release of all bombs within the formation.

c. The equipment should provide a number of channels which can be preset so as not to interfere with aircraft of another formation.

d. Should be small, light weight, and easily installed and maintained.

e. Should provide the additional feature of closing the bomb bays of all aircraft simultaneously.

f. Should an antenna be necessary, it whould be enclosed within the aircraft.

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RDT 3 Apr 50
Subj: Automatic Formation Bomb Release Equipment

g. This equipment should be free from jamming or very difficult to jam by an enemy.

h. This equipment should be adaptable to any type of bombardment aircraft.

i. Should be adaptable to any type bombing equipment existing or under development.

FOR THE COMMANDING OFFICER:

/s/ ROBERT E GROVERT
Captain, USAF
Adjutant

DM 452 5th Ind 5 May 50

Headquarters 4th Fighter-Interceptor Wing, Langley AF Base, Virginia

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

FOR THE COMMANDING OFFICER:

/s/ LLOYD H PURDY
MAJG USAF
Asst Adjutant

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HEADQUARTERS
2471ST AF RES TNG CTR
O'Hare International Airport
Park Ridge, Illinois

DM 452.1 TRW/cc
16 Jan 50

SUBJECT: Discrepancies on C-46A Aircraft

To: Commanding General
Tenth Air Force
Selfridge Air Force Base
Michigan

1. C-46A aircraft being received on project DOM-1760 from Curtiss Wright Corporation at Port Columbus, Ohio, are requiring an excesssive amount of man hours to be placed in an operational condition and maintained in accordance with USAF standards. The following examples are listed as the general conditon of the aircraft on this project.

a. Gryoscopic instruments, control units of the A-3 and A-3A auto-pilots were found to be failing and the bearings are excessively noisy apparently because Technical Order 01-1-289, "Periodic Repalcement of Gyro Instruments", was not complied with. The AF Forms 60A (Aircraft Historical Records) and the ATSC-66-519 (Instrument Inspection Labels) indicate that the Technical Order was complied with, however, actual inspection of the instruments show that thses instruments were not replaced.

b. Excessive corrosion is evident on the outer surface of one (1) C-46A aircraft. This corrosion has advanced to a degree, if it is not checked, will become, in the very near future, so severe that an excessive number of man hours would be required for removal. It is believed that if Technical Order 01-1-2, "Corrosion Treatment for Aircraft", had been complied with at the recent D. I. R., most of the one-hundred and sixty (160) man hours which will be required to comply with the above technical order would not be necessary at this station.

c. Leaking hydraulic actuation cylinders have been found on five (5) of the aircraft. On some, the landing flap actuating cylinders were leaking, some landing gear retracting cylinders were leaking, also leaking cowl flap actuating cylinders and tail wheel actuating cylinders were found. Several planes had from two (2) to five (5) leaking cylinders. The cause of this is probably due to rubber seals not being repplaced when the aircraft were re-conditioned. An average of 71/2 man hours were expended per aircraft to change the actuating cylinders.

d. Main landing gear struts which were leaking air and hydraulic fluid from the plug at the top of the strut, had to be replaced at a cost of thirty (30) man hours per aircraft. This condition was prevalent on five (5) aircraft.

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ltr 247lst AFRTC File DM 452.1 16 January 1950
Subj: Discrepancies on C-46A Aircraft

e. One (1) C-46 aircraft had an engine failure in flight and investigation revealed that the moulded rubber grommet to carburetor air duct adaptor ha pulled loose and collapsed, thereby, cutting off the air supply to the carburetor. Further investigation revealed this condition on all of the C-46A aircraft. To prevent any re-occurence of this type engine failure, and unsatisfactory report has been submitted on the present installation and a modification has been suggested, and if approved, this modification will be accomplished on all twenty eight (28) C-46A aircraft. It is estimated that 3 1/2 man hours will be required per aircraft, to make this change.

2. The conditions above are general and Unsatisfactory Reports have been submitted on all specific items. It cannot be determined, at this time, what other unsatisfactory conditions will be discovered during further operation which will have to be remedied, and it is not known what requirements the USAF placed on the Curtiss Wright Corporation in placing these aircraft in operational condition and accomplishing a D.I.R. However, it is the opinion of this headquarters that increased maintenance man hours and excessive maintenance costs are being charged to the reserve program at this AFRTC, and these man hours and costs will continue to be excessive as further unsatisfactory conditions are discovered.

/s/t/VICTOR H. STRAHM
Colonel, USAF
Commanding

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18 Feb 50

MS&S-M 452.1 Maj KRLewis/1124/gas

SUBJECT: Combat Readiness of Air Force Reserve C-46 and C-47 Type Aircraft

TO : Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio

1. This command is initiating appropriate action to economically restore a portion of the Air Force Reserve troop carrier C-46 and C-47 type aircraft to combat readiness configuration. Restoration of these aircraft will be accomplished by AFRTC personnel in accordance with requirements outlined in paragraphs 1a and b of attached letter, this headquarters, to AF commanders; equipment to be installed in referenced aircraft is described in inclosure #1 thereto. It has been determined by this headquarters that the number of aircraft designated for restoration in the two(2) categories described in cited letter, equipped as specified, will provide AFRTCs with sufficient aircraft to adequately perform their assigned mission, plus permitting the accomplishment of the contemplated mission in the event of an emergency.

2. It is requested that your headquarters take necessary implementing action to expedite delivery of available equipment, and procure non-available items requisitioned by AFRTCs in connection with the restoration program. Recent conferences between members of this command and those of Hq Air Materiel Command revealed that certain items of equipment listed in inclosure to Inclosure #1 are available in Air Force stock, while other non-available items will require procurement action. Letter MCPPXA-21, your headquarters, 13 October 1949, "Surplus Property, [illegible], Contract AF33(038) 1642", states that a quantity of troop seats, benches, are available at Grand Central Airport Company, Glendale, California.

3. Air Force Reserve Training Centers have been instructed to submit requisitions for all equipment requirements promptly through regular supply channels. This procedure is in accordance with instructions contained in 1st Indorsement MCMSX043, your headquarters, 21 December 1949, to letter M&S 452.11, thsi headquarters, 17 November 1949, "Troop Seats, Safety Belts, Tie-Down Rings and Static Lines, Air Reserve Aircraft C-46 and C-47".

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MS&S-M 452.1
Subject: Combat Readiness of Aor Force Reserve C-46 and C-47 Type Aircraft (Cont)

4. Request comment and further recommendations for expediting the proposed restoration program.

FOR THE COMMANDING GENERAL:

1 Incl
Ltr this Hq to
all AFS, file &
subj above,
w/Incl.

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HEADQUARTERS TENTH AIR FORCE
SELFRIDGE AIR FORCE BASE, MICHIGAN

KGB/jw

AFXMSM 452.11 MAR 22 1950

SUBJECT: In Commission Rate of C-46 Aircraft

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

1. Reference is made to message your headquarters MS&S-S 5887, 2 March 1950, also follow-up message MS&S-S 6889, 17 March 1950. The following information is furnished reference the low in commission rate of C-46 Aircraft assigned this command.

a. Lack of maintenance spares in base stock has been a contributing factor to the high out of commission rate. Attached as Inclosure1 is a list of C-46 spares that were reported by stations as being available in Priority III status only. Spares in Priority III status are continually changing and stations have no knowledge of a change until a requistion is cancelled for the item. Some stations are submitting stock replenishment requisitions to include Priority III items every scheduled requisition date, with the result that 70% of the items are cancelled. This method causes a neddless waste of man hours at stations and depots. It is believed that the depots should publish a monthly list of items currently in a Priority III status.

b. During future stock control visits a check will be made on all items that were requisitioned for AOCP the past sixty days to determine why stock levels were not maintained.

c. Reference is made to letter your headquarters, subject: "Reduction of Air Reserve AOCP Rate," 7 March 1950. This headquarters will review C-46 stock levels at all stations to determine that active requistions are maintained for sufficient stock levels.

2. This headquarters has initiated the necessary action to insure that 75% in commission will be maintained for C-46 type aircraft by 15 April 1950.

FOR THE COMMANDING GENERAL:

H. O. ALLISON
Colonel, USAF
Air Adjutant General

1 Incl
List of Parts (trip)

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MCMSXBB1/CVF/afm
6 January 1950

MCMSXB

SUBJECT: C-54 263 Equipment

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

1. At the beginning of the phase-out of "Operation Vittles", this Headquarters arranged to have C-54 aircraft returned to pre-Vittles configuration on contracts with certain aircraft servicing companiers. All 263 equipment in USAF stock was made available to the contractors in order to avoid production delays. In addition, contractors were advised that materiah not available from USAF stock was to be procured on the open market. However, in several instances Contractors were unalbe to procure the required equipment in time to meet production schedules and waivers were granted to deliver the C-54 aircraft short the desired 263 equipment.

2. In order that action may be taken to return such aircraft to pre-Vittles configuration, it is requested that this Headquarters be furnished list of shortages still existing on C-54 aircraft assigned your Command. To facilitate use of this report, it is suggested that:

a. Bases assigned your Command using C-54 aircraft be required to submit individual reports direct to your Headquarters.

b. These reports should contain cone property class per page listing quantity required, class code, part number and noun.

c. Upon receipt of these reports, this Headquarters will consolidate them and expedite procurements so as to enable your Command to return the aircraft to the desired equipment standards.

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This will be accomplished by submission of requistions by the base involved. Your Command will be advised by letter after evaluation of all reports from all commands as to the time required to procure the shortages and build up stocks to that thses requistions can be filled.

4. This report has been assinged Reports Control Symbol AMC-SD-SP1358. Due date 6 February 1950.

FOR THE COMMANDING GENERAL:

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

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5 Jan 1950

MatP/452.1 Lt Col RL Petit/5124/fe

SUBJECT: Cancellation of Project MATOSC-29, Transfer of C-82 Aircraft to Military Air Transport Service

TO : Director of Plans and Operations, Headquarters USAF, Washington 25, D. C.

1. This command has a requirement for the sixty-three (63) C-82 aircraft scheduled under Project MATOSC-29 for transfer to Military Air Transport Service; therefore, request you cancel this project.

2. Subject C-82 aircraft are not surplus toour needs for the following reasons:

a. As the C-119 type aircraft presently being delivered to the 314th Troop Carrier Group are not entirely dependable, C-82 aircraft must be retained within Continental Air Command to insure a continuous troop carrier capability to support scheduled ACM's, to provide for disaster relief and to meet routine training commitments.

b. The C-82's will be reassigned within this command to administrative duty on the basis of five (5) per fighter group and four (4) per troop carrier group. This assignment would provide Continental Air Command tactical groups with an acceptable degree of mobility and tend to make them self-supporting when in the field. It would also retain within Continental Air Command as additional pool of cargo type aircraft to aid in the implementation of Continental Air Command EWP.

3. In view of paragraph 2 above, immediate cancellation of Project MATOSC-29 is requested.

FOR THE COMMANDING GENERAL:

NEAL J. O'BRIEN
Colonel, USAF
Air Adjutant General

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
Washington 25, D.C.

Jan 6 1950

SUBJECT: C-119B Standardization Field Trials

TO: Commanding General
Continental Air Command
Mitchel Air Force Base, New York
ATTN: Major Huntsman, Standardization Project Officer

1. Reference is made to letter your Headquarters dated 18 July 1949, subject as above.

2. In view of the continued delay in the C-119B production program the C-119 Standardization Field Trials in England in February and March and Canada in April are being postponed indefinitely.

3. Further commitments to England and Canada will await information from your Headquarters concerning the date on which one (1) C-119B and crew can be made available for the two projects.

BY COMMAND OF THE CHIEF OF STAFF:

/s/ William E. Elder, Colonel USAF, for
/t/ CARL A. BRANDT
Major General, USAF
Deputy Director of Requirements

(452/6)

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Hq USAF
Subject: C-119B Standardization Field Trials

O&T 452.1 (6 January 1950) 1st Ind.

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

TO: Commanding General, Fourteenth Air Force, Robins Air Force Base, Georgia

Desire this headquarters be advised of the earliest date a C-119B can be made available for the accomplishment of Field Standardization Trials in England and Canada.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

Info copy to:
CG, TAC

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

OT 452.1 2d Ind

Hq Fourteenth Air Force, Robins Air Force Base, Georgia

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

Request compliance with 1st Indorsement.

BY COMMAND OF MAJOR GENERAL STEARLEY:

/s/t/ T. E. MULLENNIEX
Major, USAF
Ass't Adj. Gen.

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Hq USAF 6 January 50
Subject: C-119B Standardisation Field Trials

#GCO 452.1 3d Ind.

Headquarters, 314th Troop Carrier Wing (M), SAFB, Tenn, 2 February 1950.

TO: Commanding General, Fourteenth Air Force, Robins AF Base, Georgia.

1. In compliance with 1st Indorsement, it is proposed that Field Standardization Trials in England and Canada be scheduled to begin on or about 1 June 1950.

2. The following factors make it impractical to schedule these trials at an earlier date.

a. Delivery of the first C-119B aircraft was delayed approximately five months beyond the originally scheduled delivery date, the first aircraft having been delivered on 16 December 1949.

b. Service tests on these aircraft by the Air Materiel Command, Air Proving Ground Command and others have not yet been completed. Cruise control data and other important standard operating data have not yet been compiled.

c. Due to the date of delivery on these aircraft at Smyrna AF Base we will not have flown these aircraft sufficiently to have learned their weaknesses and idiosyncrasies for at least another 60 days.

d. In order to support the mission with adequate aircraft maintenance it will be necessary for us to assemble a 30-day fly-away kit, consisting of repair parts and maintenance supplies. The proposed fly-away kit is attached as Inclosure #1. Based on our very limited experience in consumption data with this new aircraft, it is believed that all the items listed are necessary. Our Base Supply presently has on hand less than 25% of the items listed, and because this is a new airplane, stock levels do not yet exist in depots for some of these items. We estimate that 90 days will be required to requisition these items. 60 days would probably be sufficient if adequate supply priority were assigned and respective depots were directed to make automatic shipment of all the supplies listed for the fly-away kit in Incl. #1 as soon as they are available. Modifications have not caused excessive grounding of the C-119 thus far but they have been considered, and it is felt that by 1 June all necessary modifications resulting from shake-down in the first months' service will have been accomplished.

e. The 314th Troop Carrier Wing is now involved in Operation Portrex, which will be followed by Operation Little Combine, which in turn will be followed by Operation Swarmer. C-119B aircraft will be employed in various tasks on each of these three maneuvers, and many lessons regarding the C-119 will be learned as a result of their operation in these maneuvers. Our commitments to these maneuvers, particularly Swarmer, will be extremely heavy and

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Hq USAF 6 Jan 50
Subject: C-119B Standardization Field Trials

will require maximum utilization of all of our aircraft, including the C-119's. It is recommended that the Field Standardization Trials not be scheduled to commence until our commitments to Operation Swarmer have been largely fulfilled.

3. We have been carrying out a vigorous transition program in the C-119 since its arrival and we have sufficient crew members trained to operate all of the C-119's presently assigned and could provide the airplane and the crew earlier than the proposed date of 1 June. The success of trials, however, would be greatly affected by high quality maintenance during the period of the trials, which raises immediately the need for the fly-away kit discussed above. The usefulness of the trials will be greatly improved if the "bugs" have been largely worked out and standard operating data, such as cruise control figures, have been compiled. The experience gained in Operation Swarmer will undoubtedly be of great assistance along this line, and since our commitments will be "maximum" for Operation Swarmer, it is strongly urged that the date of the trials be scheduled not earlier than 1 June 1950.

1 Incl.
Fly-Away Kit, C-119B

HOYT L. PRINDLE,
Colonel, USAF,
Commanding.

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HQ CONTINENTAL AIR COMMAND, Mitchel AFB, NY ROUTINE

CG 14TH AF ROBINS AFB GA

MCMMXT14-3-11-E UNCLASSIFIED

MS&S-M_____. Fol msg fr AMC is fwdd for your info and dissemination to affected activities: "MCMMXT14-3-11-E, 7 Mar 50. To prevent possible loss of elevator control on C-119B acft due to failure of elevator spring tab oprg mechanism cause by elevator moving beyond designed limits, the fol insp will be accomplished at the next pre-flt insp and at ea susequent pre-flt insp pending further instructions fr this comd. Insp elevator surface control stops on horizontal stabilizer hinge brackets and stops on elevator spring tab cam and elevator horn support for evidence of damage or cracks and a compl insp of elevator oprg mechanism in the event stops are damaged or cracked repl damaged parts prior to further flt. Req all pilots be informed that control column will be held firmly at all times after disengaging surface control locks being extremely careful that controll surfaces are not forced against stops during prop reversal oprs and taxiing downwind. Instl of external locks is recmd to supplement internal locks when acft are parked. Acft should be headed into wind when parked to alleviate controll surface buffeting."

CG CONAC
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1/Sgt W Lipson/gas

MS&S-M 1124

BRUCE H. GEMMEL
Captain, USAF
Asst. Air Adj. Gen.

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

IN REPLY
REFER TO: MSCS-S 452.11

1 Mar 50
Maj JHJennette-2121/gcs

SUBJECT: Maintenance Spares - Hamilton Standard Propellers - C-119B Aircraft

TO : Commanding Officer, Sewart Air Force Base, Smyrna, Tennessee

1. Headquarters United States Air Force has not published a parts catalog for the Hamilton Standard Propeller use on the C-119B aircraft. Headquarters Air Materiel Command has advised that they are procuring copies of T. O.s 03-2000-36 and 37 covering Hamilton Standard Propellers from the Navy. These copies will be screened, annetated, and sent to Sewart Air Force Base to be use as a guide in requisitioning propeller parts.

2. The attched parts list, while not up to date, is furnished for the guidance of Sewart Air Force Base until a more suitable plblication is available, Only line maintenance parts are to be ordered from this list.

3. Until such time as a suitable parts list is available and the spare parts situation becomes stablilized, Sewart Air Force Base is hereby authorized to requistion Hamilton Standard Propeller spare parts applicable to the C-119B aircraft directly from Headquarters Air Materiel Command.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

1 Incl
Parts List

Info to
CC 14th AF

Cy incl not included; not essential for rec purposes

Maj Jennette

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MESSAGEFORM

Lt GENERAL ENNIS C WHITEHEAD CG ConAC MITCHEL AFB NY

CONFIDENTIAL

COMMANDING GENERAL (FOR GEN DAVIDSON)
14th AF Robins AFB Georgia

PRIORITY
X

HQ USAF ATTAN: GEN WOLFE DC/S MATERIEL
CG AMC ATTN: GEN CHIDLAW WRIGHT-PATTERSON AFB OHIO
CG TAC ATTN: GEN LEE LANGLEY AFB VA

165 CG. Personnel for Davidson from WHITEHEAD. SUBJECT is AOCP of C-119's.

1. I am concerned by the increasing AOCP rate of C-119s. As of 17 February the rate was 25%. By 1 July 1950 the 314th and 316th Groups, less one squadron, will be entirely C-119 equipped and all C-82s except those of the assault squadron will be moved out of Smyrna AFB. During Exercise SWARMER our commitment is very heavy.

2. I want immediate action taken by you to:

a. Determine what action the 314th TC WING and its supporting AMA have taken to insure an adequate supply of items which have already become critical.

b. See that the 214th TC Wing submits requisitions adequate to cover other items which from previous experience with C-82s will become critical.

c. Call on ConAC for assistance where necessary to accomplish a and b above and give us an estimate of what your average C-119 availability will be for March, April, May and June based on the supply support the AMA promises. END SIGNED WHITEHEAD

OFFICIAL BUSINESS
CG ConAC

Info cys furn:
VC (Gen Myers) DO (Gen Thatcher)
IG (Gen Thomas) DM (Col Gilkey)
AG (CG) files

CONFIDENTIAL

ECW/wch/1122 20 Feb 50 ENNIS C WHITEHEAD L/GEN CG 1 1

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16 Jan 1950

PO&R 452.1

SUBJECT: Requirement for Leading Equipment for C-124A Aircraft

TO : Director of Requiremtns, Headquarters United States Air Force, Washington 25, D. C.

1. Recent loading demostrations of the C-124A aircraft have clearly demonstrated that commercial adaptations of loading tractors such as the Clark "Fork Lifts, etc." are not satisfactory for use in loading cargo on the subject aircraft. These tractors presently in use by the Air Force are unable to negotiate the seventeen (17) dreee ramp angle of the C-124A aircraft. This headquarters recom- leading vehicle for the C-124A aircraft.

2. Tactical Air Command, Requirements Division at Langley Air Force Base should be contacted directly to aid in determining suitable characteristics for the subject equipment.

FOR THE COMMANDING GENERAL:

ELLIS V. WIDNEY
Captain, USAF
Asst. Air Adj Gen.

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York
Interoffice Routing Slip

Subject: Aircraft Deliveries

1 9 Mar DM DO
VC

1. Following information has been received by telephone from Hq AMC:

a. F-94As will be delivered to USAF at the rate of 16 per month.

b. 13 aircraft will be delivered to ConAC during May

c. 3 aircraft will be delivered to Alaska during May

d. 10 aircraft will be delivered to Alaska during June

e. 6 aircraft will be delivered to ConAC during June

f. 16 aircraft will be delivered to ConAC during July

g. 4 aircraft will be delivered to ConAC in the early part of August, which completes the project of F-94s to the 325th Ftr Gp.

h. The first C-124 will be delivered to ConAC during June.

2. We must know immediately where the C-124s are to be stationed, so that we can lay in the spare parts and ground-handling equipment now, in order to avoid the undesirable situation of having another aircraft on our hands with no way to service it. Since it does not appear logical to operate the C-124 at McChord, elements of the 62nd Trp Carr Wg must be in place at their new base before June to receive the ground-handling equipment, spare parts and tools. Therefore, we must get the decision on the redeployment of ConAC units in the western part of the United States at the earliest possible date.

3. We are now scheduled to get a total of 20 F-82s from SAC. They are scheduled to be delivered to us as F-84Es are made available to them. Due to the grounding of the F-84Es for engine trouble, SAC will not have surplus F-82s until approximately 1 May, which is the same time that we will commence generating our own surplus F-82s. Therefore, we should cancel these projects established to furnish us F-82s from SAC.

4. Request your concurrence and forward to the VC for his information.

s/ S. A. GILKEY
t/ S. A. GILKEY
Colonel, USAF
DM-Ext 6101

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2 Jun 1950

MS&S-S 452.1 Lt Col HSMonroe/1205/dls

SUBJECT: C-124 Aircraft

TO : Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio
ATTN: MCREXE31

1. During the course of the Provisioning Conference for C-124 Aircraft Special Tools and Ground Handling Equipment, held 2 May, it became apparent that maintenance of these aircraft without proper equipment would be extremely difficult. Although the conference did disclose that $1,499,238.00 had been allocated for the procurement of special tools and ground handling equipment, firm information relative the actual procurement of the following items is requested:

a. Empennage Stand. What date can the item be expected?

b. Main Gear Wheel Stand. What date can the item be expected?

c. Stand Assemble, Engine, Work. What date can the item be expected?

d. Hoist Assembly Wing, Mounted Engine, Porpeller and Accessory Items. What date can the item be expected?

e. Further request the following additional information:

(1) Have the revisions of technical orders listing special tools and ground handling equipment been made? If not, how soon can this be expected?

(2) When will the provisioning conference on spares for Contract FPRA 9345 AC be held?

2. Based on the assumption that Project CNCOPC-108 will deliver one (1) each C-124 to a Continental Air Command unit the month of

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September, recommend that special tools and ground handling equipment be delivered prior to or concurrent with this date. Will this be done?

3. Further request any other information available your headquarters relative current data on subject aircraft special tools and ground handling equipment.

FOR THE COMMANDING GENERAL:

BRUCE H. GE[illegible]EL
Captain, USAF
Asst. Air Adj. Gen.

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HEADQUARTERS
14TH AIR FORCE
Robins Air Force Base, Georgia

3 March 1950

O&T 353

SUBJECT: Request for Special Training

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

1. A requirement exists for special training on the XC-122 aircraft for one squadron of the 314th Troop Carrier Wing (M), Sewart Air Force Base, Smyrna, Tennessee.

2. In compliance with provisions of Air Force Regulation 50-9, 13 April 1949, basic communication from Headquarters, United States Air Force, AFPTI, 31 January 1950, subject, "Special Training on YC-122 Airplanes," and 1st Indorsement, Headquarters, Continental Air Command, the following information is submitted:

a. The scope of training should include such maintenance, operation, and familiarization training necessary to qualify key flight and ground personnel on this aircraft.

b. The number of individuals, by occupational specialty for whom off-base training is desired, is as follows:

SPECIAL TRAINING

No. to be trained	SSN	
1	4823	Aircraft Maintenance Officer
6	1051	Pilot, Two Engine
1	750-C	Airplane Inspector
1	750-C	Line Chief
10	747-C	Airplane and Engine Mchanci
2	685	Airplane Electrical Mechanic

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C&T 353
Subject: Request for Special Training

FACTORY FAMILIARIZATION

No. to be Trained	SSN	
1	4823	Aircraft Maintenance Officer
7	1051	Pilot, Two Engine
1	685	Airplane Electrical Mechanic
2	687	Airplane Propeller Mechanic
2	747-C	Airplane and Engine Mechanic
2	750-C	Airplane Inspector
1	750-C	Airplane Crew Chief

c. The following technical representatives are requested for local training at Sewart Air Force Base, Smyrna, Tennessee:

Number	Specialty
1	Aircraft Specialist
1	Engine Specialists
1	Propeller Specialist

d. Request a Mobile Training Unit be assigned to the 314th Troop Carrier Wing (M) at Sewart Air Force Base concurrently with the receipt of first operational aircraft.

e. Personnel will be ready for training when quotas are available.

f. Subject training will be accomplished as rapidly as conditions permit.

FOR THE COMMANDING GENERAL:

s/t/ THOMAS J. BARNHART
Lt Colonel, USAF
Asst Air Adj Gen

Copies furnished:
CG, TAC, Langley AFB Va
CG, 314th TC Wg Sewart
AFB Smyrna Tenn

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SECRET

WAR DEPARTMENT
UNITED STATES ENGINEERING OFFICE
Mobile, Alabama

MCMSXB4/VRK/eln

MCMSXB4 21 February 1950

SUBJECT: Reallocation of T-6 Type Aircraft

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

1. Reference is made to our MCMSXB4-2-22-M dated 2 February 1950; to your AFODA 53320 dated 17 February 1950, and to recent telephone conversations between Major Coleman and Mr. Kile of this Headquarters, Air Training Command has advised that T-6D aircraft, if required for Military Assistance Program, can be released without detriment as follows: 17 February, 21 September, 42 October, and 20 November. Above is predicated on delivery schedules on T-6G and T-28 aircraft being maintained. However, it is noted that Continental Air Command has been selected as the source of the one hundred forty-eight (148) T-6D aircraft to apply on project STOOST-49. Twenty (20) of these aircraft will be transferred immediately to contractor for reconditioning. It is requested that determination be made as to whether the remaining aircraft can be delivered from Continental Air Command to contractor for reconditioning concurrent with release of Military Assistance Program requirements in addition to the first twenty (20) aircraft, or if it will be necessary to transfer the additional one hundred twenty-eight (128) aircraft to Air Materiel Command for storage until additional Military Assistance Program requirements are released.

2. With regard to T-6C aircraft for application on the modernization program of seven hundred (700) T-6G aircraft, it is recommended that source of these aircraft be approximately as follows: four hundred forty (440) from Air Training Command, one hundred ten (110) from Air National Guard, and one hundred eight (108) from Continental Air Command. This will remove all T-6C aircraft from active inventories, relieving supply support peculiar to this type. In addition, it will be necessary to remove approximately forty-two (42) T-6C aircraft from Air Materiel Command storage to complete the requirement of seven hundred (700) aircraft. In this regard, it is requested that your Headquarters determine the order of the delivery of these aircraft from releasors to contractor for reconditioning, considering that the desired input is thirty (30) aircraft per month. It is recommended that the forty-two (42) aircraft to apply from Air Materiel Command storage which were previously earmarked for the Military Assistance Program can be applied on this reconditioning instead; since these aircraft are being held in temporary storage. Such action would obviate necessity for extended storage for these aircraft.

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Letter, Headquarters, Air Materiel Command (MCMSXB4), dated 21 February 1950 to Director of Maintenance, Supply & Services, Headquarters, USAF, Washington, 25, D.C., subj: "Reallocation of T-6 Type Aircraft."

3. Consideration should also be given to the scheduling of the Air National Guard T-6C aircraft to contractor and replacement of these aircraft with a like quantity of T-6D aircraft which are excess to requirements of Continental Air Command.

4. At the present time, T-6C aircraft for the modernization program are being supplied by Air Training Command, and one hundred three (103) of these aircraft are currently scheduled into contractors plant from that source. However, additional deliveries from Air Training Command are being withheld due to availability of excess T-6C aircraft from Continental Air Command for this project. Paragraph (c) of your AFODA 53320 referenced above indicated these aircraft from Continental Air Command are to be delivered to Air Materiel Command for temporary storage; however, to avoid storage, action is being taken to deliver these aircraft direct to contractor's plant for reconditioning as available from Continental Air Command.

5. The above is predicated on a firm requirement for seven hundred (700) T-6C aircraft to be modernized as T-6G type. Present contract provides for thee hundred thirty (330) aircraft to be modernized. Request decision be expedited in view of current implementation of these programs.

FOR THE COMMAND GENERAL:

t/ DUSTIN R. COWLE
Captain, USAF
Chief, Aircraft Distribution Office
Supply Division

cc-
CG, ConAC
CG, Air Training Command

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MESSAGEFORM

RR JEG JED 222

DE JEP 50C

R 172156Z

FM HQ USAF WASH DC

TO COM GEN ConAC MITCHEL AFB NY

INFO COMGEN AMC WPAFB OHIO

AF GRNC

/S E C R E T/ FROM AFODA 53320/

Implementation of the modernization program for T-6C type aircraft necessitates that ConAC take the following action:

A. On or before 24 February 1950 select, earmark and report to this Hq by serial number 148 T-6D type aircraft. Subject aircraft will be utilized to meet the mutual defense assistance program requirements in lieu of T-6C aircraft presently scheduled. Twenty (20) of the T-6D type aircraft are too be made available to AMC immediately and the remaining 128 aircraft as available. Project STOOSI-49 has been established to affect this transfer.

B. Air Reserve T-6 requirements will be based on 267 aircraft through June 1950. The phase out of the T-6 requirements will be forwarded under separate cover on or about 1 March 1950.

C. T-6C aircraft excess to Air Reserve requirements will be applied on project STOOST-15 which has become an indefinite project for transfer of T-6C aircraft to AMC tmeporary storage.

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SUBJECT: Delivery of T-33 Aircraft to USAFE (Fox Able #3)

TO: Commanding Generals, First, Fourth, Tenth and Fourteenth Air Forces

1. Reference is made to letter from Hq, USAF, file AFOOP-C 452, subject, "Delivery of F-84E Aircraft to USAFE" dated 20 December 1949, copy attached, Inclosure #1. Concurrently with the delivery of F-84E aircraft to USAFE (project name - Fox Able #3) Hq, USAF has directed ConAC to flight-deliver 8 T-33 aircraft to USAFE as a part of Fox Able #3 under the operational control of ConAC.

2. Ferry route of T-33 aircraft will be:

Home Station - Selfridge AFB

Bangor, Maine

[illegible], Labrador
Blue West 1, Greenland
Keflavik, Iceland

Kinloss, Scotland

Mersham St. Faith, England

Neubiberg Base or Furstenfeldbruck, Germany.

3. Responsibilities of ConAC Air Forces are:

a. Tenth Air Force

(1) Furnish ADC and this Headquarters with a list of items required to support the eight (8) T-33A Aircraft during this movement. This list will be compiled in the form of an "enroute kit" and must reach ADC as soon as possible but not later than 1 April 1950 (This requirement has been covered by previous directives from this Hq.)

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(2.) Furnish this headquarters with fuel and servicing requirements at Dow AFB as soon as practicable but not later than 1 April 1950. (This requirement has been covered by previous directive from this hq.) This headquarters will notify Air National Guard of these requirements.

(3) Provide ten (10) qualified T-33 pilots (2 of which will be spare pilots and will accompany flight in C-54 acft furnished by Fourth AF) to ferry the 8 T-33 acft and not more than eight (8) qualified maintenance personnel to maintain the T-33A aircraft while enroute, one of which will be a line chief with rank of not less than Technical Sergeant.

(4) Appoint one of the 10 pilots as project officer for Tenth Air Force.

(5) Assemble T-33A aircraft and required spare parts and ground handling equipment at Selfridge Air Force Base. Note: Spare parts and ground handling equipment will be automatically shipped to Selfridge AFB by AMC upon receipt of information required by paragraph (1) above. Availabilities of the T-33A aircraft will be furnished in separate messages at a later date.

(6) Obtain one (1) [illegible] parts catalog for emergency use by the maintenance personnel accompanying this movement.

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(7) Perform all inspections necessary to prepare the T-33A aircraft for overseas flight.

(8) Insure each member is equipped with a serviceable parachute.

b. Fourth Air Force

(1) Provide a C-54 aircraft and qualified crew (two first pilots, radio operator, navigator, crew chief and ass't crew chief) to transport supporting personnel, spare parts and ground handling equipment. This aircraft must have basic winterization.

(2) Procure sufficient emergency equipment for all crew members and supporting personnel, except parachutes for Tenth Air Force personnel.

(3) Insure all required emergency over water survival equipment is installed in the C-54 prior to departure from McChord AFB. Note: Emergency equipment for the C-54 and accompanying personnel will include all items prescribed for the recent C-82 aircraft overseas movement.

(4) Arrange for the C-54 to arrive Selfridge AFB at least three (3) days prior to starting date of this movement.

c. Fourteenth Air Force

(1) Furnish [redacted] with messing, billeting, refueling, maintenance and servicing facilities at Turner AFB as required to support F-84 movement through that base.

(2) Arrange for [redacted] and storage of fuel required to support the F-84E aircraft. Note: Fuel requirements

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will be determined and requisitioned by SAC.

(3) Provide emergency airlift for personnel or equipment required to support the F-33A and F-84E aircraft while enroute, as may be directed by this hq.

1. First Air Force

(1) Furnish SAC with messing, billeting, refueling, maintenance and servicing facilities at Otis AFB as required to support F-84E movement through that base.

(2) Arrange for acceptance and storage of fuel required to support the F-84E aircraft. Note: Fuel requirements will be determined and requisitioned by SAC.

4. Logistic Support.

a. Maintenance facilities and assistance will be available at each overseas enroute base. This includes J-22 power plants for starting aircraft. Information concerning command responsible for furnishing maintenance facilities at Kinloss, Scotland, and Horsham St. Faith, England will be made available at a later date.

b. This headquarters will be immediately notified, while enroute, of spare parts or other equipment that are not available in the enroute kit but which are required to repair or service F-33A aircraft. This notification will be dispatched under Operational Immediate precedence and will include complete nomenclature and stock numbers of the required items.

5. Traffic Requirements.

a. Immunization requirements. Small pox within one (1) year, typhoid within one (1) year and tetanus within four (4) years - all participating personnel.

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c. Crew members and passengers are permitted to have fifteen (15) packages of cigaretts only in their possession upon entering Europe.

c. Cash limitations - Fifty ($50.00) Dollars only. No restriction on carrying Travelers Checks.

d. In accordance with existing regulations, items intended for barter within Europe are prohibited.

e. Wearing of civilian clothing is prohibited within the occupied zone.

f. Passports not required for this movement.

g. Customs declaration for aircraft and personal baggage inspection will be accomplished prior to departing continental limits of the United States. Foreign clearance base to be designated at a later date.

h. Normal personal baggage allowance is sixty-five (65) pounds per person participating in the mission.

i. On completion of ferry mission in Europe, ferry crew personnel will be airlifted to home station by Fourth Air Force aircraft.

j. Clearance through customs on return to ZI: All articles purchased in Europe must be declared upon entering ZI. No limitations exist, except articles purchased must be for personal use, immediate family or gifts. Gift parcels are not to exceed fifty ($50.00) in value. Purchase of narcotics is prohibited.

k. Transportation of birds and animals on USAF aircraft is prohibited.

2. General Instructions

a. Provisions of AFR 60-16 and AFR 60-12 will be waived for this mission.

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b. Direct communication, with information this hq and Hq USAF is authorized between Com C Air Forces and with Hq [illegible], Hq MATS, and Hq SAC to facilitate accomplishment of this mission.

c. Security classification of this mission is restricted.

d. Major George L. Wells, Ext 7226 is Hq ConAC project officer for the mission.

e. Special reporting and funding procedure will be forwarded at a later date by separate directive.

BY COMMAND OF LIEUTENANT GENERAL [illegible]:

cc: Hq USAF (Plans and Operations) (5 [illegible])
CC, SAC (5 [illegible])
CG, AMC (5 [illegible])
CG, MATS (5 [illegible])

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25 February 1950

EJB 132

RR JEG

DE JEPC 34C

R 242217Z

FM HQ USAF WASH DC

TO COMGENCONAC Mitchel AFB NY

AF GRNC

/C O N F I D E N T I A L/ Attn: General Whitehead from AFPTR

We can secure for you within approximately 12 months from date of contract the interceptor trainer you desire. However, it will not simulate the aircraft exactly. If you feel that your requirement is such that it must simulate exactly your aircraft, it will take a minimum of 2 years from date of contract until you receive delivery of first production article. It is requested that you indicate whether the time element or the perfect simulation is of paramount importance. In this connection, it is emphasized that the trainer we can produce approximately one year after date of contract will be far superior to anything we now have or have on contract, and it is anticipated it will be entirely satisfactory for teaching interceptor technique as well as for jet instrument practice.

CFN...AFPTR 12

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MESSAGEFORM

HQ CONTINENTAL AIR COMMAND MITCHEL AFB NY CONFIDENTIAL

Director of Tng, Hq USAF, Washington 25, DC Priority

242217Z CONFIDENTIAL

C 183 . To Gen McNaughton from Gen Whitehead. Time element is the most important consideration (re your unnumbered classified date time 242217Z), therefore desire the trainer which will be available in twelve months with the understanding that it will be satisfactory for teaching interceptor technique and jet instrument procedures. The trainer desired should incorporate as many flight simulation and trouble shooting features as possible, however, this should not be permitted to interefere with the earliest possible delivery date. In this connection reference is made to confer on this subject, which was held on 25 October 1949 at Hq AMC, attended by Lt Col F C Fay, your headquarters. END

CG, ConAC

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s/ V. E. Murphy

O&T Lt Col Morgan 3139/bjm

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

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C O 85

FI T LIAISON FLIGHT
Biggs Air Force Base, Texas

4 May 1950

1LF

SUBJECT: Request for Replacement Aircraft -

TO: Commanding Officer
2602nd Tow Target Squadron
Biggs Air Force Base, Texas

1. The undersigned requests that an aircraft type more suited for low level search missions be assigned to this organization as a replacement for the L-13A type aircraft.

2. The primary mission assigned this organization, search and rocket recovery for White Sands Proving Ground, requires slow, low level flying, good stability and maneuverability at these low speeds, and a dependable engine and propeller with a minimum of closely grouped controls for fast easy pilot operation. Very often the small size of the missle to be found necessitates flying a search pattern at altitudes of from seventy-five (75) to one hundred and fifty (150) feet above the ground. When an object is sighted, a very steep turn followed by a low pass ten (10) to fifteen (15) feet off the ground must be made for positive identification of the object. The steep turn is necessary because there are very few check points that will enable a pilot to return to an object once he loses sight of it. The stability and maneuverability of the L-13A under these conditions are satisfactory, but, as evidenced by the accompanying Statements and Unsatisfactory Reports, the aircraft structure and particularly the engine and propeller are entirely unsatisfactory for the job assigned.

3. Our L-5 aircraft were replaced by L-13A aircraft primarily because of the longer range (nine hours) afforded by the L-13 ferry tank installation. Unsatisfactory Report Digest (T.O. 00-10-1, 20 November 1949) Item 78, page L-13,22 states that the ferry fuel tank will be removed for all operations other than ferry purposes or when required for air rescue missions because subject installation lacks strength to with stand impact stresses of crash landings. Our L-13A's now have four (4) plus thirty (30) hours fuel and cruise at eighty-five (85) mph which actually is less cruising range than the four (4) hours at one hunired (100) mph of the L-5.

4. Because of the low cruising speed, an average of one (1) hour twenty (20) min's per aircraft per mission is flown betwe n the search area and the home base. Also, before a missle can be fired, three (3) aircraft must be used to insure that the danger area, usually twenty (20) by thirty (30) miles, is clear of all personnel. An aircraft with a

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1LF
Subj: Request for Replacement Aircraft 4 May 50

higher cruising speed would cut down on time lost between the home base and search area, and would also greatly facilitate clearing the danger area.

5. The exceptionally poor cross wind landing characteristics of the L-13 make it inadvisable for use due to the high prevailing winds in this area.

6. Morale of pilots, observers and maintenance personnel connected with 1st Liaison Flight is very low due to lack of confidnce in the L-13 type aircraft.

7. Due to the peculiar requirements and importance of the mission assigned to 1st Liaison Flight, it is desired that if practical, a representative of this organization be permitted to flight test aircraft that may be contemplated as a replacement for the L-13A, to determine its' suitability for the job assigned.

8. The qualities desired in a replacement aircraft are as follows:

a. Good stability and maneuverability at low speeds, from fifty (50) to eighty (80) mph.

b. A reliable engine and propeller.

c. An aircraft sturdy enough to stand up well under extreme turbulance, violent pull-ups, vertical turns, short field operations from roads and rough terrain, exposure to the elements; high winds, sun, and blowing sand.

e. Four (4) place, if possible, with good downward visibility.

f. A cruising speed of one hundred and twenty (120) mph or better, and a flight duration of four (4) hours minimum.

g. Communications equipment for tower frequencies and 6405 KCs.

h. Ample protection for crew members in the event of a forced landing in isolated areas and rough terrain.

i. Require a minimum amount of maintenance.

j. Night flying equipment and good landing lights.

9. In view of the above, it is recommended that a comprehensive

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1LF 4 May 50

Subj: Request for Replacement Aircraft

study be conducted to develop and/or provide a more suitable type aircraft for utilization by this organization in the performance of its' primary mission.

9 Incls:
1. Anal of Maint Diff
2. Stmt - Capt Alexander
3. Stmt - TSgt Lambdin
4. Stmt - Lt Baldwin
5. Stmt - Lt Jordan
6. Stmt - Lt Rickels
7. Stmt - Lt Dicker
8. UR 50-256
9. UR 50-102

s/t/ ROBERT C. ALEXANDER
Captain, USAF
Commanding

2602dTT 1st Ind

HEADQUARTERS, 2602D TOW TARGET SQUADRON, Biggs AFB, Tex, 11 May 50

TO: Commanding General, Twelfth Air Force, Brooks AFB, Tex

1. This organization concurs with the comments in the basic letter.

2. It is requested that any aircraft considered for assignment to the First Liaison Flight, be given extensive "Service Test" before final selection is made. It is recommended that these "Service Tests" be conducted on actual "Rocket Recovery Missions" at White Sands Proving Grounds, New Mexico.

3. This organization lacks experienced pilots in "L" type aircraft, so consequently, no specific type of aircraft can be recommended.

FOR THE COMMANDING OFFICER:

9 Incls:
n/c

/s/t/ FRANCIS L. WALLEN
Captain, USAF
Adjutant

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1st Liaison Flt, Biggs AFB, Texas
Subject: Request for Replacement Aircraft (11 May 1950)

AT 452.03 2nd Ind

HEADQUARTERS TWELFTH AIR FORCE, Brooks Air Force Base, Texas
MAY 24 1950

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

1. Special attention is invited to paragraphs 8 and 9 of basic communication as well as paragraph 2 of 1st Indorsement.

2. It is requested that an aircraft of suitable characteristics to fulfill cited requirements be provided to replace the L-13 type aircraft.

3. A study and evaluation of available Air Force aircraft of the L-16 and L-17 types indicate that these aircraft are unsuitable. The L-16 is considered as having small fuel capacity, short range, small load or observer capability, low cruise speed, light construction, and poor landing characteristics. Poor visibility qualities and lack of slow speed operation precludes the suitability of the L-17 aircraft.

4. An analysis of the maintenance difficulties and the maintenance action taken by this headquarters and Headquarters San Antonio Air Material Area is being forwarded by separate letter.

BY THE COMMANDING GENERAL:

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n/c

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1ST LIAISON FLIGHT
Biggs Air Force Base, Texas

1LF 4 May 1950

SUBJECT: Analysis of Maintenance Difficulties

TO: Commanding Officer
1st Liaison Flight
Biggs Air Force Base, Texas

1. An analysis of maintenance on I-13 type aircraft has revealed that it leaves much to be desired for the efficient accomplishment of Rocket Recovery Missions. The main drawback is the overall unreliability of the aircraft, and the greater amount of maintenance required, as indicated by the average of fifty percent going out of commission on each flight.

2. In the seven (7) months ending 10 April 1950, that the six (6) I-13s have been assigned to this organization, the following maintenance difficulties were encountered:

a. Eight (8) tachometers replaced.

b. Propeller shaft bearings leaking on all six (6) aircraft.

c. All six (6) propellers removed for inspection because of severe vibration. (Three (3) have been replaced with new propellers.)

d. Ten (10) electrical failures.

e. One (1) engine change.

f. Six (6) cracked canopies.

g. One hundred and ten (110) cracks in metal. (Aircraft general)

h. Seven (7) rocker box covers cracked, resulting in excessive oil leaks.

i. Two (2) main gear wheels cracked.

j. Three (3) carburators replaced.

k. All six (6) carburetor valve box assemblies cracked (repaired two (2) times each, one ACCP at present.

l. Two (2) valve springs broken, causing engine failure. (Pilots were able to land sucessfully on both failures.)

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1LF 4 May 1950
Subj: Analysis of Maintenance Difficulties

3. During this period, the L-13s have flown eight hundred and eighty (880) hours and ten (10) minutes, an average of approximately one hundred and forty-seven (147) hours per aircraft. This organization has submitted fourteen (14) unsatisfactory reports on L-13 type aircraft.

4. See attached true copy of UR #50-102, this station, dated 1 March 1950. Subject UR was submitted on all L-13 type aircraft assigned to this organization.

Over a period of eight (8) days, from 11 April 1950 to 18 April 1950, three (3) aircraft aborted their missions due to engine failure. (The engine was intermittenly cutting out.) The pilots were able to make safe landings, and the engines in every case were then given a complete shake down inspection. A ground run-up was made without uncovering any discrepancies. The aircraft were all given a test flight and checked out satisfactorily. On the next flight, after a satisfactory test flight, one of the aircraft again started cutting out intermittently and the mission was again aborted. A complete check of the engine was again made without finding any discrepancies, and a ground check and test flight were made, with the aircraft checking out satisfactorily. This aircraft has flown four (4) hours and twenty (20) minutes to date, since the last engine trouble was encountered, without any write-ups.

5. Pilots that have considerable time in the L-13A type aircraft state that it is a common occurance for the aircraft to cut out intermittently for no apparent reason. This condition is very dangerous, due to the mission this organization is assigned to. (Rocket recovery at White Sands Proving Grounds, New Mexico.) It would be very difficult to make a successful forced landing, if the engine cut out, even intermittently, while at low altitude, because, a large percentage of the area at White Sands Proving Grounds, New Mexico is very rough.

JACK S. JORDAN
1st Lt, USAF
Maintenance Officer

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FIRST LIAISON FLIGHT
Bi[illegible]s Air Force Base, Texas

4 May 1950

S T A T E M E N T

During the past six weeks the undersigned has had several momentary engine cut-outs while flying various L-13's assigned to 1st Liaison Flight.

There are two distinct types of cut-outs common to the L-13's I have flown. One type cut-out occurs during changes of throttle settings and is fairly consistant. The other type occurs under no given set of conditions and for no apparent reason.

The cut-out encountered during changes in throttle settings is a momentary los of power that can be overcome two ways in most cases. If the throttle is fully retarded a cut-out can be avoided when applying power by slamming the throttle to the wide open position as fast as possible. If the throttle is only partially retarded, the severity of the cut-out and momentary power loss can be reduced by simultaneously slamming the throttle full open and increasing the RPM with the prop control. In my estimation this particular type of cut-out is due to a poorly designed and inadequate accelerator pump in the carburator. When opening the throttle slowly it is apparent that accelerator pump action takes place only during the first one third of the throttle travel. The accelerating pump is essentialy a spring loaded diaphram. When the throttle is fully retarded, the spring and diaphram are compressed. When the throttle is advanced slowly, the engine accelerates nicely for the first third of the throttle travel, but acts starved and picks up slowly in the last two thirds of the throttle travel. However, when the throttle is rammed wide open from the idle position, the discharge from the accelerating pump is sufficient to carry the engine up to full power. This procedure subjects the engine to extreme torque and accelerating loads but I feel that, when flying close to the ground as we do, the torque load caused is the lesser of the two evils.

The second type of cut-out occurs for no particular reason and under no given set of conditions. In almost all cases the engine cut-out completely for an instant and then ran very rough and the power loss was so great that I thought I had blown a spark plug or lost a cylinder. The engine would gradually smooth out and pick up power, and run normally with no more trouble. Sometimes the engine returned to normal in a few seconds and in two instances it took at least fifteen minutes to resume normal operation. During these malfunctions the engine instruments, fuel pressure, oil pressure and oil temperatures remained normal. The tachometer and manifold pressure gauge reflected the power loss. The cut-out was abrupt and was not preceded by a loss in RPM or manifold pressure. It was evident the malfunction was not caused by carburator ice: there was no previous indication and the cut-out was too abrupt. Manipulation of throttle, prop and mixture control, changes in throttle settings and

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prop pitch and various amounts of carburetor heat had no apparent affect. Moving the mixture control approximately one eighth of the way back toward idle cut off would cut the engine off. Apparently the mixture control is a two position control. The cut-outs occurred under various attitudes, power settings and altitudes. Of the two most severe, one occurred after a glide just after full power cut out of the engine had been reached. The altitude was 4,000 feet above sea level (50 feet above the ground). The other occurred at cruising power 24" Hg (full throttle) and 2050 RPM at 7,500 feet above sea level. Following the second severe cut-out (the one at 7,500 feet) after I was over Condron Field, I glided from 7,500 feet to 5,500 feet with the throttle all the way back and carburetor heat full cold in an effort to make the engine load up. The engine did not load up and response to application was normal. After landing, ground run-up, engine conditioning and test flight revealed nothing which could have caused the malfunction.

5. I do not believe the trouble is caused by bad gasoline. Dirt or water would have shown up in the screens and filters and fuel pressure readings would have been affected. Cut-outs have occurred while using gasoline from Biggs Air Force Base and also with gasoline furnished by Holloman Air Force Base, New Mexico. C-45 type aircraft have been serviced from the same tanks at the same time and have encountered no trouble.

6. Fulfilling the missions requested is becoming increasingly difficult with the L-13 type aircraft presently assigned to 1st Liaison Flight. It is my recommendation that an aircraft type better suited for the mission be assigned to 1st Liaison Flight as a replacement.

ROBERT C. ALEXANDER
Captain, USAF
Commanding

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HQ CONAC MITCHEL AFB NEW YORK PRIORITY X

CG FOURTEENTH AIR FORCE, ROBINS AIR FORCE BASE, GEORGIA X

MS&S-S_____PD HEADQUARTERS AIR MATERIEL COMMAND HAS CONFIRMED THE OPINION OF THIS HEADQUARTERS THAT A DEFINITE HAZARD FROM LEAD POISONING EXISTS WHEN PERSONNEL ARE ENGAGED IN CLEANING COMBUSTION CHAMBERS EXHAUST CONES AND OTHER PARTS OF JET AIRCRAFT WHICH MAY BE CONTAMINATED WITH TETRAETHYL LEAD AS A RESULT OF UTILIZING GASOLINE AS A FUEL PD TO INSURE MAXIMUM PROTECTION FOR THESE PERSONNEL CMA THE FOLLOWING ITEMS HAVE BEEN PRESCRIBED BY HEADQUARTERS AIR MATERIEL COMMAND CLN GLOVES CMA SYNTHETIC CMA RUBBER CMA LIGHT WEIGHT CMA TYPE THREE CMA SPECIFICATION TWO ZERO DASH ONE THREE ZERO CMA SUGAR SLANT NAN EIGHT THREE ZERO ZERO DASH NAN SUGAR LOVE CLN RESPIRATOR CMA FILTER TYPE CMA SUGAR SLANT NAN EIGHT THREE ZERO ZERO DASH SIX EIGHT ONE THREE TWO ZERO CMA AND SUIT CMA WORKING CMA ONE PIECE CMA HOW BAKER TARE OBOE DOG DASH SEVEN CMA SPECIAL QUARTERMASTER CLASS FIVE FIVE PD TAPE OBOE ZERO ONE DASH ONE DASH THREE ZERO NINE IS IN PROCESS OF REVISION PD ACCORDINGLY CMA AIR MATERIEL COMMAND HAS NOT YET LISTED SPECIFIC MIKE OBOE

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SUGAR NUMBERS TO ESTABLISH A BASIS OF ISSUE PD THIS INFORMATION IS BEING REQUESTED FROM HEADQUARTERS AIR MATERIEL COMMAND PD IN THE INTERIM PERIOD CMA IMMEDIATE ACTION WILL BE TAKEN TO OBTAIN THE MINIMUM QUANTITY REQUIRED FOR PERSONNEL ENGAGED IN EXERCISE PORTREX PD ITEMS WILL BE OBTAINED FROM THE AIR MATERIEL AREA SERVING YOUR AREA PD ANY DIFFICULTY ENCOUNTERED IN OBTAINING THESE ITEMS WILL BE BROUGHT TO THE IMMEDIATE ATTENTION OF THIS HEADQUARTERS PD

CG CONAC

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MAJOR A P BILLS:mhb

MS&S-S 5151 Chief Gen Sup Br

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DEPARTMENT of the AIR FORCE
HEADQUARTERS, UNITED STATES AIR FORCE
Washington 25, D.C.

14 February 1950

SUBJECT: Proposed Instruction for Modification of Fighter Aircraft for Tactical Reconnaissance Purposes

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

1. This Headquarters plans to issue a letter of instruction to Air Materiel Command detailing the modifications required on fighter aircraft in order to make them suitable for Tactical Reconnaissance.

2. A replacement aircraft for the RF-80 is budgeted for FY 1951. When fighter aircraft are evaluated this spring, consideration will be given to the ability of aircraft under consideration to meet Reconnaissance requirements.

3. From your 7th Indorsement to letter this Headquarters, subject: "Proposed Military Characteristics for Tactical Reconnaissance Aircraft", dated 19 July 1949, it is known that your Headquarters has been making a study of the operational requirements for single and multi-placed reconnaissance aircraft.

4. Photographic equipment necessary for a Tactical Reconnaissance aircraft has been previously published in MRD 19-12, dated 12 January 1949 (Incl No. 1). A proposal for other necessary equipment for Reconnaissance aircraft is attached (Incl. No. 2). Your comment on proposed requirements is requested.

BY COMMAND OF THE CHIEF OF STAFF:

2 Incls
#1 - MRD 19-12, dtd 12 Jan 49
#2 - Proposal on TAc Rcn A/C

st/ CARL A BRANDT
Major General, USAF
Director of Requirements

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PROPOSED INSTRUCTIONS FOR THE MODIFICATION OF
FIGHTER AIRCRAFT FOR TACTICAL RECONNAISSANCE PURPOSES

1. In addition to the photographic equipment required by MRD 19-12, dated 12 January 1949, the following additional equipment are considered necessary in modification of fighter aircraft for tactical reconnaissance purposes;

a. Armament: The guns shall be retained if they do not compromise the photographic installations.

b. Navigation: Equipment will be installed to provide for precision navigation over tactical operating radius of the aircraft, day, night and all weather. This equipment shall possess the necessary accuracy to permit vertical photography during the hours of darkness.

c. Recorder: Provisions will be made for the installation of a wire or other suitable recorder.

d. Lighting: Lighting required for the ground and air handling of the aircraft during darkness and orientation lights for night formation flying.

e. View Finder: Provided as near to the line of sight of the pilot as possible without obstructing his forward visibility.

f. "Packaged Maintenance" of Major Components: Consideration shall be given, in the design and construction arrangements for equipment, to incorporate provisions for packaged maintenance of complicated photographic and electronic equipment.

g. Refueling: Provision for Air-to-Air refueling is desired.

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Classified SECRET
By Authority of
Commanding Officer
56th Ftr-Intcpt Wg
27 Feb 60

HEADQUARTERS
56TH FIGHTER-INTERCEPTOR WING
SELFRIDGE AIR FORCE BASE, MICHIGAN

WCO 462.1

SUBJECT: Aircraft Maintenance

TO: Commanding General
Tenth Air Force
Selfridge Air Force Base,
Michigan

1. The 56th Fighter-Interceptor Group is experiencing difficulties in aircraft maintenance that are almost insurmountable. Two major factors are responsible, namely lack of hangar space and the method of computation of aircraft maintenance efficiency.

2. The 56th Fighter-Interceptor Group is presently utilizing one fourth of the hangar space available on this base despite the fact that subject base was designed and built for one Fighter Group. The remaining hangar space is divided in the following manner: One fourth to the 2342nd AFRTC, one fourth to Headquarters Flights of Tenth Air Force combined with 56th Fighter-Interceptor Wing and one eighth each to Flight A, 5th Rescue Squadron (MATS) and FLM operated by the 56th Maintenance Squadron for the 56th Fighter-Interceptor Group. It is not considered feasible to reduce the hangar space allocation of any of the above mentioned units for the benefit of the Fighter-Interceptor Group since such a plan would render them almost non-operational. There are, according to present designation, eight hangars available. Actually the designation is a misnomer since these buildings should be called half hangars.

3. The 2342nd AFRTC has the following aircraft presently assigned: 27 - T-6s, 13 - T-11s, 16 - C-45s and 5 - T-7s. With their 2 hangars (actually 1/2 hangars) it is possible to work on 2 - C-45 aircraft at one time plus 6 - T-7 or 11s or 2 - C-45s and 3 T-6s. The limiting factor is C-45s. Any reduction of their hangar space allocation would permit only one of their basic aircraft to be undergoing inside maintenance at any given time. This solution will result in a drastic reduction of the units maintenance efficiency.

4. The combined Headquarters Flights (Tenth Air Force plus 56th) have assigned 14 - C-47, 9 - C-45, 5 - B-25, and 11 - T-6 aircraft. Four C-47s and 4 - C-45s or 6 - T-6s can be maintained inside hangars at any given time. This figure cannot be attained, however, due to transient hangar maintenance requirements which are unpredictable. A reduction of

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hangar allocation to this activity would seriously affect this operation.

5. Flight A, 5th Rescue Squadron has 1 - B-17, 2 - SA-10As, 1 - SA-16A, 1 - C-82, 3 - L-13s and 2 - H-5s assigned with another B-17 and one or two of the SA types enroute. Their hangar situation is even more critical than that of the 56th.

6. The method of computation of aircraft maintenance efficiency gives the Fighter Group no possible chance of attainment of the goal of 80% which General Whitehead would like it to attain for the following reasons:

a. 82 F-80s are presently assigned.

b. 3 are usually AOCP leaving 79.

c. 8 are usually in 3rd Maint leaving 71.

d. 6 are usually in PLM leaving 65.

Thus the Fighter-Interceptor Group has physically in its possession 65 aircraft which it can put into commission, but to attain 80% maintenance efficiency it is required to have 80% of 82 aircraft which is 65.6 aircraft. This requirement of course leaves no time for 25 and 50 hour inspections, hence the net result is that no aircraft can fly if the goal is to be reached.

7. The solution to the above problems requires that more hangar space be made available and that the method of computing maintenance efficiency for Fighter Groups be changed so that it is based on the number of aircraft, approximately 65, which the Group has in its possession which an all out effort by the organization could put into commission. Thus with constant hard work, 80% of the above figure (52) can be maintained combat operational in this Group.

8. It is recommended that if possible Flight A, 5th Rescue Squadron (MATS) be moved without delay to another base for an immediate partial solution to the hangar space requirement and that priority be given to construction of a large maintenance hangar. Reference is made to paragraph 2b, 2nd Indorsement, your headquarters, dated 25 November 1949 to Classified letter, ConAC, subject: Long Range Base Construction Program, Instl 600.1, dated 2 Nov 1949. If this construction cannot be authorized

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WCO 452.1
Subject: Aircraft Maintenance

it is recommended that the 2242nd AFRTC be moved to another base also. It is further recommended that the method of aircraft maintenance computation be revised to reflect the suggestions described in par 7 above.

JAMES R. GUNN, JR.
Colonel, USAF
Commanding

452.1 1st Ind

HQ TENTH AIR FORCE, Selfridge AFB, Mich 8 MAR 1950

TO: Commanding General, Continental Air Command, Mitchel AFB, N.Y.

1. Concur with the Commanding Officer, 56th Fighter-Interceptor Wing in regard to findings and recommendations made on the method of computing aircraft maintenance efficiency; and with the findings made with respect to the amount of hangar space at Selfridge Air Force Base.

2. The following action is recommended:

a. That the Long Range Base Construction Program be revised so as to program the construction of the Maintenance Hangar (142,600 sq ft) in the total estimated cost of $2,566,800.00 during Fiscal Year 1951.

b. That all of Flight A, 5th Rescue Squadron be moved immediately to another base, with the exception that one H-5 and one of the amphibian type aircraft be retained at Selfridge Air Force Base.

c. That the 2242nd AFRTC remain at Selfridge Air Force Base.

HARRY A. JOHNSON
Brigadier General, USAF
Commanding

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Coords: MatP, C&T, PO&R, VC, AAG-C

1st 56th Ftr-Intcp Wg, 7TO 452.1
Subject: Aircraft Maintenance

Instl 452.1 (27 Feb 50) 2nd Ind GMPaduano/5122/ssr

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York 4 APR 1950

TO: Commanding General, Tenth Air Force, Selfridge Air Force Base, Michigan

1. The principal purpose to attain in commission 80 per cent of assigned aircraft, is to provide maximum combat readiness. The proposed change in method of computation of aircraft maintenance efficiency as outlined in paragraphs 6 and 7 of basic letter would, in effect, defeat this purpose and, therefore, cannot be favorably considered.

2. While this command recognizes that the combat readiness of the 56th Fighter-Interceptor Wing is adversely affected by lack of adequate hangar space, the proposal to move either one of the units indicated to alleviate this condition is not considered to be a feasible solution. Both the 324Bad Air Force Reserve Training Center and Flight A of the 9th Rescue Squadron are suitably located; their relocation would not be conducive to efficient operations.

3. With respect to the Long Range Base Construction Program referred to in paragraph 5 of basic letter, Headquarters USAF has recently informed this command that this program was intended to serve only as a guide, and that revisions to the program may be submitted in conjunction with the preparation of the annual construction budget estimates. In this respect, the inclusion of an item of additional hangar facilities at Selfridge Air Force Base would be of no avail in the Fiscal Year 1951 Air Force construction budget. This budget is presently being defended before the Congress and contains only a very small percentage of this command's current construction requirements. In the Fiscal Year 1951 Reserve construction budget, an item for 57,000 square feet of hangar space and 6,800 square feet of shop space, estimated at $704,000 is included. However, there has been no indication from Headquarters USAF that reserve funds will be made available; in fact, all indications are to the contrary.

4. In view of the foregoing, it is recommended that the following action be taken to alleviate the shortage of hangar facilities at Selfridge Air Force Base.

a. Submit a project request for "emergency construction funds" to provide the minimum additional hangar facilities essential to meet

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31 Mar 50

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

Register No.
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ConAC Form HQ-AG 9
19 August 1948

L-49-950

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(3) [illegible]

(a) [illegible] qualified T-33 pilots (operational flying duties and all accompanying flying time as may be permitted by Para 11 AF) to ferry the T-33 aircraft

(b) not more than eight qualified maintenance personnel to maintain the T-33 aircraft during transit including one line chief and not more than technical inspector and one ground plant mechanic

~~(c) one radio mechanic~~

(c) one qualified radio mechanic.

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ConAC Form No. 16 9
12 August 1949

Hq 56th Ftr-Inbcp Wg, MCO 452.1
Subject: Aircraft Maintenance

Instl 452.1 (27 Feb 50) 2nd Ind (Confd)

present requirements. The project should be prepared in accordance with instructions outlined in classified letter, Headquarters USAF, AFDIR S/S, 12 April 1949, subject: "Preparation of Budget for Air Force Construction Requirements for Fiscal Year 1951", forwarded your headquarters by 1st Indorsement, 5 May 1949. A "rule-of-thumb" estimate may be used and complete justification will be given including the basis upon which the extent of hangar space is established.

b. As an interim measure pending consideration of the above construction, Individual Project Estimate (WD AGO Form 3-88) covering the necessary nose docks to accomodate the larger type aircraft will be submitted with a request that the provisions of AFR 85-4 be WAIVED and the project accomplished with M&O F-44l funds.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

[redacted]
[redacted] U.S. Air Force

Register No. 5787
Date Mailed APR 1950
By

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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L-49-869

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HISTORICAL DATA
CONTINENTAL AIR COMMAND

JANUARY 1950 - JUNE 1950

SUPPORTING DOCUMENTS
TO
VOLUME V.

UNCLASSIFIED

RETURN TO
Historical Research Division
3825/HOA
Maxwell AFB, AL 36112

419.01
JAN - JUN 1950
Vol. 5 Pt. 2

4809 - 6

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[redacted]

Director
Aerospace Studies Inst
ATTN: Archives Branch
Maxwell AFB Alabama
RETURN TO
419.01
JAN-JUN 1950
V.5, Part 2

HISTORY
of the
CONTINENTAL AIR COMMAND
for
1 January - 30 June 1950

SUPPORTING DOCUMENTS to VOLUME FIVE

Prepared by: Dr. D.W. Mitchell

DOWNGRADED AT 3 YEAR INTERVALS; DECLASSIFIED AFTER 12 YEARS

Directorate of Historical Services
Office of the Air Adjutant General
Continental Air Command

4809-6

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE RESERVE
ROBINS AIR FORCE BASE, GEORGIA 31093

REPLY TO ATTN OF: HO

30 August 1972

SUBJECT: Declassification of Histories

TO: Albert F. Simpson Historical Research Center
Archives Branch (3329/RSA)
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 Volumes, 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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HQ
CONTINENTAL AIR COMMAND
CLASSIFIED INTRAOFFICE ROUTING SLIP

Suspense No.	Register No
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Extended To	
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FILE NO:

SUBJECT: Aircraft Maintenance

SECRET

NO	DATE	FROM	TO	No person is entitled solely by virtue of his grade or position to knowledge or possession of classified matter. Such matter is entrusted only to those individuals whose official duties require such knowledge or possession.
				8 MAR 1950 PM 1525 WM
1	13Mar	Air Install	DM	

1. Reference paragraph 8 basic communication and paragraph 2a of 1st Ind, the Long Range Construction Program for Selfridge as submitted by Hq Tenth AF was revised to the extent of deleting the large (142,000 sq ft) maintenance hangar and concurring in the recommendation of the AF Base Development Board to construct a small (24,000 sq ft) hangar in 1952. Based on the AF Base Development Board directive that Selfridge AFB is to be developed for one (1) Fighter Group, there appeared to be no requirement for the large maintenance hangar. Inclusion of a facility in the Base Development Program as submitted by this headquarters does not by any means insure the construction of the facility. Of the items recommended by this headquarters for construction in 1951 only a small percentage is being included in the USAF recommendation to Congress.

2. This headquarters requested a new 43,500 square foot hangar for Selfridge AFB in the FY 51 Reserve Construction program for use by the AFRTC. There has been no indication from Hq USAF that any funds for Reserve new construction will be made available within the next few years; in fact, all indications have been to the contrary. Consequently prospects for construction of this hangar do not appear very bright.

ConAC Form Hq-AG 1A
22 July 1949

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HEADQUARTERS
CONTINENTAL AIR COMMAND
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FILE NO:

SUBJECT: Aircraft Maintenance

NO	DATE	FROM	TO

No person is entitled solely by virtue of his grade or position to knowledge or possession of classified matter. Such matter is entrusted only to those individuals whose official duties require such knowledge or possession.

3. A possible interim measure which might alleviate to some extent the hangar shortage at Selfridge is to utilize wing docks for C-46 maintenance. At a conference at USAF on 6 and 7 March to consider the use of such expedients as wing docks, maintenance stands, etc it was stated that if ConAC had sufficient requirement for such equipment to justify their development and manufacture, it should make these requirements known to USAF. If the use of such expedients is considered desirable, but if the ConAC requirement is not large enough to justify their development and manufacture, a project estimate may be prepared at the base and submitted to this headquarters for the number of these wing docks actually required at Selfridge. However, it appears that the only immediate solution is to move some of the present units out of Selfridge.

4. Request ~~your~~ DOI recommendations concerning requirements for the construction of wing docks and/or the large maintenance hangar.

W. T. Abbott

W. T. ABBOTT
Colonel, USAF
Director of Installations
Ext 5112

SIDNA A. GILKEY
Colonel, USAF
Deputy for Materiel
Ext 5101

ConAC Form No-AG 1A
22 July 1949

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HEADQUARTERS
CONTINENTAL AIR COMMAND
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FILE NO:

SUBJECT: Aircraft Maintenance

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No person is entitled solely by virtue of his grade or position to knowledge or possession of classified matter. Such matter is entrusted only to those individuals whose official duties require such knowledge or possession.

1. Your attention is invited to Note 1 above.

2. Do not concur in changing the method of computation of aircraft maintenance as the 56th Ftr Wing and not the 56th Ftr Group has the overall responsibility for keeping 80% of the aircraft in commission. If proposed method is adopted, it would be too easy for the Group to turn aircraft over to the 56th Maintenance Sq and always keep 80% of their aircraft in commission.

S A GILKEY
Colonel, USAF
Deputy for Materiel

CBT

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ConAC Form Hq-AC 14
22 July 1949

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HQ
CONTINENTAL AIR COMMAND
CLASSIFIED INTRAOFFICE ROUTING SLIP

Suspense No.	Register No.
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FILE NO:

SUBJECT: Aircraft Maintenance

NO	DATE	FROM	TO	No person is entitled solely by virtue of his grade or position to knowledge or possession of classified matter. Such matter is entrusted only to those individuals whose official duties require such knowledge or possession.
4	21 Mar	C&T	PO&R DO DM	1. Concur with paragraph 2, Comment 2. 2. The proposal for moving Flight "A" of the 5th Rescue Squadron from Selfridge AFB is not favorably considered. Its present central location apparently provides air rescue service to the North Central United States to the satisfaction of ARS MATS and other aviation interests in the Great Lakes area. The rescue potential provided by the 5th Rescue Squadron for the 56th Fighter Wing is also realized by Headquarters Tenth Air Force as indicated by paragraph 2b, 1st Indorsement, which recommends the retention of two (2) aircraft from that flight at Selfridge AFB. This headquarters should not recommend the movement of Flight "A" of the 5th Rescue Squadron for the reasons stated in the attached correspondence and, additionally, should resist any efforts on the part of MATS to relocate this flight. 3. The relocation of the 2242nd AFRTC is not favorably considered. Its present location near the large industrial area of Detroit provides a source for recruitment of personnel. Relocation at this time would disrupt a situation that is finally becoming stabilized insofar as training and procurement of Reserve personnel is concerned. This unit became a 100% Class A unit on 16 February 1950. 4. The maintenance difficulties and the lack of hangar space on Selfridge AFB does limit the maintenance capabilities of the 56th Fighter-Interceptor Wing. The decision by the AF Base Development Board to develop Selfridge AFB for one fighter group appears to have been made without consideration for the AFRTC or the support of an air rescue detachment. As the combat

ConAC Form No-AG 1A
27 July 1949

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HEADQUARTERS
CONTINENTAL AIR COMMAND
CLASSIFIED INSTRUCTION ROUTING SLIP

Suspense No.	Register No
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FILE NO:

SUBJECT: Aircraft Maintenance

NO	DATE	FROM	TO	
4	21 Mar 50	O&T	PO&R DO DM	(Contd) readiness of the 56th Fighter-Interceptor Wing is adversely affected by lack of maintenance facilities and the determination that the 2242nd AFRTC is best located at Selfridge AFB, and the requirement for a rescue detachment at this base dictates that the only feasible solution is the construction of an additional maintenance hangar. It is recommended that the Long Range Base Construction Program be revised so as to program the construction of a large maintenance hangar (142,600 square feet) during Fiscal Year 1951. To assist the AFRTC in its maintenance problems during the interim, it is suggested that two (2) wing docks be constructed. C. W. HAR[illegible] Captain, [illegible] Ext. 220[illegible] DOLF [illegible] MUEHLEISEN Colonel, USAF Director, Opns & Trng
5	21 Mar 50	PO&R	DO DM	Initiated by: Maj GS Weart - Ext 6125 1. Concur with statements of IRS #4 above. 2. The D-Day requirements in addition to the peacetime requirements indicate that additional hangarage at Selfridge is necessary. CHARLES R. BOND, Jr. Colonel, USAF Ext. 3247 B. K. HOLLOWAY Colonel, USAF Actg. D/PO&R Ext. 2143

ConAC Form No-AG 1A
25 June 1949

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9AF 452.1

15 MAR 195

SUBJECT: Supply Support for ORC Aircraft

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

1. The 2236th AFRTC has been experiencing extreme difficulty in obtaining spares for their assigned C-47 aircraft.

2. As evidenced by the attached requisitions, attempts to obtain spares have been fruitless. Until 4 January 1950, spares not available in ORC stocks were obtainable from regular stock only through the use of priority (AOCP) requisitions. On 4 January 1950, AMC published a new procedure relative to supplying reserve components (Incl No. 1) which was more liberal and allowed depots to supply reserve components from the regular stock. This procedure was amended on 6 February 1950, (Incl No. 2) to allow issue of regular stock to reserve components down to the warning point level on routine requisitions. Priority requisitions (AOCP & VDP only) could be processed below the warning point level. The exact policy has been further confused by an indorsement from AMC to MOAMA, dated 6 February 1950 (Incl No. 3). This indorsement gave an even more liberal policy in that all priority requisitions would be filled down to the minimum reserve level. It is desired that this policy be established and followed at all depots.

3. Upon receipt of AMC letter published 4 January 1950, this headquarters requested the AFRTC's to advise immediately of requisitions returned marked "Not Available in ORC Stock. Available in USAF stock on first three priorities only." In general, the AFRTC's equipped with C-46 aircraft experienced little difficulty; however, the 2236th AFRTC, equipped with C-47's continued to receive very unsatisfactory supply action.

4. A staff visit was made to the 2236th AFRTC to determine specific problems being encountered. During this visit, it was found that adequate stock levels had not been established nor had the base supply been able to build up any stock due to the inadequate supply action by the depots.

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9AF 452.1
Hq Ninth Air Force, Langley AFB, Va
Subj: Supply Support for ORC Acft

5. Upon return from the 2236th AFRTC, representatives of this headquarters visited MOAMA, WRAMA, AND MAAMA to determine why the 2236th AFRTC was receiving such poor support. A review of the stock balances for C-47 spares revealed that items carried in the ORC account are practically nil and further revealed that the majority of spares in the AF account are well below the warning point level. This condition automatically precludes the issue of spares to the 2236th AFRTC except on priority requisitions.

6. The Eastern and Western Zone stock balance reports were reviewed and it was found that the preponderance of stock is presently in the Western Zone while MOAMA and MAAMA have practically none. Personnel at MOAMA were queried as to why they didn't bring up the AF levels to at least 120 days and above if possible, so that support could be provided the ORC. Supply personnel at MOAMA stated they were prohibited from requisitioning more than a 30 day level from the Western Zone for MOAMA on instructions from AMC. With this condition existing, it can readily be seen that C-47 reserve aircraft in the Eastern Zone will never receive any benefit from the AMC policy of supporting reserve aircraft from Regular AF Stocks. It was further found that there are very few spares presently on procurement for the ORC.

7. The requisitions listed as Inclosures No. 4 and 5 were reviewed by personnel at MOAMA and MAAMA. It was found that some of the items could have been supplied the Reserve Forces from the regular account, but due to some misunderstanding at the depots, the items were not supplied. Personnel at both depots gave assurance that this condition would be corrected without delay.

8. At present, anticipated delivery from procurement sources to either account for the Eastern Zone is very discouraging. Since the C-47 spares in the Eastern Zone have reached such a low level, it will be practically impossible for the 2236th AFRTC to support the scheduled summer encampment.

9. In view of the above, recommend that action be taken to equally distribute C-47 spares between the Eastern and Western Zones. Only then can the Reserve Forces realize any benefit from the current

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ConAC Form AAG 5
Revised 22 November 1949

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Maj J H Jennette

@AF 452.1
Hq Ninth Air Force, Langley AFB, Va
Subj: Supply Support for ORC Acft

AMC policy with resultant higher aircraft in commission rates.

FOR AND IN THE ABSENCE OF THE COMMANDING GENERAL:

HAROLD W. BOWMAN
Colonel, USAF
Vice Commander

5 Incls:
1. AMC Ltr dtd 9 Jan 50
2. AMC Ltr dtd 6 Feb 50
3. 1st Ind fr AMC to MOAMA dtd 6 Feb 50
4. Reqns submitted to MAAMA
5. Reqns submitted to MOAMA

AMS-S 452.1 (15 Mar 50) 1st Ind Maj JHJennette/2121/dls

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York 4 APR 50

TO: Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio

1. This report of difficulties encountered in attempting to afford supply support for Air Force Reserve aircraft is forwarded for any action deemed necessary by your headquarters.

2. Although requisitions, included as Inclosure #4, were coded by the depots prior to issuance of letter your headquarters, 6 February 1950, Subject: "Processing Air Reserve Forces and Air ROTC Requisitions," it is to be noted that these requisitions were hand-carried to Mobile Air Materiel Area and Middletown Air Materiel Area for review after the publication date of cited letter.

3. It is recommended that the present policies be revised in a manner that will permit sufficient stockage at Air Force Reserve Training Centers to support Air Force Reserve aircraft.

FOR THE COMMANDING GENERAL:

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Basic ltr fr Ninth Air Force 15 Mar 50 to CG ConAC, "Supply Support for ORC Aircraft"

2d Ind MCMSX043/RLF/mgr

Hq AMC, Wright-Patterson Air Force Base, Dayton, Ohio, 21 April 1950

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

1. The problem outlined in basic communication has received considerable study within the Supply Division, Headquarters Air Materiel Command to determine the probable causes and recommended changes required to assist the Air Force Reserve bases in alleviating the high AOCP rates of Air Force Reserve C-47 and B-26 aircraft.

2. Provision of adequate supply support of C-47 and B-26 type aircraft has presented considerable difficulties inasmuch as these aircraft were assigned to the Air Force Reserve activities without any advance procurement planning information and, consequently, had to be supported from assets available in the Air Force account. Spare parts for C-47 aircraft procured with Fiscal Year 1949 Air Force Reserve funds are being received from the contractor with distribution to both the eastern and western zonal depots in consonance with the aircraft assigned. Maximum procurement of spare parts within the limitations of Fiscal Year 1950 reserve funds has also been initiated; however, deliveries from these contracts are not expected for another 12 months.

3. Reference paragraph 6, basic communication. Existing procedures contained in paragraph 89, Section IX, Part II, AF Manual 67-1, outlines the responsibilities of zonal, master, specialized depots and Headquarters Air Materiel Command regarding warning point and minimum reserve levels.

4. Headquarters Air Materiel Command letter dated 6 February 1950, subject, "Processing Air Reserve Forces and Air ROTC Requisitions" will be amended to permit these activities to obtain operating supplies and spare parts from the Air Force account within the first three supply priorities until the Air Force minimum reserve level has been reached. When the Air Force minimum reserve level has been reached only AOCP requests will be processed for supply action. This letter presently limits withdrawal from the Air Force account below the warning point level strictly to AOCP requirements. This new policy will give the Air Force Reserve and Air

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ConAC Form AAG 8
Revised 4 April 1950

Basic ltr fr Ninth AF, 15 Mar 50, "Supply Support for ORC Aircraft".

National Guard aircraft comparable supply support as rendered to the active Air Force and should materially reduce the Air Reserve Forces AOCP rates.

FOR THE COMMANDING GENERAL:

/s/ C W Hahn
Lt Col USAF
Chief, Opns Office
Supply Division

APM 5 Incls.
PS n/c

Capt GEHoffman/4136/jp

9 MAY 1950

MSA3-S 452.1 (15 Mar 50) 3rd Ind.

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

Commanding General, Ninth Air Force, Langley Air Force Base, Va.

1. Reference is made to letter, MSA3-S 400.312, this headquarters, [illegible] April 1950, "Processing Air Reserve Forces and Air [illegible] Requisitions", and inclosure thereto.

2. Referenced letter and inclosure implement the policy outlined in paragraph 4, 2nd indorsement.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

[illegible]

Incls.
[illegible] cy incl not included;
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ROUTING	COORDINATION	STAFF ACTIVITY
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FOR DIRECTORATE USF

Prepared By

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ConAC Form HQ-AG 9
17 August 1949

Maj KRLewis/1124/gas

MSRS-M 452.1

SUBJECT: Aircraft Maintenance, Continental Air Command

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

1. Reference is made to telephone conversation between Colonel Victor Anderson, your headquarters, and Colonel M. G. Ferguson, this headquarters, relative above subject.

2. Attached are copies of Daily Operational Status Reports, submitted by organizations, and copy of an Aircraft Maintenance Study prepared by the Aircraft Maintenance Branch for the Deputy for Materiel of Continental Air Command.

3. Inclosure #1 will give a picture of the varied factors contributing to the maintenance problems in the field, and Inclosure #2 presents a basic study of overall deficiencies adversely affecting the accomplishment of aircraft maintenance in accordance with acceptable standards.

4. This headquarters is aware of the problems confronting it with regard to aircraft maintenance, and continued action, commensurate with its jurisdiction, is being taken to correct difficulties and improve the standards of workmanship throughout Continental Air Command.

FOR THE COMMANDING GENERAL:

V. E. MURPHY
Lt. Col., USAF
Asst. Air Adj. Gen.

2 Incls
1. Daily Operational Status Reports
2. Acft Maint Study (dup)

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

Register No. K007
Date Mailed
By

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L-49-804

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AIRCRAFT MAINTENANCE STUDY

This study presents a combination of circumstances which are effecting aircraft. Maintenance correction action, wherever possible, has been or will be taken on all items with a suspense date of 30 June 1950.

1. Personnel

Lack of stabilization of personnel. Personnel are transferred too rapidly to obtain efficiency.

Lack of sufficiently qualified personnel in supervisory positions. Personnel are assigned supervisory positions in accordance with rank rather than qualification.

Malassignment of supervisory personnel. Personnel with ability in specific fields are not assigned in those fields.

Attitude of personnel for "personal gain" rather than "personal service" to the USAF. Too many men work just for their own good rather than for the good of the Air Force.

Non-commissioned officers are no longer non-coms. Due to the lack of support from officers and the absence of an Air Mechanics rating, non-coms are below the standards of the pre-war Air Force.

Lack of initiative in most personnel. If written instructions do not exist, no action is taken. Or written instructions are followed too closely.

T/O&Es do not change as fast as equipment. Additional or new equipment are added to a unit and the T/O&E is not supplemented or changed until the unit takes aggressive action thru channels. This is due to poor planning by Hq AMC and Hq USAF.

Lack of proper living quarters. The fight for a place to live upon assignment to new bases causes a drop in morale and a drop in efficiency.

Officers do not have required capabilities. Due to the lack of interest or opportunity for training, too many officers do not have the capability to perform their assignments.

Inadequate classification system. Requirements and classification boards are not rigid enough to insure qualification on assignment of a new AFSN.

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Acft Maint Study (Cont'd)

Crew Chief responsibility. Due to the complicated equipment on aircraft and the greater number of specialists, the principle of the Crew Chief being responsible for the maintenance and inspection of his aircraft is being violated.

Procedures to discharge incompetent civilians are too cumbersome. In some cases, Civil Service Regulations seriously handicap any effort to discharge an incompetent civilian.

Staff officers lack maintenance training. The majority of staff officers do not appreciate or understand aircraft maintenance.

2. New Equipment

Issue of new equipment prior to thorough test and evaluation of the operational suitability of such equipment. Typical examples are the F-84 type aircraft, ejection seat, and the A-12 sight.

Responsibility for new equipment not clearly defined. Example of this is the ejection seat which contains an explosive. After nine (9) months of follow-up action, Hq AMC decided that responsibility rests with the Crew Chief with help from armament.

Tools and equipment publications not available for long periods after receipt of equipment. Poor planning by Hq AMC has caused intangible damage to new equipment due to lack of proper tools and technical "know-how".

3. Training

Lack of on-the-job training. Some units have no on-the-job training and others are hampered by the lack of opportunity to train the recruits due to additional duties.

Improper utilization of technical representatives. Units use technical representatives to do the work rather than using them to teach their own personnel.

Unqualified personnel sent to schools. School quotas are filled too often by available personnel rather than qualified personnel.

Non-familiarization with Technical Orders or Handbooks. Some personnel are not only not familiar with existing Technical Orders, but there is no system which insures that they become familiar with new Technical Orders.

4. Periodic inspections.

Lack of understanding of inspections by officers in high positions. Some officers discuss and make policies on inspections without sufficient knowledge of the details of the inspections.

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Inspection system not flexible enough. This may not be a fault of the system but regardless, some personnel follow inspection periods without use of common sense.

Jet engine lift not considered sufficiently. Inspection periods are determined more on airframe time rather than jet engine time.

5. UR system

Insufficient URs on procedures. Practically all URs are on materiel failures and are not submitted on faulty instructions or procedures.

Lack of information regarding any failure or malfunction. Some URs are submitted with lack of sufficient and/or clear information to be understood.

Personnel are not properly indoctrinated in the system. The UR system is one of the most valuable and best systems in the Air Force, yet some personnel not only do not know of the system but do not know how it works.

No inter-service exchange on URs on common equipment. This is a Hq AMC responsibility and logically should be accomplished.

6. Facilities

Lack of sufficient and efficient maintenance facilities. Too many of our bases are using facilities designed for pre-war operations.

Existing facilities not used to fullest extent. The use of more than one shift to obtain maximum utilization of facilities is rarely done.

7. Organization

Tendency to let organizational maintenance slide and accumulate. This is also true for field maintenance. The lack of Technical Order compliance is a clear indication of units waiting for someone else to do the work.

Lack of timely support from supply. Maintenance and supply do not get together often enough and anticipate requirements.

8. Publications

Technical orders not sufficiently specific allowing too many interpretations. Hq AMC has allowed their technical writers too much freedom and have not insisted on double check by technical experts.

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Acft Maint Study (Cont'd)

Insufficient distribution of Technical Orders. Personnel responsible for distribution of Technical Orders are not effecting distribution to the unit or section that will do the work.

Parts catalogs do not show overlapping parts and supply data and are not sufficiently illustrated. Exploded views are needed so mechanics can see inter-connecting parts. Lack of supply data and illustrations often make it difficult for the mechanic to find the part in the stock list.

Non-utilization of inspection guides. Some inspectors inspect from memory rather than from prepared guides.

9. Technical Order compliance.

Units do not take efficient action on Technical Orders. Non-compliance with technical orders by units is a continuous problem.

Technical orders are issued before kits and parts are available. Hq AMC has been questioned on this and admits that coordination between maintenance and supply could be improved.

10. Discipline

All levels of command do not comply with existing maintenance procedures and policies. This is true mainly because some commanders and air inspectors do not insure the compliance with logistical instructions.

11. Reclamation and salvage.

Pick-up, repair, or salvage of unassigned aircraft subtracted from manhours available to units. Units are called upon to handle aircraft they are not familiar with and do not have the proper handling equipment resulting in a burden on the unit.

12. Transient Aircraft

Maintenance of transient aircraft reduces manhours available to units. The number of transient aircraft at some AFRTCs causes deviation of support to their mission. Present economy move will help this.

13. DIR scheduling

Poor supervision of scheduling of aircraft to depots, allowing aircraft to be held in storage too long. AMC has its problems but improvement could be made in DIR scheduling to increase utilization of aircraft.

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Acft Maint Study (Cont'd)

14. Air Inspection System

Technical inspection system not efficiently established to insure good maintenance. There is no satisfactory system established for air inspectors of commands and air forces to make spot check technical inspections of aircraft.

Operational Readiness Test and Annual Inspections not accomplished at same time. The accomplishment of ORT and Annual Inspection at the same time will reduce the time subtracted from the unit in performing its mission. The ORT will also make the Annual Inspection more realistic.

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452.031

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

AIR MAIL

MS&S 452.031

SUBJECT: Last Half Fiscal Year 1950 Depot Reconditioning Requirements for In Service Aircraft, Continental Air Command

TO : Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio ATTN: MCMESC-32

1. Reference is made to message, your headquarters, MCMOXC-32-11-202, 9 November 1949.

2. In accordance with referenced message, attached hereto is subject requirements for this command. Latest SC-K-61 Report and programmed requirements of the USAF Reserve Program were taken into consideration in the compilation of this report.

3. It will be noted that B-29 aircraft were assigned No. 1 precedence. It is urgently recommended that this type aircraft be given top priority in planning your depot work program for following reasons:

a. Eight (8) of the nine (9) B-29 type aircraft assigned to this command were received on Project CNCOSB-5 in a severely deteriorated condition and will require approximately three months of continuous maintenance to return them to a serviceable condition. These eight (8) aircraft are urgently needed by Radar Calibration Units of this command for high level calibration purposes.

b. The remaining B-29 is used for high altitude training and target towing missions for the Army Field Forces. The demand on this aircraft requires it to be in such a condition as to be capable of performing continuous missions of prolonged duration.

4. In addition to requirements of Technical Order 00-25-4, it is requested that the project established to recondition B-29 aircraft be extended to include removal of guns, turrets, central fire control equipment and all removable armor plating.

5. Only Regular USAF and Air Reserve activity aircraft are included in this report. Air National Guard requirements were not included inasmuch as this headquarters has no logistical jurisdiction

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Ltr to CG, AMC, Wright-Pat AFB, Dayton, Ohio, Attn: MCMLXC-32, File MS&S 452.031, Subj: Last Half FY 1950 Depot Reconditioning Reqmts for In Service Acft, ConAC (Cont'd)

over the functions of the Air National Guard. In this connection, reference is made to message, this headquarters, AFConAC M&S 40102, 14 November 1949.

6. Reports Control Symbol, AMC-MD-SP1331 is assigned this report.

FOR THE COMMANDING GENERAL:

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ESTIMATED RECONDITIONING REQUIREMENTS FOR LAST HALF FISCAL YEAR 1950-ConAC

Desired Input Schedules - All ConAC Air Forces

Precedence	Model Acft	Quantity	Jan	Feb	March	April	May	June
#1	B-29	9	2	2	2	2	1	-
#2	T-11	156	28	28	28	25	26	24
#3	T- 6	231	41	43	40	40	36	31
#4	C-45	36	6	6	6	6	6	6
#5	T- 7	8	2	2	1	1	2	-
TOTALS		442	79	81	77	74	70	61

23 November 1949

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		AFROTC
		GS
		DO
		O&T
		PO&R
		Comm Bldg
		Int
		CAD
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Conac Form AAG 5
Revised 4 April 1950

Maj RDSalter/1124/gas
2 MAY 195

MSAE-M 452.13

SUBJECT: Inspection R-3350 Engine Distributor Assemblies

TO : Commanding General, Fourth Air Force, Hamilton Air Force Base, Hamilton, California
CGs 9th & 12th AFs

1. In accordance with message, MCWRT23-4-8-E, Hq Air Materiel Command, 26 April 1950, all R-3350 engines your command will be restricted from further flight until following inspection has been accomplished. Inspection of distributor assembly will be accomplished as soon as possible on all R-3350 engines incorporating high tension ignition systems overhauled prior to 1 April 1950 and necessary corrections made. Inspection will be accomplished with aid of depot personnel if necessary.

2. Difficulties reported are being caused by misalignment of distributor drive shaft in the bushings and interference between the distributor head and finger electrodes. Perform inspection as follows:

a. Make distributor housing accessible and remove distributor cover and blocks.

b. Visually check for indication of distributor finger-to-block electrode interference.

c. Visually check for indication of oil in distributor housing.

d. Position a dial indicator pick-up arm on the distributor drive shaft at 90 degrees to the drive shaft apply moderate pressure in both directions on same plane as dial indicator. Pick-up arm moves records shift of shaft in bushing. Repeat this check at position 90 degrees around the shaft.

e. Remove distributor finger and finger coupling and visually inspect bearing surface of coupling for overheating as will be indicated by discoloration of the bearing surface.

f. Remove garlock seal retainer and seal and visually check for indication of bushing failure as indicated by bronze particles.

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MHAS-M 452.13
Subject: Inspection R-3350 Engine Distributor Assemblies (Cont)

g. With the aid of a light, check interior of bushing for indication of lubrication, indication of seizure, chipping, looseness and cracking.

h. With garlock seal still removed, slip coupling onto shaft and into bushing to check for misalignment of the coupling to either the bushing or on the shaft. In the event excessive force is not required repeat not required to slip the coupling over the shaft into the bushing, remove coupling and reinstall garlock seal using a new seal if necessary and reassemble the coupling and distributor finger. Reinstall coupling to shaft using a maximum of 60 inch pounds on the drive shaft nut.

i. With the distributor finger installed, measure space between end of finger electrode and inside piloting surface of the ignition distributor drive housing by using numbered or lettered drills as go-no-go gauge, after establishing this measurement multiply this figure by two (2) and subtract the product from 6.564 inches, which is the inside diameter of the piloting surface in the drive housing. The resultant figure is the working diameter of the distributor finger.

j. Measure inside diameter of head electrodes in all nine (9) positions using inside micrometer stock no 7900-073580, in the event micrometers are not available use bar stock of known length and feeler gauge.

k. Subtract the working diameter of the distributor finger from smallest electrode inside diameter as measured in j above. Divide this figure by two (2) which will give the final dimension of the air gap between the distributor head and finger electrodes to reduce the possibility of finger interference. This air gap should not be smaller than .020 inch or larger than .060 inch. The size of air gap will affect the amount of RPM drop encountered during single ignition check, therefore it is desirable to maintain the minimum allowable dimension if possible. If necessary, material will be removed from the finger electrode to insure minimum allowable gap dimension.

l. Prior to installing the distributor block, the distributor finger and block will be checked for cleanliness and condition of wax coating, satisfactory distributor block and fingers requiring cleaning and waxing will be treated as outlined in TO 03-50-24.

m. The following conditions will be cause for replacement of the complete distributor housing and governor drive assembly distributor shaft to bushing misalignment distributor shaft-to-bushing clearance in excess of .008 inch scoring of the bearing portion of the coupler indication of failure of the bronze bushing scored-chipped-cracked or loose. Bushing replacement distributor housing and governor

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		MPP
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ConAC Form AAG 8
Revised 4 April 1950

MCAS-M 452.13
Subject: Inspection R-3350 Engine Distributor Assemblies (Cont)

drive assemblies will be obtained from OCAMA or SMAMA on an exchange basis.

n. TO 02A-35JA-2B is being prepared. An entry on AF Form [illegible] indicating compliance with this inspection using assigned TO number should be made for affected engines.

o. Effective as of 0800 hours, 28 April 1950, daily report will be submitted by teletype to Hq Air Materiel Command, Attn: MCMXT23, with information copy this headquarters. Following information will be contained in report:

(1) Number engines encountered with shaft misalignment and the air gap established between the distributor block and finger electrodes.

(2) Indication of lubrication of the bushing as outlined in Sec g above.

(3) Type propeller installation.

(4) Total number engines installed and spares affected at each base.

(5) Number engines requiring distributor replacement or reworked locally. Subsequent reports will indicate number engines on which the inspection was completed that day.

(6) Date of overhaul and depot name performing same on engines requiring rework.

(7) Number engines on which distributors were locally corrected and number requiring replacement of the complete assembly.

3. Information required in daily reports vitally necessary to permit parts scheduling to meet field requirements. Replacement distributor housing and governor drive assemblies can be obtained on an exchange basis from OCAMA and SMAMA.

4. Reports control symbol AT[illegible]-D-855A assigned these reports.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

ELLIS V. WIDNEY
Capt., USAF
Asst. Air Adj. Gen.

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C O P Y
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Hq. Continental Air Command, Mitchel AFB, NY RESTRICTED
Priority Priority

Commanding General
Fourteenth AF, Robins AFB, Ga

CG, Eastern Air Defense, Mitchel AFB, NY
CG, Western Air Defense, Hamilton AFB, Calif
CG, Tactical Air Command, Langley AFB, Va

AFConACG 14712 Following msg received from Hq AMC, is forwarded for your action and compliance. "MCMEXT21-6-20-E Grounding restrictions on acft with J35-A-17 engs installed are hereby rescinded when J35-A-17A engs incorporating air-oil-mist lube systems are installed. Activities operating said acft will be advised availability of mod engs. Request Hq AMC MCMSST21 be advised if failures are experienced on J35-A-17A engs. Request all cmds notify subordinate activities accordingly AMA's will advise AMC stations within their geographical areas. Signed Maint Div.

CG ConAC

OFFICIAL BUSINESS

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B. Marsden Major USAF

Staff Duty Officer 3136 SDO

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

25 April 1950

MS&S-M 452.13

SUBJECT: Unsatisfactory Engine Condition Discovered During "Portrex" Exercises

TO : Director, Maintenance, Supply and Services, Headquarters USAF, Washington 25, D.C.
ATTENTION: AFMSP-2-A

1. Reference is made to your two (2) messages, AFMSP-2-A 54978, 10 April 1950, and 55186, 14 April 1950.

2. Your message 54978 refers to Shaw A FB, where engines were assembled and air freighted to Ramey AFB. The unsatisfactory engine condition discovered during "Portrex" was encountered by the 31st Ftr Gp whose home station is Turner AFB.

3. As is probably known by your headquarters, the unsatisfactory engine condition was initially discovered by the 27th Ftr Gp, Bergstrom AFB. Following discovery of the unsatisfactory condition at Bergstrom AFB, all F-84E aircraft this command were grounded by message ATK 564, Hq Air Materiel Command, 24 February 1950.

4. As of 24 April 1950, this headquarters has received forty-two (42) Unsatisfactory Reports from the 31st Ftr Gp, Turner AFB, relative to subject unsatisfactory engine condition.

5. Attached are copies of three (3) Unsatisfactory Reports which are representative of total reports received.

FOR THE COMMANDING GENERAL:

3 Incls
1. UR 50-223, 6 Apr 50 (dup)
2. UR 50-191, 7 Apr 50 (dup)
3. UR 50-229, 10 Apr 50 (dup)

JAMES W. SMITH
Captain, USAF
Asst. Air Adj. Gen.

A-C

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OPERATIONAL PRIORITY AT 1316 122357Z MAY

FROM CG AMC REQUIRES PARAPHRASE

TO CG'S MAMA, MOAMA, WRAMA, SAMA, SAAMA, OCAMA, MATS, AIR TNG COMD, SAC, APG, CONAC, AFRU, ALAIRC, SP WEAPONS COMD, BOLLING AFB, NATL GUARD BUREAU ATTN AVN GP, WASH DC

INFORMATION TURNER AFB, EDWARDS AFB, HOLLOMAN AFB, SAN BERNANDINO AFB, CG, CAIRC, CG FEAF, CG USAFE, BUAER, WASHINGTON, DC
DIRECTOR OF FLYING SAFETY RESEARCH INFO, SAN BERNADINO AFB, CALIF.
DIR OF MS&S, WASHINGTON, DC
DPTY INSP GEN FLD OFF OF INSP GEN, KELLY AFB, TEXAS

MBR FAILURES EXPERIENCED DUE TO PRESENT OIL LUBE SYSTEM CONFIGURATION MAKES IT NECCESSARY TO RESTRICT FROM FLT ALL ACFT WITH JIG THREE FIVE DASH ABLE DASH ONE SEVEN ENGS INSTALLED EXCEPT TEST ACFT AT ENG AND ACFT MFGRS PLANT AND FOX DASH EIGHT FOUR EASY ACFT ASGD BY AMC FOR SPECIAL SERVICE TEST ON AIR DASH OIL DASH MIST LUBE SYSTEM PD AUTHORITY GRANTED FOR ONE TIME FLIGHT OF ACFT FOR RETURN TO HOME STA AT DISCRETION OF HOME STA CO PD REQUEST ALL COMDS NOTIF Y SUBORDINATE ACTIVITIES ACCORDINGLY PD AMAS WILL ADVISE AMC STATIONS WITHIN THEIR GEOGRAPHICAL AREAS

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JOINT MESSAGEFORM

CONFIDENTIAL

HQ CONTINENTAL AIR COMMAND MITCHEL AFB N Y PRIORITY

CG 14TH AF ROBINS AFB GA

AT1762 CONFIDENTIAL

C 862 . AT1762, Hq Air Materiel Cojmand, 20 June 50, stated that all aircraft with J35-A-17 and -21 Engines installed are hereby restricted from further flight except test aircraft at Engine MFGR and at MUROC. Authority granted for one time flight of aircraft for return to home station at discretion of home station CO. Request all commands notify subordinate activities accordingly. AMAS will advise AMC stations within their geographical areas.

CG ConAC

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Maj R D Salter/gas
DS&S-M 1124

s/ B H Gemmel
t/ BRUCE H. GEMMEL
Capt USAF
Asst Adj Gen

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MS&S-S 452.11

3 Feb 1950
Maj JHJennette-2121/gcs

SUBJECT: J-47 Engines

TO : Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio
ATTENTION: MCMSXB

1. The shortage of J-47 type engines at Langley Air Force Base is seriously affecting support of the 47th Bomb and 4th Fighter Interceptor Groups. The flow of this type engine through engine build-up section has been such that built-up engines are not available when necessary, thus decreasing the in-commission rate of B-45 and F-86

2. Requisitions submitted by Langley Air Force Base have, for the most part, been only partially filled. A list of the requisitions with action taken follows:

Requ No.	Quantity	Depot	Action Taken
50-24	15 ea J47-GE-13	904	13V 2 BO
50-29	8 ea J47-GE-13	904	8 BO
50-31	30 ea J47-GE-13	906	2V 28 BO 904
50-31	18 ea J47-GE-15	906	12V 6 BO 904
50-27	12 ea J47-GE-7	904	7 BO
50-15	11 ea J47-GE-9	904	11 BO

3. Request this command be advised of:

a. Action taken to satisfy requisitions listed in paragraph 2.

b. Percentage of support your headquarters will be able to furnish the B-45 and F-86 in regards to the subject engine within sixty (60) days.

FOR THE COMMANDING GENERAL:

JAMES M. STRIBLING
1st Lt., USAF
Asst Air Adj Gen.

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HQ CONTINENTAL AIR COMMAND MITCHEL AFB NY

PRIORITY

CG 1ST AF MITCHEL AFB NY (COURIER) XX
CG 9TH AF LANGLEY AFB VA
CG 12TH AF BROCKS AFB TEX XX

MS&S-M_____. Subj: Eng explosions, J-47 type engs. Four recent eng explosions have occurred in this comd. Problem is under inves by Hq AMC. Pending compl of inves, believe that explosion caused by compresser stall slug excess fuel to accumulate in combustion chambers. Theory is that rapid adv of throttle causes a momentary drop in main sys fuel pressure, is then compensated for by emerg sys and results in less critically regulated fuel being delvd to eng. As an interim meas, fol action will be taken by:

A. Assure that TC 02R-105E-7 has been complied with.

B. Assure that pers understand and are fol prescribed eng instrs during all phases of eng opr.

C. Throttles will not be rapidly advd or retarded.

D. Emerg URs with info cy this hq will be submitted on all eng explosions this type or other jet engs.

CC CONAC

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Lt Col R L Dustin/gas

MS&S-M 1124

JAMES M. STRIBLING
1st Lt. USAF
Asst Air Adj Gen.

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MS&S 452.04 8 Apr 1950

SUBJECT: Recording Needle for Tail Temperature Gauge

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

1. At a recent Familiarization Course for the J-47 engine, conducted at the General Electric Plant, Lynn, Massachusetts, attended by members of this command, it was emphasized that excessive operating temperatures, more than any other single factor, were reducing the life expectancy of the engine. One example given was, that an overheat condition of 150° would reduce the life expectancy of the turbine 150 hours.

2. A review by this headquarters, of probable causes of engine failures in F-86 type aircraft has, in the majority of cases, reflected excessive operating temperature either at the time of, or prior to the actual failure. The excessive temperatures are due primarily to improper operation at high altitude, or as a result of hot starts. The failure of various engine parts during engine operation, attributable to previous unknown overheat conditions, can result in extensive damage, which could otherwise be prevented if an accurate record of overheat conditions could be obtained and necessary inspection and/or replacement of the engine accomplished.

3. Various methods have been employed to assure reporting of overheating conditions by operating personnel, such as education regarding the seriousness of the situation, or by visual double check in ground operations i. e., Crew Chief standing on wing, oberving temperature gauge while pilot starts aircraft, or Flight Chief double checking Crew Chief starts. These methods have not produced the desired results of a reduction of failure during engine operation, complete data on overheat conditions occurring on each engine, or a check on continued improper procedures on the part of operating personnel.

4. In view of the above, it is recommended that the present tail pipe temperature gauge be modified to include a oneway, semi-permanent rider recording needle, in addition to the normal operating needle. This unit could be similar to that used in an accelermeter. A unit of

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MS&S 452.04
Subject: Recording Needle for Tail Temperature Gauge

this type could be constructed so as to allow resetting of the rider needle by the Crew Chief or other designated personnel at the completion of each flight, making it possible to record a complete accurate history of overheat conditions due to improper inflight operation or hot starts. The data obtained from this history would assure completion of engine change in event of extreme overheating (1000° C or above) or a specified number of lesser overheat conditions (870°-1000°C), as well as special inspection as condition may require. This history would further assist in any future engine failure analysis, by being able to eliminate the possibility of, or accurately estimate the amount of damage contributable to materiel weakened by excessive operating temperature.

FOR THE COMMANDING GENERAL:

E. C. FOSTER
Colonel, USAF
Air Adjutant General

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MSAS-M 452.13

Maj RDSalter/1124/gas
25 May 1950

SUBJECT: Starter Generators for J47 Series Engines

TO : Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio
ATTENTION: MCMMXT

1. The following information was extracted from the Weekly Activities Report, 18 April 1950, from the 1st Fighter-Interceptor Group, March AFB, California: "Six (6) more starter generators failed this week. This condition will remain with great cost to the Ari Force until generators type B2A are removed from service and replaced with modified B-8A generators. Service test of fifteen (15) B-8A series on aircraft in this organization has proven them very satisfactory."

2. In accordance with TO 02B-105E-22 the B-8 starter generator was replaced by either B-1, B1A, B-2 or B-2A.

3. From the remarks of the 1st Fighter-Interceptor Group, it appears that they have encountered considerable difficulty with the B-2A type generator. Further, the mention of the service test on fifteen (15) B-8A series generators leads this headquarters to assume that the B-8A is a new or modified unit.

4. Your comments are requested pertaining to the B-2A and B-8A as contained in weekly activites report. Further, if your headquarters in considering the replacement of present type generators with the B-8A, such information would be appreciated.

FOR THE COMMANDING GENERAL:

FRANK MILLER
Captain USAF
Asst. Air Adj. Gen.

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99

PRESENTATION

Service Test Program for the Repair and Replacement

of Major Components in Jet Engines by Field Maintenance Activities

and Results Obtained To Date

Prepared by

SAMUEL T. HIXSON
Lt. Col. USAF
Assistant, Maint. Tech. Sect.
Maintenance Div.

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c. It was then necessary to:

(1) Establish a three-week training program for personnel from each service test activity, each crew to be comprised of a Project Officer, an Inspector, and four Mechanics;

(2) Establish a complete list of tools necessary to effect replacement of assemblies, and make one set available to each effected activity;

(3) Establish a tentative break-down of spare parts requirements for approximately a thirty-day stock level and supply these parts to the activities.

d. Service tests were begun at Williams and Hamilton Air Force Bases in November 49. Weekly reports are received from these bases giving essential data requested under this program. Field visits are made to these activities to furnish technical assistance as required.

e. Originally, it was not apparent that an engine run-up stand with thrust measuring devices was required. However, further investigation resulting from field reports disclosed that high temperature operation, low thrust, over-speeding, excessive vibration, as well as external fuel and oil leaks, are causes for premature engine removal and replacement. To reduce abnormal engine replacement resulting from these conditions, it was determined that a run-up stand should be made available for evaluation during the course of the service test.

f. A semi-permanent run-up stand was designed, constructed, and installation completed at Williams Air Force Base on February 50. Hamilton Air Force Base and a mobile unit for use of a non-stationary base will be made the addition of [illegible] equipment, [illegible] duration of the service test.

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[illegible]TION

6. Because of the excessive number of individual bucket failures, which would normally require replacement of Turbine Wheel Assemblies at Field Level, replacement of individual buckets at this level was investigated in view of the economy to be effected.

(1) This preliminary investigation revealed that buckets were being manufactured and supplied in four base sizes, with moment balances ranging from 1 to 180. The quantities of spare buckets for field repair were excessive and could not be supported. Analysis of this condition resulted in providing spare buckets of one base size with reduced moment balance variation and preground bucket tips. Currently, spare buckets are furnished in pairs, permitting individual bucket replacement without removal of the turbine wheel assembly. Subsequent to this, authority was granted organizational personnel at [illegible] air force base to replace individual buckets on J47-A23 engines without removal of the engine from the aircraft. It is not considered practical to change individual buckets on the earlier series J47 engines, due to bucket design and grinding requirements of the bucket base after installation.

(2) Removal of the J47 engine turbine wheel buckets cannot be accomplished without removal of the turbine wheel assembly [illegible] installation in the forward side of the [illegible].

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[redacted]

(2) Excessive [illegible] failures resulting from [illegible] have also been experienced in the Far East Theater. In light of the success of the individual bucket [illegible] at Williams Air Force Base, an A.F.S.C. representative was directed to [illegible] to establish an identical program.

(3) More recently, excessive bucket failure in the Pratt & Whitney J-57 caused increased spare engine requirements. To maintain efficiency and effect economy, approval for individual bucket replacement was given that theater.

h. The service test is to be expanded to include the J-57 series engines. Personnel from Langley Air Force Base are presently undergoing training for this service test.

i. Particular emphasis is given the fact that the [illegible] be accomplished at field [illegible] level.

j. [illegible]

See Inclosures 1 through 5.

1-Chart J-33

2-Chart J-33

3-Chart J-35

4-Chart J-47

5-Chart [illegible]

[illegible]

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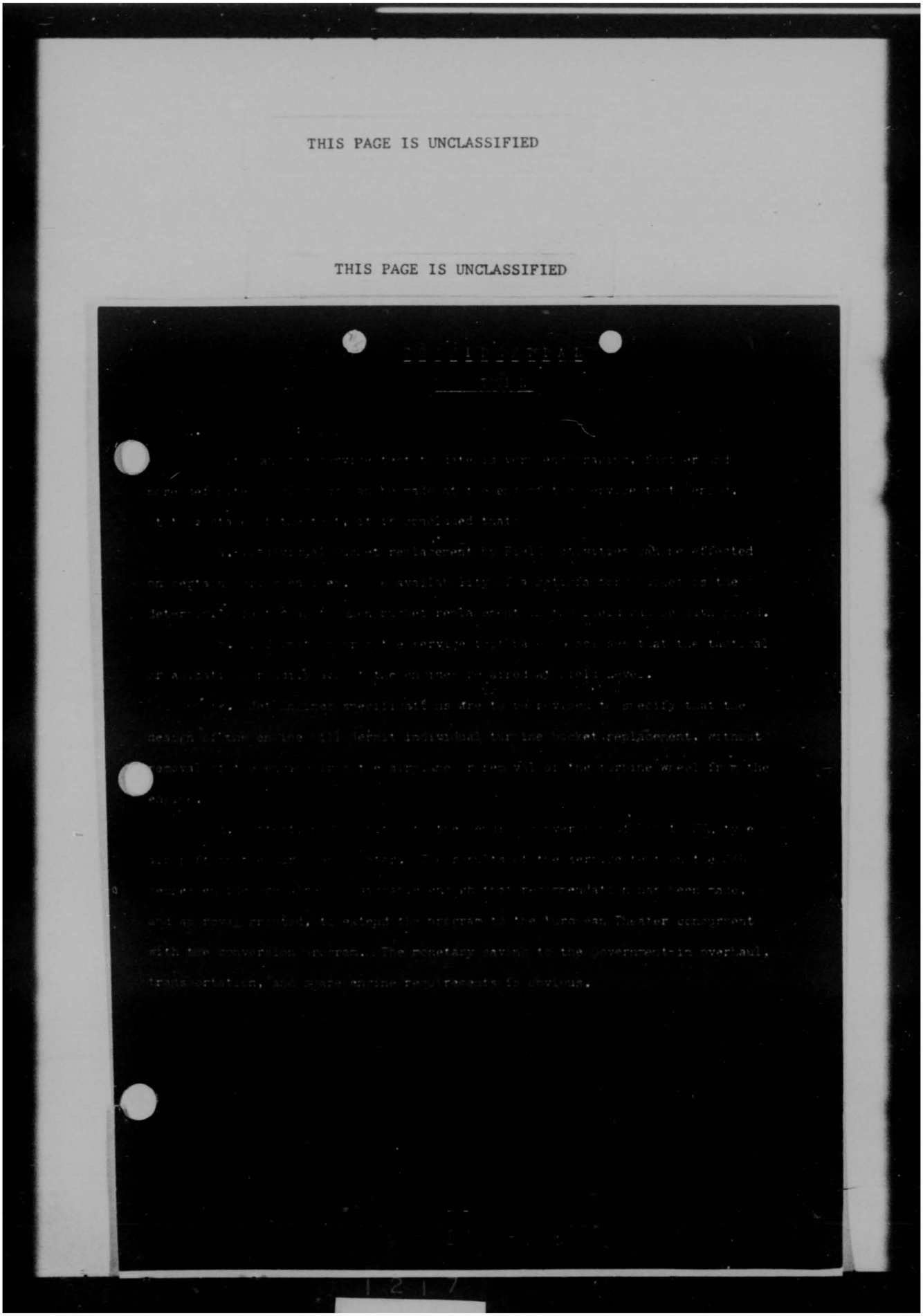

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MS&S-M 452.13 Maj RDSalter/1124/gas

SUBJECT: Increasing Engine Life Between Overhauls 7 Feb 1950

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

1. Reference is made to 1st Indoresement 9AF 452.13, your headquarters, 10 January 1950, to letter, this headquarters, 5 January 1950, file and subject as above.

2. Contents of referenced Indoresement do not disclose whether or not units under your command have initiated or have placed into effect a constructive program for increasing engine life between overhauls. It is imperative that an effective program be established by every unit of your command with the least practicable delay. Further, your headquarters will be expected to closely monitor each program with the idea of implementing it where necessary, in order that the highest degree of effectiveness may be obtained.

3. It is directed that a report be submitted by each unit of your command, including the following information:

a. Is such a program in effect at the present time?

b. If such a program is not in effect, give firm date by which a program will be established.

c. If a program is in effect, forward two (2) copies of complete program. If a program is not in effect, forward two (2) copies of complete proposed program.

4. Reports will be forwarded to reach this headquarters not later than 17 March 1950. Reports control symbolCNC-MD-SP23 is assigned this report

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

V. E. MURPHY
Lt. Col., USAF
Asst. Air Adj. Gen

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C O P Y
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TELECONFERENCE

JEMCN V JEGCN
TTY CONF NR 45/50 25/1830Z JAN
FRM CG CONAC MITCHEL AFB NY
TO CG 14TH AF ROBINS AFB GA
CLASSIFICATION: C ON F I D E N T I A L
SUBJECT: AIRBORNE RADAR MAINT 314TH T C GP
PRESENT ConAC: Mr. Ashby DC E ConAC
Sq Ldr Matheison DCE ConAC
Capt Goodson MS&S ConAC
Lt Bartz MS&S ConAC

PRESENT 14th AF: Major Cooney
Capt Merger

JEMC 1

At present 314th Trp Car Wg authorized an aggregate of 100 radar maintenance personnel in SSN's 349 853 055. Of this number only 7 are assigned. We have in mind consolidating these 7 within the M&S Group along with all available test equipment which is very limited within the Wing. There are five airborne radar sets installed in each C-82 and C-119 aircraft of the 314th and 316th Trp Car Groups. From the above information you can see that 00 percent maintenance is impossible. Request your concurrence or nonconcurrence in the possibility of removing APN-9 ANG APN-12 sets from all aircraft except four per squadron . Ga. Pls

ConAC 1 /C O N F I D E N T I A L/
Min Stad By Pls
ConAC concurs in consolidation of radar personnel and equipment in the M&S Group Until personnel situation becomes better. Operations representative being contacted about deletion of equipment.

END ConAC 1 /C O N F I D E N T I A L/

JEMC 2
Your ideas are further solicited regarding the cross training of combat crew member SSN 2756 in the General Principles of radar operation. This is believed desirable in view of the absence of SSN 1037 (Radar Navigator). Ga Pls

ConAC 2 /C O N F I D E N T I A L/
No training representative here. Your idea very logical. Will refer to C&T. If they do not report or concur you will be notified by message.
Reference radar personnel problem in first comment. We will contact personnel section in attempt to expedite action to relieve situation.
END ConAC 2 /C ON F I D E N TI A L/ Ga Pls

JEM 3
WE HAVE NOTHING FURTHER. Will you advise me as to removal of sets from aircraft outlined in comment 1? Ga Pls

ConAC

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ConAC 3
Please verify the authorization of radar mechanics (Maintenance Personnel) figure 100. Ga Pls

JEMC 3
Breakdown by SSN is as follows:

849 Authorized 46
853 " 44
955 " 110

The above aggregate of 100 includes both the 314th and 316th Groups which are composed of six Squadrons. Ga Pls

ConAC 3 /C O N F I D E N T I A L/
Operations rep not available. State recommendations for deletion of equipment fully. Information required:

1. Req number and type of A/C involved
2. Request number and type total electronic equipment installed and/or in storage
3. Number and type of electronic equipment you are recommending to be removed per aircraft and/or Squadron.
4. How will this affect current assigned mission supporting operation Portrex? /C O N F I D E N T I A L/

JEMC 4

1. A total of 96 acft are involved. We propose removal of all APN 9 and APN 12 sets except four per Squadron. This will leave 24 aircraft whithin the wing completely equipped.
2. Each aircraft is equipped with the following:
   APN-1, APN-9, APN-2 or 12, SCR-695
   Two ships have APS-10. No equipment is in storage.
3. We propose to remove the following:
   2 - APS-10
   24 - APN-2
   48 - APN-12
   71 A APB-9
   72 H APN-9
4. This proposal has the concurrence of our Director of O&T and Director of M&S. It is not planned to use this equipment during Portrex.

ConAC 4 /C O N F I D E N T I A L/
The problem will be resolved in this hqs and will be answered by message. /C O N F I D E N T I A L/

JEMC 5
We have nothing further

END CONF
25/1954Z

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HEADQUARTERS
CONTINENTAL AIR COMMAND
CLASSIFIED INTEROFFICE ROUTING SLIP

SUBJECT: Temporary Reduction of Electronic Equipment in Troop Carrier Aircraft

3 15 Feb PPM O&T

1. The serious shortages in all of the communications specialties are well known. We have numerous pieces of correspondence in Washington now covering this subject. The fact remains that there is no substantial relief in sight for the type of specialties discussed, especially SSN 955. Courses for the required training have been established but shortages of Airborne Radar Maintenance personnel will not be materially relieved before the late part of 1950. Continued effort to improve this situation will be made from this office.

2. The extreme shortage in this unit (re par 1a, Comment #1) is being looked into further. As soon as the current Personnel Accounting Charts for February are received, we will analyze the situation in 14th Air Force in respect to the three (3) SSN's cited and others of this same family group. Commenting on these three (3) SSN's alone is not sufficient. When this analysis is completed and should it show a failure on the part of 14th AF to man in accordance with current directives (ie.: equal manning for priority units in critical specialities) action will be taken to bring this matter to the attention of 14th AF. Further, in connection with other recurring analysis, 14th Air Forces' situation in this respect will be compared with that of the other Air Forces. Any necessary adjustments will be made.

3. Par 5, Comment #1 is also of interest to this office. The use of 2756's in these positions may be an immediately necessary expedient but it is not a desirable solution. We will probably not receive 1037's in quantity for some little time. We do not have 1034's in the command in any quantity to permit their diversion to these units for use. However, those few that are available will be screened to determine the possibility of their assignment to this organization.

s/ R A Yudkin
t/ R A YUDKIN
Lt Col, USAF
Dir PPM - 1130

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Auth CS, USAF
JAN 1 1950

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

1950 D/O

AFMRD

SUBJECT: USAF Procurement Plan for IFF Beacons

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

1. It has been noted in correspondence and in reports circulated within this headquarters that the operational effectiveness of jet fighter groups, both in operational readiness tests and in maneuvers, is adversely affected by the lack of a suitable airborne beacon. This headquarters is acutely aware of this materiel deficiency which has resulted from certain procurement policies. In accordance with the JCS policy on IFF, the Armed Forces are committed to the Mark X System of beacon and interrogator; this system to be operational by 1 July 1952. The primary function of this system is to provide beacon assist in the tracking and control of high speed aircraft. Currently, the Air Force is committed to the implementation of this program, and the procurement of beacons has been adjusted accordingly.

2. New production aircraft, commencing in June 1950, will be equipped with the Mark X Beacon. To equip current aircraft, the following retrofit program is being implemented by the Air Materiel Command:

Group A, 1st Priority
1 June 1950 to 1 June 1951

Type Aircraft	No. on Hand by 1 March 1950 For Retrofit
F-94	3
F-89	10
F-86 D&A	279
F-84 E&D	330
B-36, all types	89
B-50, all types	217
	918

All F-89's not production fitted will be retrofitted.

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Ltr to CG, ConAC, Subj: USAF Procurement Plan for IFF Beacons

Group B, 2nd Priority - scheduled for retrofit in the succeeding two (2) years.

Type Aircraft	No. on Hand by 1 March 1950 For Retrofit
RF-80	59
F-80C	370
F-84 B&C	367
RB-45	33
B-45	74
	903

Group C Aircraft - to be retrofitted 1 to 2 years after Group B Aircraft.

F-80B	180
F-80A	269
TF-80C	140

Transport and other type aircraft - to be determined later.

3. This information reflects the latest plans for IFF beaconry, and is forwarded for information of your planning groups.

BY COMMAND OF THE CHIEF OF STAFF:

Romaude

R. C. MAUDE
Brigadier General, USAF
Ass't Director of Requirements

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HQ USAF, AFMID
Subject: USAF Procurement Plan for IFF Beacons

FOEM 452.1 (23 Jan 50) 1st Ind

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

TO: Director of Requirements, Headquarters United States Air Force, Washington 25, D.C.

1. From July through November 1950 this Headquarters conducted project "Rosebud" at Langley Air Force Base, Virginia. The primary mission of this project was to test the operational suitability of the AN/APX-6 and the AN/APN-19 Beacons as radar assist beacons in air defense. Attached hereto are two reports on the above project. One by the 33/th Fighter Squadron (J) at Langley Air Force Base, Virginia and the second by Airborne Instruments Laboratory, Mineola, New York.

2. These reports effectively evaluate the AN/APX-6 and AN/APN-19 Beacons as to their value in air defense. The report by Airborne Instruments Laboratory goes further in that it defines necessary Beacon improvements required for air defense usage.

3. These reports indicate two important points:

a. For successful ground control of fighters, assist beacons are necessary.

b. Neither the AN/APX-6 nor the AN/APN-19 meet the required operational specifications.

4. In view of the above, the following recommendations are submitted:

a. Steps be taken at once to perfect and produce a beacon which adequately fulfills the radar assistance function necessary for fighter aircraft.

b. Since the Mark X Beaconry and IFF System will not be available as a complete facility and since ground interrogator-responser units are available for ground radars, request every effort be made to obtain the delivery of ground components, test equipment and spare parts of the Mark X system concurrently with the AF airborne retrofit program

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Subject: [illegible] Procurement Plan for IFF Beacons

[illegible] 2.1 (23 Jun 50) 1st Ind (Cont)

Without this ground equipment the APX-6's in the aircraft are useless. Whereas the Mark X system has been shown to be operationally unsuitable there is a firm requirement for its use until a satisfactory system has been designed and produced.

FOR THE COMMANDING GENERAL:

2 Incls:
1. Project "Rosebud" 336th Ftr Sq
2. Project Fm Airborne Instruments Lab Inc.

ORB F5311

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Basic Ltr fm Hq USAF, dtd 24 Jan 50, Subj: USAF Procurement Plan for IFF Beacons, and 1st Ind fm ConAC, dtd 2 Mar 50, same subj

AFORD 2nd Ind

Department of the Air Force, Hq USAF, Washington 25, D. C. MAR 27 1950

To: Commanding General, Continental Air Command, Mitchel AFB, New York

1. Receipt of reports forwarded with 1st Indorsement is acknowledged, and same are being evaluated by this Headquarters to determine actions required to eliminate deficiencies reported. In this connection, a sub-panel of the Research and Development Board has been created recently to study the entire beacon field.

2. Reference paragraph 4b, the procurement of ground interrogator equipment is an A1 priority. When completed, the procurement schedule of these items will be forwarded to Continental Air Command for planning information.

3. At such time as any significant changes occur in the beacon or IFF program, your Headquarters will be advised of these changes.

BY COMMAND OF THE CHIEF OF STAFF:

2 Incls w/d

CARL A. BRANDT
Major General, USAF
Director of Requirements

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HEADQUARTERS
CONTINENTAL AIR COMMAND
CLASSIFIED INTER-OFFICE ROUTING SLIP

SUBJECT: USAF Procurement Plan for IFF Beacons

5	15 Feb	Comm	O&T PO&R	The Mark X beaconry and IFF system will not be available as a complete facility until ground interrogator-responsor units are available for gound radars to permit working with the airborne beacons. Accordingly it is suggested that it be recommended to Hq USAF that every effort be made to obtain the delivery of ground components, test equipment and spare parts of the Mark X system concurrently with the 1950 airborne retrofit program.

s/ Michael L Crimmins
t/ MICHAEL L CRIMMINS
Lt Colonel, USAF
Ext 6108

s/ Hobart R. Yeager
t/ HOBART R. YEAGER
Colonel, USAF
Dir of Comm & Elect
Ext 2255

6	15 Feb	O&T	PO&R	1. Noted 2. Concur with Remark No. 5.

s/ A P C
t/ ALBERT P. CLARK
Colonel, USAF
Chief, Opns Div

s/ D.E.M
t/ DOLF E. MUEHLEISEN
Colonel, USAF
Director, Opns & Trng

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DEPARTMENT of the AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
Washington

14 Apr 50

AFORD

SUBJECT: Evaluation of Electronic and Control Systems for Project MX-1179 (1954 Interceptor)

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

1. The Air Force recently asked industry to submit proposals for the Electronic and Control systems to be used in the 1954 interceptor aircraft. Eighteen proposals have been received by the Air Materiel Command and are presently undergoing evaluation at that command.

2. The complete evaluation will be conducted as follows:

a. A complete technical evaluation will be made by the Air Materiel Command on each proposal submitted.

b. A separate logistic evaluation will be conducted by Air Materiel Command simultaneously with the technical evaluation.

c. An operational suitability evaluation will be conducted by a board to be convened by the Directorate of Requirements. This board will have representation from and be under the chairmanship of the Director of Requirements. Continental Air Command and the Air Proving Ground will have a representation on this board.

d. An advisory group will be established for Deputy Chief of Staff, Development, by the chairman of the Scientific Advisory Board, Dr. VonKarman, and will be staffed by members of the present Air Defense Systems Engineering Committee (Tge Valley Committee) and such other personnel as required.

3. A board will be stablished at Air Staff Level and will consist of General Saville as chairman and members of the Directorate of Requirements, Directorate of Research and Development, Directorate of Programming, and others. The members of the SAB, mentioned in 2d above, will work directly for this Air Staff board.

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Ltr to CG, ConAC, Subj: "Evaluation of Electronic and Control Systems for Project MX-1179 (1954 Interceptor)

4. In the conduct of the evaluations referred to in paragraph 2a-1, each evaluation group will use such figures of merit for assignment to factors as it desires. Aggregate figures of merit will be given each proposal by each evaluating committee. Each evaluating group will arrange the proposals in order of merit within their particular field.

5. The Air Staff Board referred to above will determine the weights to be given to each evaluation and will determine the total figures of merit, based on these weights.

6. No evaluation group will include factors in their evaluation which are of prime consideration by any other evaluating group.

7. It is intended that the board for evaluating the proposed equipment for operational suitability will convene at the Directorate of Requirements, Hq. USAF, on 24 April 1950. It is requested that two representatives from Continental Air Command who are familiar with the requirements for the air defense system, including aircraft, be made available to this headquarters for a period of approximately two weeks beginning the above date. It is also requested that the name of the selected representatives be furnished this headquarters at the earliest practicable date.

BY COMMAND OF THE CHIEF OF STAFF:

t/ R. C. MAUDE
Brigadier General, USAF
Ass't Director of Requirements.

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ROUTING / COORDINATION	STAFF ACTIVITY
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ConAC Form HQ-AG 9
19 August 1949

104

Capt. D. Vlcek/3220/mb
4 Jan. 50

SUBJECT: Shoran and AN/APQ-24 Equipment for B-45 Bomber

TO : Director of Requirements, Headquarters United States Air Force, Washington 25, D. C.

1. References:

a. Teletype message your Headquarters, file number AFORQ , 30 November 1949.

b. Teletype message this Headquarters, file number AFConACC , 2 December 1949.

2. After further study of the program proposed by your Headquarters contained in subject teletype, the following additional comments are submitted as an addition to our teletype cited above:

a. Reference paragraph 1c your teletype, formation bombing will not be extensively used since all weather operations are a primary concept which precludes formation bombing attacks during darkness or periods of restricted visibility.

b. To insure reasonable efficiency, Shoran cannot be operated at required accuracy beyond a range of 150-200 miles. For this reason, Shoran is considered a secondary bombing system.

3. As a result of the above, the following proposals are recommended:

a. The seventeen (17) AN/APQ-24's referred to in paragraph 1a of your teletype, cited above, remain on equipment accounts of the 84th and 85th Bombardment Squadrons (Light) to be field stored and available for reinstallation in the aircraft when deemed necessary by the units.

b. That no reduction be made in authorization for airborne and ground radar personnel of the units concerned.

c. That AN/APQ-24 equipped aircraft be assigned in equal numbers to both bomb squadrons so that the units will be able to expedite the maximum operational potential of the B-45 aircraft.

Register No. 2006
Date Mailed
By

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ROUTING / COORDINATION	STAFF ACTIVITY
	CG,ConAC, 13 Jul 49
	Subject: Shoran and AN/APQ-24 Equipment for B-45 Bomber
	DAD
	DTAO
	LOTAO
	[redacted]
	[redacted]
	PIO
	AG
	[redacted]
	[redacted]
	Prog
	Stat
	DP
	Chap
	JA
	Pers
	Surg
	WAP
	Serv
	DO
	Inst
	Comm
	O&T
	P&R
	LM
	Mat P
	Mat S
	M&S
	Instl
	DRF
	Res
	ROTC
	ANG

d. That authorization be given to permit the 84th and 85th [redacted] Squadrons (light) to use two of the AN/APQ-24 sets as [redacted] mock-ups and at least two sets per squadron as maintenance [redacted].

4. Reference paragraph 4e of subject teletype, request information as to dates Continental Air Command light bomb aircraft are programmed for AN/APQ-24 modernization equipment modification in the [redacted] United States Air Force program.

FOR THE COMMANDING GENERAL:

FOR DIRECTORATE USE

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Register No. _____

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19 August 1949

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Basic Ltr fr Hq, CONAC, dtd 9 Jan 50, subj: "Shoran and AN/APQ-24 Equipment for B-45 Bomber

1st Ind

Department of the Air Force, Headquarters U.S. Air Force, Washington 25, D. C.

TO: Commanding General, Continental Air Command, Mitchel Air Force Base, N. Y.

1. An investigation of the recommendations contained in paragraph 3 of basic letter disclosed the following:

a. This headquarters does not favor the storage of seventeen (17) AN/APQ-24 sets for the reasons cited below:

(1) The sets can be used immediately to equip the RB-36 and T-29 aircraft.

(2) The saving in storage inventory will be $1,190,000. This saving does not preclude your requesting additional APQ-24 sets at a later date for replacement of APN-3 Shoran if it is determined that the equipment is better suited to meet your requirements.

(3) The APQ-24 equipment is very difficult to maintain in an operational condition for any length of time while in storage.

b. No reduction in radar maintenance personnel is anticipated as a result of the deletion of seventeen (17) APQ-24 equipped aircraft.

c. The ratio of the Shoran and APQ-24 B-45 aircraft in the 84th and 85th Squadrons can be determined by your headquarters.

d. Present programming for APQ-24 maintenance mock-ups and spares indicates the assignment of five (5) units to your Command.

e. The modernization program for APQ-24 sets has been established. The first improved production model is scheduled for delivery in April, 1950. The modernization for APQ-24 equipment in your Command is unknown, but it is anticipated that kits will be provided for field modification around FY 52.

BY COMMAND OF THE CHIEF OF STAFF:

R. C. MAUDE
Brigadier General, USAF
Ass't Director of Requirements

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B/Ltr fr Hq, ConAC, Mitchel AFB, N.Y., dtd 9 Jan 50, Subj: Shoran and AN/APQ-24 Equipment for B-45 Bomber

5th Ind

DEPARTMENT OF THE AIR FORCE, HQ USAF, WASHINGTON 25, D.C.

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

1. This Headquarters does not favor changing the equipping program of the B-45 aircraft at this late date. As the program is presently established, all of the B-45 Bomber aircraft can be equipped with AN/APQ-24 or AN/APN-3 by installing the Group D parts. The aircraft will be delivered with equal amounts of both systems.

2. Until an airborne bombing system is developed and available for installation, allowing the accuracies required for tactical bombing, this Headquarters believes it unwise to commit the B-45 to one bombing system. To remove equipments such as the AN/APQ-24 to store locally, which would have to be done to utilize AN/APN-3, is also considered unwise, and does not comply with AFR 65-105, dated 7 Feb 1950.

3. It is contemplated that no further delays will be encountered in the combat equipping of the B-45 aircraft.

BY COMMAND OF THE CHIEF OF STAFF:

s/t/ CARL A. BRANDT
Major General, USAF
Director of Requirements

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HEADQUARTERS, 325th FIGHTER WING, ALL WEA.
MOSES LAKE AIR FORCE BASE
Moses Lake, Washington

DM 452.21 27 January 1950

SUBJECT: Radar Mock-ups for Organizational Maintenance

TO : Commanding General, Fourth Air Force, Hamilton Air Force Base, Hamilton, California

1. Reference is made to the statement following line 1-50, Section III, TO&E 1-1243, dated 24 March 1948. This provides for necessary bench sets and test equipment for electronic and communication section.

2. Present procedures, reference Section II, AFM 67-1, for obtaining this equipment have been very unsatisfactory in the past. This condition was caused by an extensive time lag in publication and receipt of Technical Orders of the 00-30A series. Authorization for equipment as outlined in paragraph 1, above, is contained in this series of Technical Orders. Tactical units have received UE aircraft far in advance of the essential supporting equipment.

a. As a specific example, the 317th Fighter - All Weather Squadron was assigned F-82F aircraft in September 1948. As of this date, T.O. 00-30AF-APG-28 has not been received by this headquarters.

b. The lack of required components, wiring and connecting plugs has made it necessary to unit until items were available from reclamation for local fabrication of radar mock-ups.

3. It is requested that complete radar mock-ups be contracted for and shipped to tactical units upon notification of assignment of aircraft. This will insure receipt of necessary supporing equipment prior to the receipt of UE aircraft. By following the above recommendation the operating efficiency of electronic sections of tactical all weather fighter units will be assured.

FOR THE COMMANDING OFFICER:

/t/ EDGER H. SORRELS
Major USAF
Adjutant

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HEADQUARTERS
FOURTEENTH AIR FORCE
Robins Air Force Base, Georgia

15 February 1950

Comm 413.44

SUBJECT: Radar Maintenance, 314th Troop Carrier Wing (M)

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

1. Reference is made to teletype conference between this headquarters and Headquarters, Continental Air Command, dated 25 January 1950, subject: Airborne Radar Maintenance, 314th Troop Carrier Group.

2. It was pointed out during this conference that the 314th Troop Carrier Wing could not possibly carry on required radar maintenance, due to the fact that only seven (7) percent of authorized maintenance personnel are assigned and that maintenance equipment is extremely limited.

3. Action has been taken to establish a centralized line maintenance shop in which available radar personnel and equipment would be pooled. This, at its best, can only be a temporary solution, the only actual solution being the allocation of sufficient radar maintenance personnel and equipment to the 314th Troop Carrier Wing.

4. In order to bring the number of radar equipment down to a nearer workable number, permission was requested to remove the radar equipment from all but four aircraft of each squadron. Information is requested as to whether a decision has been reached on the above outlined proposal.

FOR THE COMMANDING GENERAL:

s/t/ T. W. MULLENNIX
Maint, USAF
Asst Air Adj Gen

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Hq 14th AF, Comm 413.44
Subject: Radar Maintenance, 314th Troop Carrier Wing (M)

COMM 413.44 (15 Feb 50) 1st Ind S/L JGMathieson/6108/kk

HQ CONTINENTAL AIR COMMAND, Mitchel Air Force Base, New York 14 Mar 50

TO: Commanding General, Fourteenth Air Force, Robins Air Force Base, Georgia

1. The request to remove radar installations from aircraft of the 314th Troop Carrier Wing cannot be favorably considered at this time. Such removal would not only impari the emergency operational effectiveness of the aircraft but as excess C82 aircraft are scheduled for transfer to Military Air Transport Service on completion of Exercise "Portrex" a removal of radar equipment in the case of these aircraft would necessitate a reinstallation project upon their transfer.

2. The serious shortages in all of the communications specialties are well known and this headquarters is continually endeavoring to improve the situation within this command. Pending relief of the critical shortage of electronic maintenance personnel at the 314th Troop Carrier Group, it is requested that the organization continue to maintain airborne electronic equipment up to the limit of the unit's capability. Troop carrier aircraft should continue to retain complete electronic installations even if lack of maintenance personnel requires that radar equipment in a portion of this group's aircraft be held in non-operative status.

3. TO&E 1-0001F, 1 September 1949, authorizes SSN 1034 (navigator) personnel for troop carrier squadrons instead of the previously authorized SSN 1037 and, at present, this headquarters is investigating to determine if SSN 1034's are available for assignment to ConAC troop carrier units. While it is not considered desirable to utilize SSN 2756 in the duties of SSN 1034, it is realized that the cross training of SSN 2756 in the general principles of radar operation may be an immediately necessary expedient, pending the assignment of navigators. It will be necessary; however, for the troop carrier unit to accomplish the necessary cross training of SSN 2756 personnel.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

CHARLES T. MYERS
Major General, U. S. Air Force
Vice Commander

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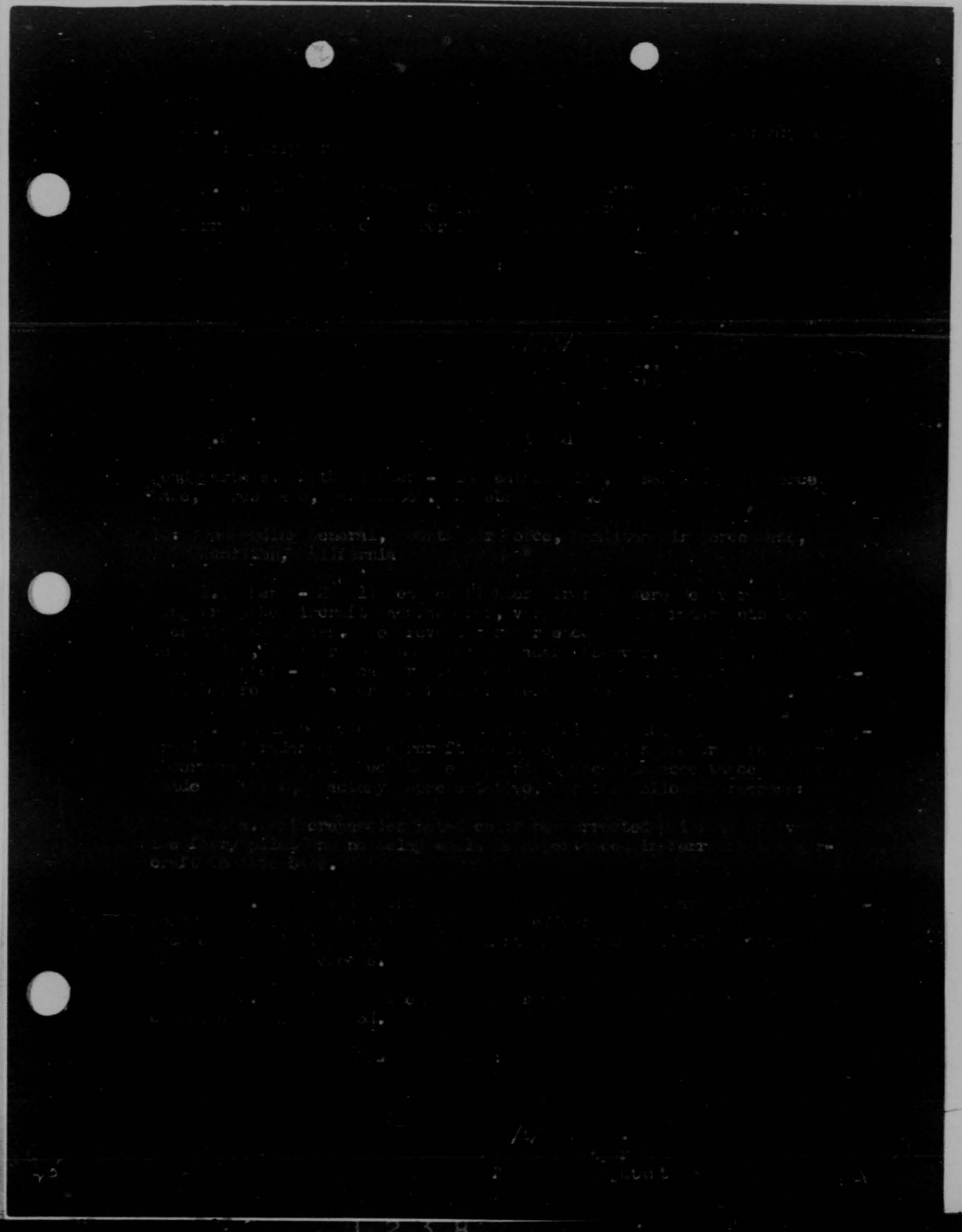

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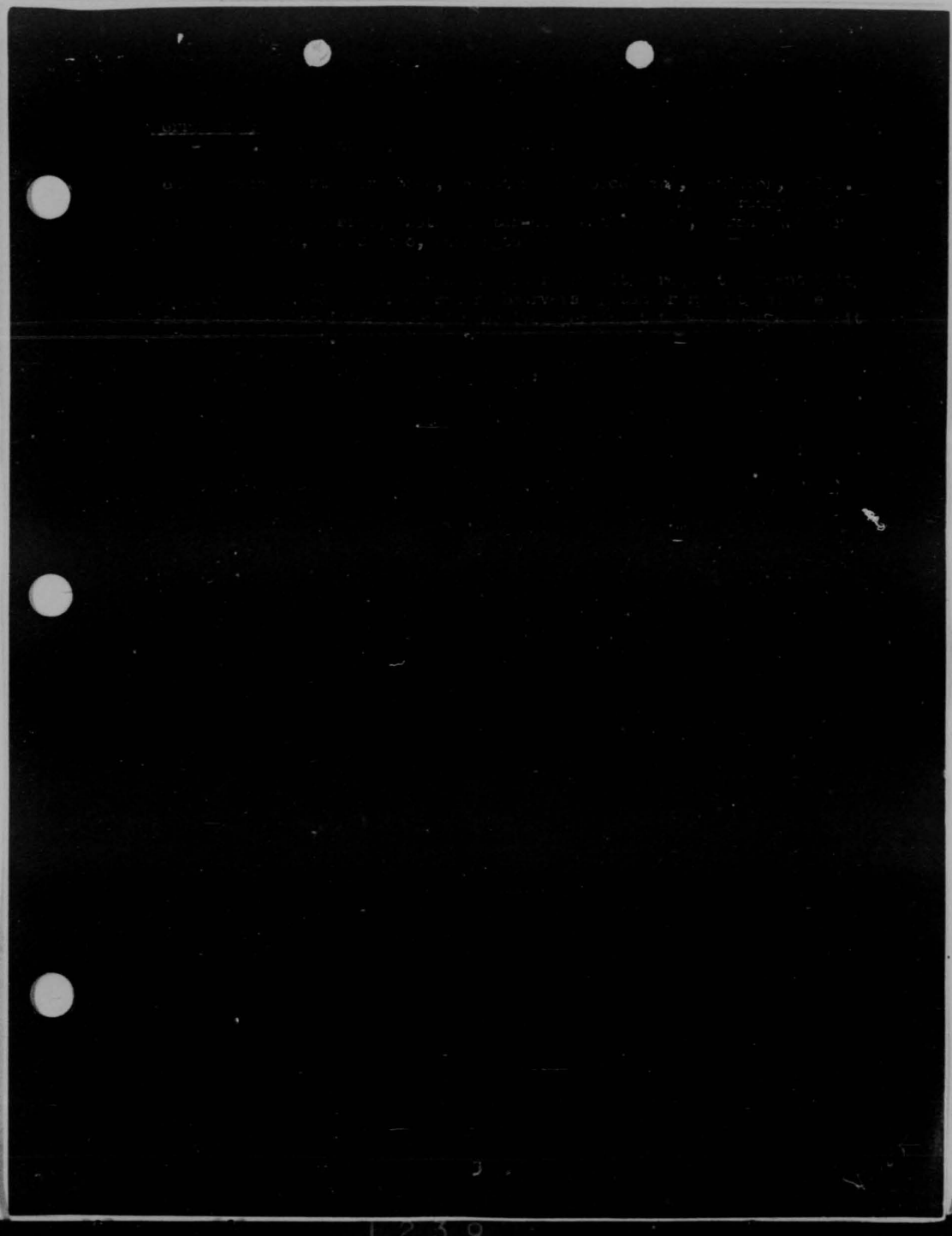

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HEADQUARTERS, 325th FIGHTER WING, ALL WEA.
MOSES LAKE AIR FORCE BASE
Moses Lake, Washington

DM 353 2 March 1950

SUBJECT: Training for Radar Personnel

TO : Commanding General, Fourth Air Force, Hamilton Air Force Base, Hamilton, California

1. The problem of obtaining sufficient well qualified personnel to maintain radar, such as the AN/APG-28, has been a serious problem, since the development of airborne and ground radar as a combat weapon.

2. The two factors - the high degree of technical skill represented and high demand for this skill in all of the armed services as well as civilian enterprises - have contributed to this shortage. The only satisfactory long range answer is for the Air Force to train the required personnel and provide some mens whereby the results of this training may be of continuing benefit to the Air Force.

3. The following procedure is recommended:

a. Tests should be given on a competitive basis to high school students desiring this type of training to determine their aptitude.

b. The Air Force should then offer training at technical schools for selected applicants withe the provision that those successfully completing the course will be assigned to the appropriate career field and be required to serve a minimum of 6 years with the Air Force.

4. It is believed that the above procedure would in a few years fill up requirements within the Air Force and subsequently fill civilian requirements for like skills. Both of these demands for such skills must be filled if maintenance of this type of equipment is to ever be on a sound basis.

FOR THE COMMANDING OFFICER:

s/t/ ELMER H. SORRELS
Major USAF
Adjutant

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HEADQUARTERS, 325th FIGHTER WING, ALL WEA.
MOSES LAKE AIR FORCE BASE
Moses Lake, Washington

27 March 1950

DM 452.21

SUBJECT: Radar Maintenance

TO : Commanding General, Fourth Air Force, Hamilton Air Force Base, Hamilton, California

Organization and Field Maintenance on airborne radar in an All Weather Fighter Wing presents a very critical problem, the successful solution of which is as important to the tactical mission as aircraft maintenance. Experience with the AN/APG-28 in the 325th Fighter - All Weather Wing has been largely unsuccessful to date. Aside from the subordinate problems which have and can be solved by local action there are three other problems requiring action by higher headquarters.

a. First, serviceability of radar sets installed on aircraft has not been satisfactory at the time of delivery from the factory. A recommended solution to this problem was presented in letter this headquarters dated 24 January 1950, file 210.4, subject: "Ferry Crews" and Indorsements thereto. Reference inclosure 1. This procedure needs to be incorporated into appropriate Air Force Regulations.

b. Second, test equipment as authorized by the statements following line 1-50, Section III, T/O&E 1-1243, All Weather Fighter Squadron, dated 24 March 1948 and line 1-50, Section III, T/O&E 1-7213, Maintenance Squadron, dated 24 March 1948 is required concurrently with the assignment of new aircraft. Cited references authorize T.O. 00-30APG-28 and AE-16-30APG28-3 which contain spare AN/APG-28 components and lists necessary materials required and used in the construction of bench test sets. Subject bench test sets are absolutely essential to organizational and field maintenance. At present each squadron tests 10 to 15 AN/APG-28 components on its bench test set daily. The Maintenance and Supply Group tests 8 to 10 AN/APG-28 components on its bench test set. This rate would increase materiallin in the event operations were increased. A recommended solution to this problem was presented in letter this headquarters dated 27 January 1950, file DM 452.21, subject: "Radar Mock-Ups for Organizational Maintenance." Reference Inclosure 2. In addition to these, bench test sets should be constructed so that they lead themselves to airlift. Pictures of the three locally fabricated sets are attached as Inclosure 3.

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DM 452.21
SUBJECT: Radar Maintenance

c. Third, qualified maintenance personnel have never been available in sufficient numbers to insure proper maintenance of this essential equipment. For present personnel status of the 325th Fighter-All Weather Wing see Inclosure 4. AF Regulation 65-105, 7 February 1950, establishes a new policy with regard to the Supply, Maintenance and Procurement Policy Governing Complex Equipment. A recent conversation with personnel in AMC regarding this problem cited this forthcoming regulation as a probable solution to this problem. Subsequent study of this regulation indicates that bench test sets (radar mock-up) will still be a required item at squadron level as well as qualified personnel, as this is the only means of trouble shooting radar sets to determine which component is defective or whether the wiring in the aircraft itself is at fault. The rate at which units go out would make initial and transportation costs prohibitive if enough complete radar sets were procured to fill pipeline and insure on hand serviceable units as required. Qualified personnel is a must. For a recommended program to provide them see Inclosure 5.

FOR THE COMMANDING OFFICER:

5 Incls
1. Ltr this Hq dtd 24 Jan 50
2. Ltr this Hq dtd 27 Jan 50
3. Photos 317th, 319th Ftr Sqs 325th Maint Sq Mock-Ups
4. Extract of pers analysis sheet 325th Ftr Wg
5. Ltr this Hq, subj: Training for Radar Pers

s/t/ ELMER H. SORRELS
Major, USAF
Adjutant

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

21 April 1950

MSAS-M 413.44

SUBJECT: Radar Maintenance of Airborne Intercept Equipment

TO : Commanding General, Fourth Air Force, Hamilton Air Force Base, Hamilton, California

1. Reference letter from Headquarters 325th Fighter All Weather Wing, Moses Lake Air Force Base, Moses Lake, Washington, DM 452.21, 27 March 1950, subject: "Radar Maintenance," and your indorsement thereto, the following information is provided. Paragraph breakdown corresponds to subject matter in referenced letter.

a. Ferry crews.

(1) This headquarters concurs in recommendation that radar observers be placed on TDY status at factory for the purpose of insuring operational status of the AN/APG-33 as installed in the F-94 before acceptance of the aircraft.

(2) It is further recommended that a standard test program and check sheet covering ground and flight conditions be prepared by the 325th Fighter All Weather Group prior to conducting the AN/APG-33 acceptance check.

(3) Action taken by your headquarters in 2nd indorsement to letter, subject: "Ferry Crews" 24 January 1950, from 325th Fighter All Weather Group concerning TDY of radar observers is adequate.

b. Radar Mock-ups.

(1) Recommendation that AMC procure standardized radar mock-ups for all future sets was approved in principle by this headquarters and forwarded to AMC for consideration as indorsement to letter, subject: "Radar Mock-ups for Organizational Maintenance." 23 February 1950, from 325th Fighter All Weather Group. AMC reply covered only the authorization for an AN/APG-28 mock-up.

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Ltr Hq ConAC, MS&S-M 413.44, "Radar Maintenance of Airborne Intercept Equipment" (Cont'd)

(2) A separate letter initiated by this headquarters was sent to AMC 18 April 1950, subject: "Maintenance and Supply of the AN/APG-33", requesting radar mock-up, supply tables and technical orders for the AN/APG-33 be forwarded to using units as soon as possible but in any event prior to delivery of new aircraft.

c. Maintenance personnel.

(1) USAF states that graduates of Airborne Radar Mechanics Course (potentially qualified as 850's) will not be available in appreciable numbers until approximately November 1950. At that time, a sufficient number should be available to meet present needs. After initial requirements are met the Training Command output will remain large enough to effect replacements occurring in the units due to normal attrition.

(2) AMC interpretation of AFR 65-105, 9 February 1950, may relieve units of field maintenance responsibility for the AN/APG-33. To date, no word has been received from AMC specifying equipments covered by the contractual maintenance provisions of the regulation.

(3) New T/O&E's will be based on two (2) mechanics per three (3) aircraft and one (1) technician per four (4) aircraft for the fighter squadron, and four (4) each mechanics and technicians for the maintenance squadron. Fighter squadron maintenance personnel will carry 867 and 955 SSN in lieu of present 850 SSN.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

s/t/ JAMES M. STRIBLING
1st Lt., USAF
Asst Air Adj Gen

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

9 March 1950

COMM 676

SUBJECT: Unsatisfactory Performance AN/CPS-5 Radar Set

TO : Commanding General, First Air Force, Mitchel AFB, New York

1. This headquarters is concerned over reports from the field indicating unsatisfactory performance of the CPS-5 radar set, particularly at high altitudes. Accordingly, Watson Laboratories has been requested to investigate this problem and make appropriate recommendations for its solution.

2. Watson Laboratories has proposed the following preliminary course of action to obtain the necessary data from typical CPS-5 sites to continue this study:

a. Watson Laboratories will provide fifteen (15) days of orientation training pertaining to this problem to Continental Air Command personnel.

b. They will make available one (1) test set on a loan basis to perform the desired tests.

c. They will send one (1) Watson Laboratory representative to the first typical CPS-5 site to supervise the first tests.

3. It is requested that the following action be taken by your headquarters:

a. That one (1) radar officer SSN 011C, one (1) airman SSN 953, and one (1) Electronic Field Engineer of your command be detailed to Watson Laboratories, 315lst Electronics Group, Red Bank, New Jersey, to arrive by 15 March 1950 for two (2) weeks temporary duty. These personnel should be exceptionally well qualified in electronics and the CPS-5 radar set.

b. That, upon the return of these personnel, a typical high site in rough terrain, such as the CPS-5 site at Grenier Air Force Base be selected and the necessary tests performed and data recorded in accordance with the instructions of the Watson Laboratory representative.

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COMM 676, Unsatisfactory Performance AN/CPS-5 Radar Set (Cont'd)

c. That a typical low site in smooth terrain such as the CPS-5 site at Palermo, New Jersey, be selected and tests be performed and data collected as at previous site, by the three (3) personnel instructed by Watson Laboratories.

4. Upon the completion of this investigation, a report of findings should be furnished this headquarters for further necessary corrective action.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

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

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HEADQUARTERS NINTH AIR FORCE
Langley Air Force Base, Virginia

6January 1950

9AF 413.44

SUBJECT: AN/APQ-24 Supply and Maintenance

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

1. Through recent staff visits to the 84th and 85th Bomb Squadrons of the 363rd Tactical Reconnaissance Group and the monitoring of the AN/APQ-24 Radar Observer Training Program which these squadrons will conduct, it has become apparent that supply and maintenance problems are being encountered which cannot be alleviated at this level. Difficulties in both supply and maintenance stem primarily from the fact that applicable 16-55 series of Air Force Technical Orders for APS-23 and APA-44 or APQ-24 have not been made available for reference in regard to authorized shop control levels per number of equipments maintained, stock number information, etc, and from shortages in over-all supply of magnetrons and other items of limited procurement due to the recent adoption of subject equipment as standard for the USAF.

2. It is readily recognized that previous consumption data on subject equipment in regard to maintenance spares is at this time inadequate for the establishment of an accurate requirements table for this equipment. Due to the non-availability of such a table of required spares and a zonal depot to supply such items, it has been the experience of this headquarters that existing supply channels (requisitions submitted by the unit to the Base Accountable Officer, thence to the local AMA, and subsequently to Hq AMC, a supply depot, or a commercial manufacturer) are very inadequate and time consuming and in no way conducive to the establishment of a desirable operating condition. To enable this headquarters to afford assistance in overcoming such obstructions to efforts toward the successful institution of an adequate observer training program, request this headquarters be furnished the following:

a. Advance copies of proposed 16-55 series Technical Orders containing spare and replacement parts allowances.

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9AF 413.44
SUBJECT: AN/APQ-24 Supply and Maintenance

b. Information as to anticipated action with respect to the establishment, or confirmation of previous establishment, of a zonal depot to supply AN/APQ-24 spare and replacement parts to using organizations.

3. The latest report prepared by Mr. Jay Schisel, Western Electric Company technical representative with this command, indicates fifteen (15) APQ-24 radar equipments are inoperational due to non-availability of repari and replacement parts. In regard to the foregoing, it should be recognized that upon the full implementation of the APQ-24 observer training program each tactical aircraft will be carried in a NAIOP status when the APQ-24 becomes inoperational, a condition which past experience indicates will be rapidly recurring.

FOR THE COMMANDING GENERAL:

S/ Erlath W. Zuehl
t/ ERLATH W. ZUEHL
Lt Col., USAF
Adjutant General

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HEADQUARTERS
AIR MATERIEL COMMAND
Wright-Patterson Air Force Base
Dayton, Ohio

MCREE/MCREEP/DJD/gh
15 March 1950

MCREEP

SUBJECT: Droppable X-Band Beacons AN/FPN-18 ( ) and AN/FPN-23()

TO : Director of Requirements, Hq United States Air Force
Washington 25, D.C.

1. Reference is made to USAF Research and Development Project (E.O.No. 174-13) covering the development at Watson Laboratories of the Droppable Unattended X-Band Beacons AN/FPN-18 ( ) and AN/FPN-23 ( ). The primary difference between the AN/FPN-18 ( ) and the AN/FPN-23 ( ) is the life. The AN/FPN-18 ( ) will be powered by batteries approximately seventy pounds in weight. The AN/FPN-23 ( ) will be powered by a small engine-generator unit. Five cubic feet of fuel will be supplied as an integral part of the latter unit.

2. These beacons are intended to fill the need for highly precise, interference free, navigational facilities in areas not coverable by other beacons because of economic, geographic, technical or strategic reasons. Such functions as navigational check points in arctic or desert regions; establishment of enroute facilities for strategic bombinh operations; establishment of beacon facilities at temporary or new airfields; rescue location or relocation are several specific applications of this equipment.

3. These beacons are designed to be small, compact units, capable of being dropped from an aircraft in flight. The equipment may be released from bomb-bay doors or cargo hatches with a suitable parachute. Upon reaching the ground, the parachute will be automatically disconnected and a ten-foot antenna mast will be automatically elevated. The equipment is then operational.

4. It is estimated that procurement data for quantity production of the AN/FPN-18 ( ) and AN/FPN-23 ( ) beacons will be available by July 1951 and July 1952 respectively. Accordingly, it is recommended that a survey be made of USAF Commands to determine their requirements for these beacons.

FOR THE COMMANDING GENERAL:

/s/ R. W. Osgood, Lt Col for
GILBERT HAYDEN
Colonel, USAF
Chf, Electronic Subdivision
Engineering Division

CC; Dir of R & D, Hq USAF

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

AFDEN-2B

8 May 1950

SUBJECT: Retrofit of UHF Radio Command Set in AF Aircraft

TO: Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio

1. Reference is made to TI 2208-11 dated 28 March 1949, Subject, "Installation of ARC-33 UHF Command Set in Production Aircraft." This TI established the production installation for the UHF Command Set. It is the purpose of this letter to establish the priority for engineering mock-ups in existing Air Force aircraft for retrofitting UHF equipment, either the ARC-33 or the ARC-27.

2. It is therefore requested that Air Materiel Command take action to accomplish engineering mock-ups and prepare technical orders for the installation of the UHF Command Set in the following types of aircraft, in the order of priority shown.

	Aircraft Type		Aircraft Type
(1)	B-36	(19)	C-97
(2)	RB-36	(20)	C-110
(3)	B-47	(21)	C-121
(4)	B-50	(22)	C-124
(5)	RB-50	(23)	C-122/125
(6)	B-45	(24)	C-54
(7)	B-29	(25)	C-74
(8)	KB-29M	(26)	LC-126
(9)	KB-29P	(27)	SB-17
(10)	SB-29	(28)	SA-16
(11)	RB-29	(29)	RB-45
(12)	F-93A		
(13)	F-84E		Tow Target Aircraft
(14)	F-86A	(30)	TB-17
(15)	F-94A	(31)	B-26
(16)	F-89A	(32)	B-29
(17)	F-80C	(33)	F-51
(18)	F-95	(34)	F-80

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3. In the above listed aircraft the UHF Command Set will be mocked up and the existing VHF Command Set will be removed. However, the following types of aircraft which are utilized by rescue squadrons should be mocked up to include both the UHF and VHF Radio Command Sets.

(1) SB-29
(2) SA-16
(3) C-119
(4) C-125
(5) LC-126
(6) SB-17
(7) C-54

4. From an operational point of view it is desirable that a program for the retrofit of UHF Command Set into existing aircraft be developed to permit air-to-air voice communication between aircraft. Based on this general principle, the following factors concerning the retrofit program are pertinent.

a. All aircraft of a unit which are capable of performing missions as a unit will require common voice air-to-air communication such as fighter units and troop carrier units.

b. Aircraft of different types which support the aerial missions of the type listed in paragraph a above will require voice air-to-air communication such as tow target aircraft, tankers and rescue aircraft.

c. Aircraft of larger types which are supported in flight by smaller type aircraft will require air-to-air communication. For example, bombers which are escorted by fighter type aircraft should have means of contacting the fighters.

5. In view of paragraph 4 above the technical orders published under this directive should contain engineering instructions only and should not contain blanket authorization for accomplishing the UHF retrofit. Authorization for accomplishing the actual retrofit will be issued at a later time by this headquarters to meet squadron operational requirements as outlined in the preceding paragraph.

6. In view of the status of the installation of ground transmitters and receivers within the CAA organization the provisionsmust be made to have cross-band operation UHF to VHF or UHF to LF depending upon whether or not the VHF omni-range receiver or the radio compass is installed in the particular aircraft at that time.

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7. AMC is now in receipt of an overall retrofit program for the Mark X IFF and the VHF omni-range receiver. This letter which authorizes the engineering mock-up of the UHF Command Set essentially completes the three major retrofit programs that the Air Force is undertaking in the next two or three years. It is considered highly desirable that every effort be made to thoroughly coordinate these engineering mock-ups with a view towards the possible consolidating of all three equipments into one technical order for a particular aircraft. After AMC has given some thought to this problem, it is felt that consideration should be given to convening a conference at AMC for the purpose of resolving the problems associated with timing, procurement and engineering necessary in accomplishing the three major retrofit programs involved.

BY COMMAND OF THE CHIEF OF STAFF:

/s/ H. A. Shepard
H. A. SHEPARD
Brigadier General, USAF
Director, Procurement & Mfg.
Office, DCS/M

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HEADQUARTERS TACTICAL AIR COMMAND
Langley Air Force Base
Virginia

In Reply
Refer To

Lead

File

AC [illegible]

SUBJECT: Electronic Countermeasures

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

1. Reference is made to informal conference at Headquarters, United States Air Force on 5 December 1951, between representatives of the Tactical Air Division, Directorate of Requirements, Headquarters, United States Air Force and Headquarters, Tactical Air Command, concerning tactical air electronic countermeasure requirements. Additional information desired by the Tactical Air Division, Directorate for Requirements, Headquarters, United States Air Force, is contained herein.

2. Tactical air electronic countermeasure requirements include:

a. Passive Countermeasures:

(1) Escort aircraft equipped to obtain intelligence information (type and location) of the following enemy systems:

(a) AGI (Ground Controlled Intercept) installations and mobile Tactical Air Direction Centers. Principally, radar and fighter control communications intelligence is desired.

* (b) Anti-aircraft artillery gun laying control radar.

* (c) Early warning radar.

* (d) Control (radar or radio) of tactical type enemy guided missiles or pilotless aircraft.

(e) Aircraft identification systems.

Items indicated by * represent joint AGI requirements of the Tactical Air Command and Army Field Forces.

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Hq, Tactical Air Command, Langley Air Force Base, Virginia
AC
SUBJECT: Electronic Countermeasures

(2) In addition to the above indicated requirements, Army Field Forces have a requirement for interception and analysis of radiations, particularly those which are directional, of short operating periods, intermittent operation near the battle area.

b. Active Countermeasures:

(1) Aircraft equipped to perform jamming of the enemy systems outlined in paragraph 2a (1) (a), (b), (d) and (e).

(2) ECM equipment installed in tactical bombers to perform limited jamming for individual protection. Equipments to be jammed by tactical bombers include Ground Controlled Intercept, Anti-aircraft artillery gun laying radar, proximity fuses of anti-aircraft artillery and control of surface to air guided missiles.

3. ECM equipments required for tactical air operations are essentially the same as those used in strategic air operations. However, it is necessary that these equipments be installed in first-line multi-placed tactical reconnaissance and tactical bomber aircraft. This is essential from an operational, maintenance and logistic standpoint.

4. Sufficient information is not presently available to this headquarters to determine ECM aircraft requirements (numbers wise.) In order to determine these requirements the following data must be obtained:

a. Capability of the RB-45 (weight and space) for installation of the necessary ECM equipment and accommodation of operator personnel to obtain complete coverage provided for by B-50 ferret aircraft.

b. Anticipated operational (altitude) and coverage limitations that would be imposed upon the RB-45 and anticipated number of RB-45 airplanes that are necessary to obtain complete coverage. Design studies of the RB-45 ECM capabilities must be accomplished to obtain this information.

5. In view of the above, it is recommended that:

a. Determination of specific ECM equipments for installation in specialized tactical ferret and/or jamming aircraft be accomplished by round table discussion and consultation with ECM technicians of Headquarters Air Materiel Command.

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Hq, Tactical Air Command, Langley Air Force Base, Virginia
AC
SUBJECT: Electronic Countermeasures

b. Design studies be conducted by Headquarters, Air Materiel Command to completely evaluate RB-45 capabilities with respect to installation of ferret and jamming equipment required to perform ECM operations against the types of enemy systems outlined in paragraph 2a (1) above. In addition, what operational limitations would be imposed upon this type aircraft.

c. Design studies be accomplished by Headquarters, Air Materiel Command, to explore the feasability of providing tactical bombers (B-45) with jamming equipment for enemy GCI, anti-aircraft artillery gun-laying radar, anti-aircraft artillery proximity fuses and control of surface to air guided missiles.

FOR THE COMMANDING GENERAL:

[redacted]
Lt Col, USAF
Air Adj Gen

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Basic ltr fr Hq TAC 24 Jan 50 CG CAC, Mitchel AFB, New York,
Subj: WElectronic Countermeasures"

3d Ind MCREEP/AHM/mvg

Hq AMC, Wright-Patterson Air Force Base, Dayton, Ohio 31 Mar 50

TO: Director Research & Development, Headquarters USAF Washington 25, D.C.

1. This cmd has made preliminary design studies regarding the problems involved in installing ECM equipment in RB-45 and B-45 typed aircraft as requested in paragraph 5 of basic letter. The following comments are made regarding the RB-45:

a. The front pressurized section or navigator's position cannot be utilized, as the navigational radar and other electronic equipment leave no available space.

b. The only space available is either in the bomb bay or in the section immediately aft of the bomb bay.

c. Since the thermal de-icing equipment is located along the top portion of the section aft of the bomb bay, there is only 4 feet of available head room , which is not enough to accomodate an ECM operator in a sitting position.

d. The only possible location seems to be centered around the bomb bay. By removing the front bomb bay fuel tank a space of approximately 4 feet wide by 6 feet high by 8 feet long would be available. This is sufficient space for 1 ECM operator with equipment, since the minimum space requirement is 36 inches wide by 54-60 inches high by 56 inches deep (from rear of operator's chair to rear of equipment rack). This could be a pessurized capsule type of installation, with an escape hatch at the bottom. Removing this fuel tank would reduce the range by approximately 200 miles, from [illegible] 1298 miles radius to 1105 miles (with wing tip tanks).

e. In order to accomodate 2 ECM operators, a space 5 feet wide, is required. By removing the bomb racks this width might be obtained but it is very doubtful if the necessary escape provisions could bemade.

f. If both bomb bay fuel tanks were removed, it would be possible to have two (2) ECM positions. However, this would further reduce the combat radius to approximately 900 miles.

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g. The present electrical load in the RB-45C is rather critical, since the reserve load available for ECM is 1500 volt-amperes on one alternator and 800 volt-amperes on the other, or a total of 2300 volt-amperes. If only the search ECM gear in the bomb bay is installed, a load of 1500 vol-amperes will be required. This could be supplied by the alternator which has this reserve available. However, if jamming equipment is installed in addition to the search gear, the extra 4000 volt-amperes needed will have to be taken on an alternate basis from the 3 KVA load normally used for windshield de-icing plus the load for the front compartment camera heaters.

h. Such an ECM installation would mean that no night photographic missions could be flown since the 5400 pounds of flash bombs would be replaced by the ECM gear, weighing about 500 pounds per position.

i. Not considering the number of acft required, and on the basis of the total number of ECM positions required to give complete coverage, the following equipment would be required:

(1) Two (2) operators with AN/ARR-5, AN/APR-7, AN/APA-10 and AN/ANQ-1A to cover general communications, fighter control and tank communications in the frequency range 500 kc - 140mcs.

(2) One (1) operator with AN/APR-4, TN-16/APR-4, AN/APA-64A, AN/ALA-2, and AN/ANQ-1A to cover the range 38-80 mcs. There will be no direction finding in this position.

(3) Two (2) operators each with AN/APR-4, TN-17/APR-4, AN/APA-64A, AN/ALA-2, AN/APA-17A with antenna AS/222/APA-17, AN/ARR-8 and AN/ANQ-1A to cover the range 80-300 mcs.

(4) One (1) operator with AN/APR-4, TN-18/APR-4, AN/APA-64A, AN/ALA-2, AN/APA-17B with antenna AS-108B/APA-17, and AN/ANQ-1A to cover the range of 300-1000 mcs. Installation provisions would also be made in this A/C for three AN/ARR-8's.

(5) One (1) operator with AN/APR-9, TN-128/APR-9, AN/APA-64A, AN/APA-17B with antenna A S-136/APA-17 and AN/ANQ-1A to cover the range of 1000-2600 mcs.

(6) One (1) operator with AN/APR-9, TN-129/APR-9, AN/APA-64A, AN/APA-17B with antenna AS-136/APA-17, and AN/ANQ-1A to cover the range of 2300-4450 mcs.

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(7) One (1) operator with AN/APR-9, TN-130/APR-9, AN/APA-74A, AN/APA-17B with antenna AS-247/APA-17, and AN/ANQ-1A to cover the range 4300-7350 mcs.

(8) One (1) operator with AN/APR-9, TN-131/APR-9, AN/APA-6A, AN/APA-17B with antenna AS-247/APA-17 and AN/ANQ-1A to cover the range 7050-12,750 mcs. For complete coverage, therefore, ten (10) operator positions are required which means that either five (5) planes with two (2) operator positions or ten (10) planes with a single position are required.

j. It is believed that two (2) D/F antenna assemblies can be installed beneath the bomb bay in a single integrated radome. The minimum separation distance must be 6 feet, while a separate distance of 100 inches is desirable.

2. The following comments are made regarding the installation of jamming equipment in the B-45C:

a. There is no available space for an ECM operator position since for tactical bombing missions both bomb bays will be in use, As in the case of the RB-45C, the navigator's compartment cannot be used, and the compartment aft of the bomb bays is not high enough to accomodate an operator.

b. This means that any jamming equipment installed would have to be present on the ground and turned on or off by the co-pilot. This is desirable from the standpoint of standardization since in both the B-45A and B-47B, provisions are being made for the co-pilot to turn the ECM gear on and off.

c. The only possible location for jamming equipment is in the section aft of the bomb bays. Installation provisiojs can be made for two (2) AN/APT-16 transmitters or two (2) AN/APT-9's or two (2) AN/APT-5's. This would give complete coverage from 300 to 4000 mcs. In lieu of any of the above combinations, it might be possible to install either an AN/APT-7 or an AN/APT-4.

d. The maximum electrical load requirement for the jammers will be approximately 4000 volt-amperes. At present, on the two (2) 5KVA alternators in the A/C, there is a 5KVA load on one and a 5.6KVA load on the other, leaving a total reserve load of 5.4KVA. By dividing the ECM load between the two alternators, sufficient power can be obtained.

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3. These preliminary design studies have been of a general nature. Before making a more detailed and comprehensive investigation of costs, installation problems, etc., it will be necessary to review this preliminary survey with representatives from ConAC and Hq USAF.

4. In order to determine specific ECM equipments for installation in specialized tactical ferrets and tactical bombers, it is recommended that a conference be held at this command on 18 and 19 April. It is requested that your hqrs issue invitations to interested personnelfrom Hq USAF, ConAC, and Air Proving Ground.

5. Representatives from CONAC should be prepared to furnish information on the following questions:

a. Is jamming equipment required in tactical ferret aircraft?

b. Is the co-pilot in the B-45C the logical choice for the jamming operator?

c. Will CONAC accept the situation arising out of the installation of ECM gear in the forward bomb bay, i.e., that no night photographic missions can be flown?

d. Does CONAC plan to use chaff against fire control and AI radars? There is some question as to whether or not chaff will provide adequate protection for individual bombing aircraft.

FOR THE COMMANDING GENERAL:

JAMES H. ROTHROCK
Colonel USAF
Chief, Plans Office
Electronic Subdivision
Engineering Division

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HEADQUARTERS
24TH AIR DIVISION (DEFENSE)
Roslyn, New York

29 March 1956

SUBJECT: [illegible] Counter Measure Plan

[illegible] Officer, 503[illegible] Group, Roslyn, New [illegible]

1. [illegible] purpose of this letter is to emphasize the necessity [illegible] establishment of electronic counter-measure systems to provide rad[illegible] detection [illegible] against an enemy attempt to [illegible] the defense network. The following paragraph[illegible] describe methods the enemy may employ in order to [illegible] jam, [illegible] and employ [illegible] make useless [illegible] of the radar [illegible] defense network of the Eastern Defense [illegible].

2. [illegible] an imaginary enemy task force approaching the [illegible] Defense [illegible] of the United States. Assuming the enemy task force [illegible] classified information compiled after many months of [illegible] and methods, and reports from agents or sympathizers [illegible] or those in this country. Assuming it is [illegible] familiarize with the obstacles which [illegible] would be [illegible] val vessels, rivers, [illegible]

[illegible] route [illegible] the [illegible] of darkness to [illegible] [illegible] initial [illegible] [illegible] [illegible]

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3[illegible]1
Subject: [illegible]tronics Counter Measure Plan (Cont'd)

a point [illegible] eastern coast of the United States to accomplish [illegible] mission [illegible] will have a demoralizing effect on the civilian [illegible]. Part [illegible] flight of aircraft are equipped with various types [illegible] -fonic [illegible] -nic devices to be utilized in "jamming" or deceiv[illegible] radar [illegible] unications system of the Eastern Defense Network [illegible] to render [illegible] ineffective for all practical military use.

5. The jamming devices that would be used by the enemy task force would be electronic devices such as radio transmitters tuned to radio [illegible] on the operating frequency of the radar or radio to be jammed. The interference which would be radiated in the direction of the radar or radio to be jammed would be in the form of [illegible], random noise, tapping, shark, sweep [illegible] just plain noise. The radiation of the above mentioned techniques would be of sufficient strength to block the sensitive receivers of the [illegible] radio equipments, and would preclude any [illegible] from getting through this interference. This "jamming" could be [illegible] effective before the aircraft reached the Eastern Defense radar [illegible].

6. [illegible] interference placed on the radar equipment would prohibit the radar defense network from determining the direction, height, [illegible] speed of the incoming forces. Thus, it would be impossible [illegible] and guide a defense [illegible] mission to the invading aircraft.

7. [illegible] interference [illegible] radio equipment would prohibit [illegible] ground transmission and reception of radio or [illegible] signals by [illegible] agencies [illegible] throughout the entire [illegible] defense system.

8. [illegible] the [illegible] has been successful in completely [illegible] the [illegible] radio equipment, there remains only the [illegible] Observer Corps and artillery to combat the incoming air invaders. [illegible] delay [illegible] be experienced as a result of confusion from an [illegible] attack [illegible] effective radar detection will prevent the ground defense forces [illegible] ing aircraft airborne in time to destroy the invaders before the [illegible] target is reached.

9. [illegible] operational plan explained in the following paragraph [illegible] ground [illegible] detection of the interference system to "burn" the jamming [illegible] efficiently direct interceptor [illegible] to the invading [illegible] the effectiveness of invader radio [illegible].

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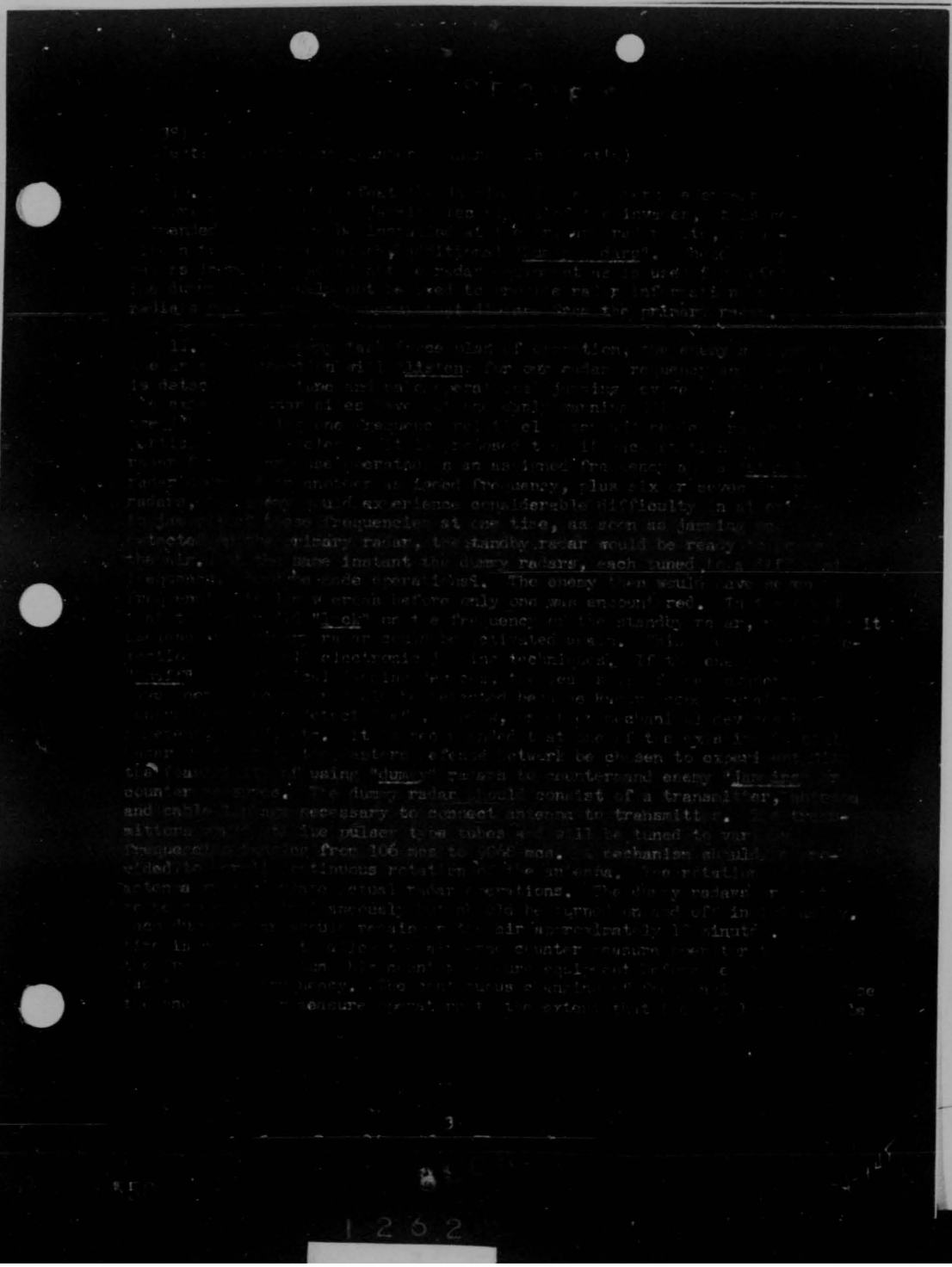

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Subject: Electronics Counter Measure Plan (Cont'd)

to determine what frequency the prime radar is operating on thus rendering any attempt to interfere with radar detection useless.

J. [illegible]
[illegible], USAF
Asst Radar Officer

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HEADQUARTERS
EASTERN AIR DEFENSE FORCE
Mitchel Air Force Base, New York

28 March 1950

DCO 676

SUBJECT: Radar Calibration

TO : Commanding General, Tenth Air Force, Selfridge Air Force Base, Michigan

1. The calibration of radar installations at great distances from Langley Air Force Base will result in the expenditure of a large number of unproductive B-29 flying hours unless arrangements are made for the 7th and 12th Radar Calibration Units to stage their B-29 aircraft from more convenient bases. To accomplish complete calibration of a radar installation requires from 125-150 hours flying over the station, whilst an optimistic estimate of the total flying hours available from the B-29's presently assigned is 300 hours. It will therefore be appreciated that if calibration is to be carried out within an acceptable time, all efforts must be concentrated on making best possible use of these limited hours.

2. The following bases are considered suitable for staging during calibration of the sites indicated:

Greater Pittsburg AFB	Indiantown Gap Connellsville Ravenna
Selfridge	Selfridge Oscoda

3. It is understood that the B-29 aircraft of these units will be equipped at all times with a fly-away maintenance kit of the most recurring replacement parts and flight crews have been trained to accomplish post-flight inspections and corrective maintenance of an organizational nature. The Radar Calibration Units will therefore not normally require organizational maintenance while staging at these bases.

4. It is requested that necessary arrangements be made for the use of above bases upon notification by this headquarters that the calibration units have been made available for calibration of stations under your command.

FOR THE COMMANDING GENERAL:

s/t/ T. WANSLEY
Major, USAF
Air Adj Gen

Info cy:
CG, ConAC
CG, 9thAF
CO, 26th Air Divn
CO, 30th Air Div
CO, 32d Air Div

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HEADQUARTERS
AIR PROVING GROUND
Eglin Air Force Base, Florida

25 May 1950

452.04

SUBJECT: Requirement for Shoran Facilities

TO: Director of Requirements
Headquarters, USAF
Washington 25, D. C.

1. This command has been directed by Headquarters, USAF to conduct operational suitability tests of the B-45C and RB-45C. Both directives indicate that we are to include a Shoran phase in our test programs. The operational suitability test of the B-45C will necessitate a minimum of twelve (12) bombing missions from low to high altitude using 500 lb. M-64 inert bombs with T127 fins and spotting charges. Triangulation facilities are required for scoring purposes. The Shoran phase of the RB-45C will include six (6) mosaic and pinpoint photographic missions. The target date for our requirement of the Shoran facilities is 1 August 1950.

2. This command does not have a Shoran facility and is dubious as to whether our future workload would justify such an installation at Eglin Air Force Base, It is, therefore, requested that your Headquarters take necessary action to make available the required Shoran facilities of another Air Force major command in order that we may comply with our test directives.

FOR THE COMMANDING GENERAL:

(s) C. E. Graham
(t) C. E. GRAHAM
Major, USAF
Deputy Adjutant General

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Maj GEHunsucker/6108/vm

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

9 January 1950

COMM 413.44

SUBJECT: Change in Deployment of Radar Equipment

TO : Director of Plans and Operations, Headquarters USAF, Washington 25, D.C.

1. It is strongly recommended that an interchange of radar equipment programmed for Mt. Bonaparte, Washington and Fordland, Missouri be considered for the permanent Radar net.

2. The possible avenues of approach for hostile aircraft and the vital targets in the Northwest U.S. establishes it as the number one area on the priority list for Air Defense. For continuance air surveillance the radar equipment must be capable of operating through extremes of weather with the least possible number of interruptions. The AN/FPS-3 is favored over the AN/CPS-5 for Mt. Bonaparte because it was engineered to give optimum operation in any weather, when fitted with an Artic Type Tower. The AN/FPS-3 is expected to give better performance than the AN/CPS-5 in terrain common to the Northwest Area. In addition, the AN/FPS-3 will have greater traffic handling capabilities, more range and free space radiation for high altitude coverage not possible with the AN/CPS-5.

3. Recommend an AN/FPS-3 with Artic Type Tower for Mt. Bonaparte, Washington and an AN/CPS-5 for the Fordland, Missouri station.

FOR THE COMMANDING GENERAL:

s/ James W. Smith
t/ JAMES W. SMITH
Captain, USAF
Asst Air Adj Gen

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COMM/AERY/sg

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

2 November 1949

COMM 381

SUBJECT: Initial Priority for Engineering Construction, Permanent Air Defense Plan

TO : Director of Plans and Operations, Headquarters, USAF, Washington 25, D.C.
ATTENTION: Air Defense Division

1. It is understood that approximately eighteen million dollars FY 1950 funds, is now available to initiate necessary engineering construction for the permanent Air Defense Plan.

2. It is recommended that the following site priorities be established for the first twenty-four (24) sites:

Priority	Site	Priority	Site
1	1	13	21
2	44	14	30
3	57	15	31
4	40	16	34
5	6	17	35
6	8	18	38
7	51	19	7
8	9	20	49
9	10	21	66
10	13	22	16
11	14	23	69
12	20	24	60

3. Control Centers were left off the above list since usable Control Centers are now operating in the northwest and eastern areas and it was considered advisable to spend the money available exclusively on radar sites.

4. All twelve (12) AN/CPS-6B sites are included in the first eighteen (18) sites. If sufficient funds are not available to build eighteen (18) sites, it is requested thatpriority be given the AN/CPS-6B installations since it is expected that twelve (12) AN/CPS-6B equipments will be made available prior to 1 July 1950.

FOR THE COMMANDING GENERAL:

HERBERT B. THATCHER
Brig General, USAF
Deputy for Operations

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ROUTING	COORDINATION	STAFF ACTIVITY
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		AN LIAISON
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		Pub
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		IG
		A Insp
		APM
		PS
		PIO
		COMPR
		Prog
		Stat
		Fud
		Aud
		Fin
		DP
		ACH
		AJA
		WAF
		PPM
		Mil Pers
		MPP
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MCMS-M 413.44 Capt ACGoodson/5255/mem

SUBJECT: Maintenance Support for ACW Radar Installations

TO : Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio. ATTN: MCMM

1. Reference is made to letter your headquarters, subject as above, dated 18 January 1950.

2. It is requested that this Headquarters be furnished schedules of impending visits to Aircraft Control and Warning units and sites if practicable. It is also requested that copies of reports covering findings and/or accomplishments of the visiting Air Materiel Command personnel be furnished.

FOR THE COMMANDING GENERAL:

ConAC Form AAG 5
Revised 22 November 1949

Air Adjutant General's Central File Copy

L-49-1380

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S/ltr fr Continental Air Command, Mitchel AFB, N.Y. dtd 30 Jan 1950,
Subj: Maintenance Support for AC&W Radar Installations

1st Ind MCMCXS/WFH/jfs

HQ AMC Wright-Patterson Air Force Base, Dayton, Ohio. 13 February 1950

TO: Commanding General, Continental Air Command, Mitchel Air Force Base, New York, Attn: MS&S-W

1. It is suggested that this Headquarters be furnished a listing of the existing Aircraft Control and Warning sites indicating the relative priority in which your Command desires each site to be visited. These priorities will be used as a basis for establishing a tentative visit schedule which will be furnished to your Command. In the event that no particular sequence of visits are desired, each Air Materiel Area will be requested to furnish a schedule of impending visits which can be forwarded to your Headquarters.

2. With reference to the copies of reports requested in basic correspondence, AF Materiel and Service Directive 65-20 dated 20 January 1948, requires each Area to furnish a copy of any report or visit to the Detachment or Base Commander of the installation visited. In order to prevent duplication of correspondence, it is suggested that the requested reports be obtained from the Unit Commander through Continental Air Command channels. This Headquarters does not have reports from all the Areas immediately available; however, copies of reports received to date from the Middletown Air Materiel Area are forwarded for your preliminary information.

3. It is requested that this Headquarters be advised as to your further desires in this matter.

FOR THE COMMANDING GENERAL:

G. G. GETZ
Lt. Colonel, USAF
Chief, Maint. Communications Section
Maintenance Division

11 Incls: (Added)
1. Cy ltr fr MAATA dtd 19 Dec 49.
2. Cy ltr fr MAATA dtd 29 Dec 49.
3. Cy ltr fr MAATA dtd 29 Dec 49.
4. Cy ltr, MAATA dtd 3 Jan 50.
5. Cy ltr, MAATA dtd 3 Jan 50.
6. Cy ltr, MAATA dtd 3 Jan 50.
7. Cy ltr, MAATA dtd 16 Jan 50.
8. Cy ltr, MAATA dtd 17 Jan 50.
9. Cy ltr, MAATA dtd 31 Jan 50.
10. Cy ltr, MAATA dtd 1 Feb 50.
11. Cy ltr, MAATA dtd 3 Feb 50.

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[illegible] Air Force Base, [illegible] Y.

[illegible] Commanding General, Air Materiel Command, [illegible]-Patterson Air Force Base, Dayton, Ohio

Request visits be made to [illegible] sites accordance with the following priority lists:

a. Middleto[illegible] Air Materiel Area

(1) [illegible]
(2) [illegible]
(3) [illegible]
(4) Dresser AFB, N. Y.
(5) Otis AFB, Mass.
(6) Pine Camp, N. Y.
(7) Schenectady, N. Y.
(8) [illegible]
(9) Indiantown Gap, Pa.
(10) [illegible]
(11) [illegible]

(1) [illegible]
(2) [illegible]
(3) [illegible]
(4) [illegible]

c. Sacramento Air Materiel Area

(1) Hamilton AFB, Calif.
(2) Half Moon Bay, Calif.
(3) [illegible]
(4) Portland AFB, [illegible]
(5) Fisher AFB, Calif.

(1) [illegible]
(2) [illegible]
(3) [illegible]
(4) [illegible]
(5) [illegible]
(6) Hunter AFB, Calif.
(7) Ft. Carson, Calif.
(8) [illegible]
(9) Camp Cooke, Calif.

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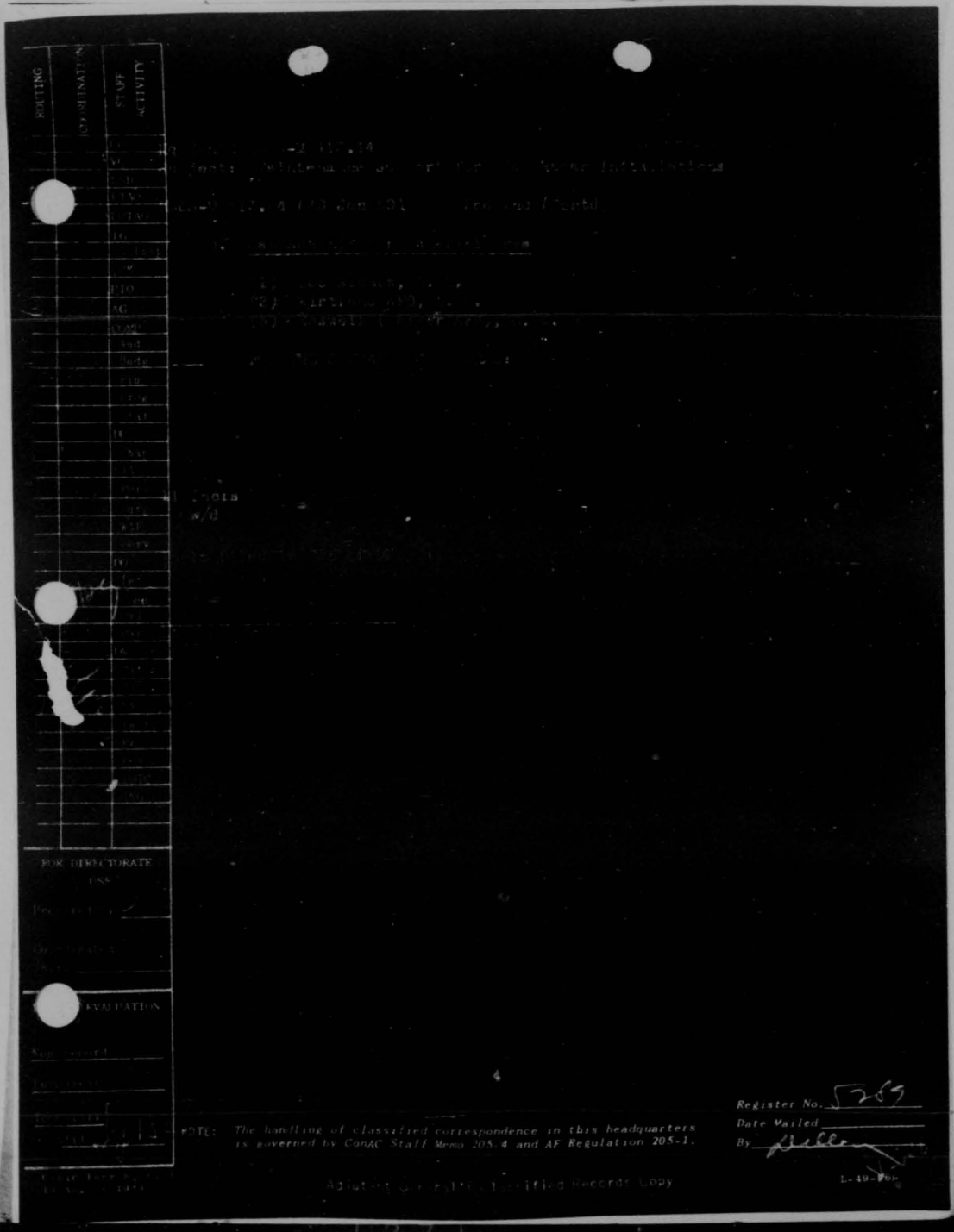

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base New York

17 April 1950

MS&S-M 413.44

SUBJECT: Permanent Aircraft Control and Warning System Equipment

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

1. The radar equipment for the permanent Aircraft Control and Warning System, Zone of Interior, has been purchased and delivery will begin in the near future.

2. Shipment schedule will be governed by progress of construction. Headquarters USAF will issue a Ground Radar Directife (GRD) covering each shipment, normally 30 days or more in advance of delivery.

3. The period between release of GRD and delivery of equipment to the affected site will be utilized by your command to make all the necessary arrangements for prompt unloading, installation and/or proper storage as required. The following points are emphasized:

a. Any delay in unloading will result in demurrage charges.

b. Any undue delay in installation may cause failure to meet the date set by the Joint Chiefs of Staff for placing the system in operation.

c. Failure to provide proper storage may cause loss or damage to critical materiel and thus endanger the success of the Aircraft Control and Warning System.

4. Given below is a tentative delivery schedule for various radar equipment as contemplated by Headquarters USAF;

Expected Delivery Dates

Type	No. on Order	1950 Jul	Aug	Sep	Oct	Nov	Dec	1951 Jan	Feb	Mar	Apr
FPS-3	24	1	0	0	2	3	4	4	4	4	2
CPS-5	24	Available to ConAC - Installation can be arranged in a matter of a few days									

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Ltr, Hq ConAC, MS&S-M 413.44, "Permanent Aircraft Control and Warning System Equipment" (Cont'd)

Type	No. on Order	1950								1951
		1949	1950							
		Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
CPS-6B	12	1	1 (.....10 thru Aug 30.....)							

Scheduling of AN/CPS-6B radar systems is based upon the availability of towers and other components which might delay the construction program and is not necessarily based upon the delivery of a complete system. The additional radar sets for the Zone of Interior, Aircraft Control and Warning program will become available after the above scheduled dates.

5. The following information is furnished concerning the one (1) station in your area of responsibility falling in the first priority group. This information is according to a schedule revised by the Office of Chief of Engineers, 8 March 1950.

Site No.		1950 Advertising Date	1950 Bid Opening Date
P-30	Mud Pond, Pa.	1 April	1 May

6. Changes in location of selected permanent Aircraft Control and Warning Systems sites will be held to an absolute minimum. The only exceptions will be cases where technical or operational deficiencies exist. Delays in re-siting, causing corresponding delays in design and awarding of contracts, well might extend the construction completion date beyond that set by the Joint Chiefs of Staff for placing the system in operation. Any cause for change in location of a selected site will be brought to the attention of this headquarters without delay.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

s/t/ CHARLES T. MYERS
Major General, U. S. Air Force
Vice Commander

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HEADQUARTERS FOURTH AIR FORCE
HAMILTON AIR FORCE BASE
HAMILTON, CALIFORNIA

SECRET
By Auth CG 4AF
Initials Date
2 Apr 50

IN REPLY REFER TO:

Mat P 600.3/4

SUBJECT: Basic Plan for the Materiel Support for Installations of the AC&W System

TO: Commanding General
Continental Air Command
Mitchel Air Force Base
New York
ATTN: Deputy for Materiel

1. Reference is made to:

a. First indorsement, Headquarters Continental Air Command, 5 April 1950, to letter this Headquarters, File Instl 600.3/5, subject: "R&U Responsibilities for Project Fence", dated 24 February 1950.

b. Letter, Headquarters Continental Air Command, File Mat P 413.44, subject: "Planning the Materiel Support for Installations of the AC&W System", dated 16 March 1950.

c. Letter this Headquarters, File Mat P 600.3/7, subject: "Planning the Materiel Support for Installations of the AC&W System", dated 24 March 1950.

d. Letter, Headquarters Continental Air Command, File Instl 600.1, subject: "R&U Support of AC&W System Installations", dated 3 April 1950.

2. Pursuant to instructions contained in reference b, above, the following basic plan for the logistic support of AC&W installations within Fourth Air Force area is submitted:

a. Part I, Enclosure 1, attached hereto, lists the location of interim AC&W sites, the estimated date these sites will become operational, installation to provide logistic support and the action taken by this Headquarters to effect Joint Use Agreements as required.

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AIR MAIL

b. Part II, Inclosure 1, lists the location of permanent AC&W Sites, the estimated date these sites will become operational and the installations to provide logistic support. Action will be initiated by this Headquarters to effect the required Joint Use Agreements on or before the dates these sites become operational.

3. Paragraph 3b(2) of reference 1d, indicates that when AC&W installations are located outside the boundaries of parent installations, and these parent installations are other than Continental Air Command stations, the responsible Continental Air Command Air Force will provide personnel and fund authorizations to the other commands. This would imply that custody and accountability remain with the Continental Air Command Air Force, such Air Force budgeting for the AC&W Site and the transfer of funds resulting. Correspondence cited in reference 1a, however, approved the recommendation of this Headquarters that all AC&W Sites to be supported by other than Continental Air Command bases would become off-post facilities of the parent base, and that the parent base would be responsible for custody and accountability of the site, maintenance, budgeting, and so forth. This latter method is the method deemed most logical and satisfactory by this Headquarters.

4. In any case where logistic support, including M&W support, is most feasible from an Army or Naval installation, it is recommended that upon completion of the construction of the site and the installation of the necessary technical equipment, custody and accountability of the site be transferred to the appropriate Army or Navy station, with only operational control, manning, and technical supply as the responsibility of the Continental Air Command Air Force.

5. In accordance with instructions contained in Paragraph 6b, reference 1d, the following is submitted:

a. Preliminary estimate of requirements for MAP P-441 fund to support the AC&W installations in Fourth Air Force area is $297,972 for Fiscal Year 1951 and $765,457 for Fiscal Year 1952. This estimate is based upon information available to this Headquarters as to average monthly expenditures of the AC&W installations located at Half Moon Bay, California. Factors considered in determining the estimate were the number of months the sites will be in operation during Fiscal Years 1951 and 1952, the anticipated use of commercial or locally generated power, and the proximity and accessibility of such sites to a military installation. Wherever sites are to be located within the boundary of

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a military installation, the average expenditure of F-441 fund has been reduced by 20%. Wherever sites are to be in very remote locations, the average expenditure of F-441 fund has been increased by 30%. The average expenditure of F-441 fund has been increased by 150% for sites to be located on Santa Rosa Island, California, and San Clemente Island, California.

b. The AGU personnel requirements are estimated to be one (1) additional civilian space authorization (PCS 322) for each permanent AC&W installation. In this connection, reference is made to letter this Headquarters, File OPC 320.2/4, subject: "Non T/O&E Personnel Authorizations", dated 17 March 1950, and to first indorsement thereto by your headquarters, dated 30 March 1950.

c. A conference with appropriate AC&W personnel is scheduled to be held at this Headquarters on 5 May 1950 for purpose of detailed planning for logistic support of the AC&W installations. In the event this conference brings forth plans which are in conflict with the basic plan submitted herein, your headquarters will be advised accordingly.

FOR THE COMMANDING GENERAL:

Bd Barnard

1 Incl
List of Interim and Permanent Sites (Part I and Part II)(dup)

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PART I

INTERIM SITES

Interim Sites	Estimated Operational Date	Installation to Provide Logistic Support	Joint Use Agreement
Camp Cooke, Calif	1 Jul 50	Camp Cooke, Calif (Army)	Being negotiated - estimated completion date - 1 Jul 50
Edwards AFB, Calif	1 Jul 50	Edwards AFB, Calif	Being negotiated - estimated completion date - 1 Jul 50
Fort MacArthur, Calif	1 Jul 50	Fort MacArthur, Calif (Army)	Joint Use Agreement effected
Hamer AFB, Calif	1 Jul 50	Hamer AFB, Calif	Joint Use Agreement effected
Mines Field, Calif	1 Jul 50	2547th AFSTS, Long Beach, Calif	Joint Use Agreement not required
Port Hueneme, Calif	1 Jul 50	US Navy Training Center, Port Hueneme, Calif	Being negotiated - estimated completion date - 1 Jul 50
Port Stevens, Oregon	1 Jul 50	Resident Caretaker, Fort Stevens, Oregon	Being negotiated - estimated completion date - 1 Jul 50
Richland, Wash	1 Jul 50	US Army, Richland, Wash	Being negotiated - estimated completion date - 1 Jul 50
Portland, Oregon	1 Jul 50	2543d AFSTS, Portland, Oregon	Joint Use Agreement not required
Half Moon Bay, Calif	Presently Operational	Hamilton AFB, Calif	Joint Use Agreement not required
Spokane, Wash	Presently Operational	Spokane, Wash	Joint Use Agreement effected
Moses Lake, Wash	Presently Operational	Moses Lake, Wash	Joint Use Agreement not required

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Annex I - Part I Sites (Cont)

Interim Sites	Estimated Operational Date	Installations to Provide Logistic Support	Joint Use Agreement
Paine Field, Wash	Presently Operational	McChord AFB, Wash	Joint Use Agreement not required
McChord AFB, Wash	Presently Operational	McChord AFB, Wash	Joint Use Agreement not required
Neah Bay, Wash	Presently Operational	McChord AFB, Wash	Joint Use Agreement not required
Pacific Bay, Wash	Presently Operational	McChord AFB, Wash	Joint Use Agreement not required
Silver Lake, Wash	Presently Operational	McChord AFB, Wash	Joint Use Agreement not required
Hamilton AFB, Calif	Presently Operational	Hamilton AFB, Calif	Joint Use Agreement not required
Ellma Mountain, Wash	Presently Operational	McChord AFB, Wash	Joint Use Agreement not required
Capital Peak, Wash	Presently Operational	McChord AFB, Wash	Joint Use Agreement not required

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PART II

PERMANENT SITES

Permanent Site	Estimated Operational Date	Instl to Accept Custody & Asst of Site & Provide Sal Support & Stations	Unit to Provide Supply Support	Base Asst Officer to Support Designated Sq
McChord AFB, Wash (F-1)	15 Dec 50	McChord AFB, Wash	635th AC&W Sq McChord AFB, Wash	McChord AFB, Wash
Bohokus Peak, Wash (P-44)	15 Jan 51	McChord AFB, Wash	635th AC&W Sq McChord AFB, Wash	McChord AFB, Wash
Birch Bay, Wash (P-40)	7 Apr 51	McChord AFB, Wash	635th AC&W Sq McChord AFB, Wash	McChord AFB, Wash
McChord AFB, Wash (F-4)	20 Jul 51	McChord AFB, Wash	654th Control Sq McChord AFB, Wash	McChord AFB, Wash
Readsport, Ore (P-12)	7 Jul 51	McChord AFB, Wash	636th AC&W Sq Hoquiam, Wash	McChord AFB, Wash
Hoquiam, Wash (P-37)	1 Mar 51	McChord AFB, Wash	636th AC&W Sq Hoquiam, Wash	McChord AFB, Wash
Mt Bonaparte, Wash (P-6)	25 Feb 51	Spokane AFB, Wash	637th AC&W Sq Saddle Mt, Wash	Moses Lake AFB, Wash
Colville, Wash (P-60)	1 Mar 51	Spokane AFB, Wash	637th AC&W Sq Saddle Mt, Wash	Moses Lake AFB, Wash
Condon, Ore (P-52)	1 Jun 51	Moses Lake AFB, Wash	637th AC&W Sq Saddle Mt, Wash	Moses Lake AFB, Wash
Saddle Mt, Wash (P-40)	10 Dec 50	Moses Lake AFB, Wash	637th AC&W Sq Saddle Mt, Wash	Moses Lake AFB, Wash

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PART II - PERMANENT SITES (Cont)

Permanent Site	Estimated Operational Date	Instl to Accept Custody & Acct of Site & Provide R&U Support & Ations	* Unit to Provide Supply Support	Base Acct Officer to Support Designated Sq
Yaak, Mont (P-11)	1 Nov 51	Great Falls AFB, Mont	AC&W Sq located at Del Bonita, Mont (Dsgn of unit not firmed. Part of 545th AC&W Gp.)	Great Falls AFB, Mont
Del Bonita, Mont (P-24)	20 Oct 51	Great Falls AFB, Mont	"	Great Falls AFB, Mont
Ophiem, Mont (P-26)	15 Aug 51	Great Falls AFB, Mont	AC&W Sq located at Ophiem, Mont (Dsgn of unit not firmd. Part of 545th AC&W Gp.)	Great Falls AFB, Mont
Simpson, Mont (P-25)	7 Nov 51	Great Falls AFB, Mont	"	Great Falls AFB, Mont
Great Falls AFB, Mont (P-23)	1 Aug 51	Great Falls AFB, Mont	AC&W Control Sq located at Great Falls, Mont (Dsgn of unit not firmd. Part of 545th AC&W Gp.)	Great Falls AFB, Mont
Falamath, Calif (P-33)	15 Apr 51	Hamilton AFB, Calif	565th AC&W Sq Hamilton AFB, Calif	Hamilton AFB, Calif
Hill Peak Road, Calif (P-37)	15 Apr 51	Hamilton AFB, Calif	"	Hamilton AFB, Calif
Mt Veralpais, Calif (P-38)	21 Feb 51	Hamilton AFB, Calif	"	Hamilton AFB, Calif
Tather AFB, Calif (P-39)	15 Feb 51	Hamilton AFB, Calif	"	Hamilton AFB, Calif

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PART II - PERMANENT SIGNS (Cont)

Permanent Site	Estimated Operational Date	Instl to Accept Custody & Acct of Site & Provide BAK Support & Rations	Unit to Provide Supply Support *	Base Acct Officer to Support Designated Sq
Hamilton AFB, Calif (1-46)	15 Feb 51	Hamilton AFB, Calif	667th Control Sq Hamilton AFB, Calif	Hamilton AFB, Calif
Cambria, Calif (1-2)	1 Jun 51	Castle AFB, Calif	660th AC&W Sq Cambria, Calif	Victorville, Calif
Indora, Calif (1-72)	1 May 51	Castle AFB, Calif	"	Victorville, Calif
Adelia, Calif (1-50)	1 Jun 51	Victorville ACW, Calif	"	Victorville, Calif
Santa Rosa Island, Calif (1-15)	1 Jun 51	Point Mugu Naval Air Station, Calif	"	Victorville, Calif
San Clemente Island, Calif (1-50)	1 Jun 51	San Diego Naval Air Station, Calif	670th AC&W Sq Mt Laguna, Calif	Victorville, Calif
Mt Laguna, Calif (1-76)	1 Jun 51	San Diego Naval Air Station, Calif	"	Victorville, Calif

* The supply officer of the unit designated will be responsible for necessary arrangements to provide all supplies required.

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Capt CCMouckeresi/vm/6108

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

6 May 1950

Comm 413.44

SUBJECT: Unsatisfactory Performance of TPS-10 and TPS-10A Radar Sets

TO : Commanding Officer, 3151st Electronics Group, Watson Laboratories, AMC, Red Bank, New Jersey

1. This command has assigned and/or in operation in air defense facilities, eleven (11) of subject radar sets. Field experience over a period of two (2) years has indicated that this set in its present condition is completely unsatisfactory as a height finder for a permanent fixed type of air defense installation when continuous operation is required. It is realized that this unsatisfactory performance can, in part, be attributed to the lack of adequate spare parts and lack of training of maintenance personnel. However, even in those installations where highly skilled personnel and limited spare parts were available, the overall operation of this set has been extremely unreliable. For example, some of the known factors contributing to the unsatisfactory performance are:

a. Poor voltage regulation, inadequate capacity and mechanical and electrical unreliability of the portable gasoline type primary power supply.

b. Extremely critical adjustment of receiver RF section including AFC circuits that require almost continual maintenance to realize rated range performance. AFC drifts causing effective range on a medium bomber to drop from 60 miles to 30 miles within a few hours of operation.

c. General breakdown of transformers, condensers, resisters and other parts apparently due to the fact they are underrated for continuous operations.

2. It is realized that difficulties in operating and maintaining these sets are not properly nor adequately reflected in UR's from AC&W organizations of this command due to inexperience of personnel with the basic radar set and the UR system in general. Accordingly, it is requested that your headquarters make a proposal as to what assistance your organization can render in assisting personnel of this command in conducting a field investigation of the unsatisfactory performance of these radar sets. Further, it is requested that upon the completion of this

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investigation that your headquarters make appropriate recommendations as to interim modification of these sets, additional training of personnel, techniques for maintenance and operation and any other pertinent information necessary to provide this command with a reliable, continuous duty height finder for a period of two years pending the availability of the TPs-10B, at which time it is planned to dispose of all TPS-10 and TPS-10A's.

FOR THE COMMANDING GENERAL:

s/t/ NEAL J. O'BRIEN
Colonel, USAF
Air Adjutant General

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HEADQUARTERS
FIRST AIR FORCE
Mitchel Air Force Base, New York

23 JAN 1950

OC 413.44

SUBJECT: Inadequacies of AN/TPS-10A (Height Finder) for height information at GCI Radar Stations.

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

1. This Air Force has seven (7) AN/TPS-10A's (height finder) in the AC&W system installed at the following radar stations; Palermo, N. J., Santini, MAFB, N. Y., Camp Hero, N. Y., Otis AFB, Massachusetts, Grenier AFB, New Hampshire, Dow AFB, Maine and Schenectady, N. Y. All of these radar stations are performing a GCI mission utilizing the above mentioned height finder and the AN/CPS-5 radar set. At present, there are two (2) AN/CPS-4 (height finder) installed and operating efficiently in this Air Force.

2. The AN/TPS-10A equipment is definitely inadequate in the present day AC&W system to accomplish fixed GCI mission. The control and intercept of aircraft is being seriously affected with this radar set. The set was designed for intermittent (non-constant) duty as a medium range height finder (60 miles maximum) to be used in conjunction with the AN/TPS-1B early warning radar during World War II and is unsatisfactory for accomplishment of the present day GCI Mission (height information) for the following reasons:

a. Limited coverage due to design and low power output (Peak Power 65 Kw). Maximum possible range is 60 miles and the dependable range is approximately 50 miles. The maximum height indication is only 35,000 feet.

b. Mechanical linkage system for manual control restricts siting of the radar set, permits too much play and back-lash. The azimuth automatic drive rotates the antenna at 1/3 RPM which is too slow a rotation in which to select a target at a given azimuth.

c. The seven (7) inch RHI (Range Height Indicator) scope is too small for good accuracy and method of reading permits considerable parallax error.

d. The power source, PU-6/TPS-1 or PU-21/M gas driven units are unsatisfactory for fixed radar installations. The PU-6

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OC 413.44, Subject: Inadequacies of AN/TPS-10A (Height Finder) for height information at GCI Radar Stations.

requires high test aviation gasoline not always available at AC&W Stations, the generator section heats up after long periods of operation and the voltage variation is excessive under load. The generator section was not designed for the necessary safety margin required under continuous operation.

e. The set requires continuous tuning and aligning during operation due to critical circuit design.

f. Excessive breakdowns due to margin of safety in design of components and their elements.

g. The maintenance time required is twice the time required for the AN/CPS-5 radar set.

h. No protection for equipment or test equipment during maintenance and repair periods in inclement weather.

3. Unsatisfactory Reports on the AN/TPS-10A have been and are being continually submitted by the AC&W Detachments.

4. It is recommended that the AN/TPS-10A be replaced as soon as practicable by a height finder designed to provide the necessary height information required for present day GCI radar stations. The following technical characteristics are recommended; range between 120 to 200 miles, altitude to 60,000 feet, higher peak power output, a servo-system that will position the antenna in a minimum of time and ease by the controller or radar operator, power source utilizing commercial 120/208 volts- 60 cycles, twelve (12) inch RHI radar scope and components designed for continuous service with proper safety margin factors.

5. The AN/CPS-4 height finder meets practically all of the characteristics required in a GCI station. Reference is made to Headquarters ConAC Diary and Project Report dated 17 April 1950, paragraph 4, that 42-AN/CPS-4 radar sets are on hand in various AF Units. This headquarters has two (2) AN/CPS-4 radar sets installed in the northeast AC&W system. With such great importance being placed on the defense of this area and the increase in speed of aircraft, it is felt this system is poorly equipped with height finders in comparison with other sections of the United States. The above reference and tentative plans state that AN/TPS-10B's in development will be utilized as height finders in the future. This

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OC 413.44, Subject: Inadequacies of AN/TPS-10A (Height Finder) for height information at GCI Radar Station.

improved version of the AN/TPS-10A does not seem adequate to cope with present day requirements. The set's maximum range being 100 miles, utilizing several of the AN/TPS-10 components, requires pressurized components and does not seem to be of rugged design for continuous operation. It is felt that height information at a GCI station is as important as range and azimuth data and the equipment required to obtain this data should be on par with other pieces of radar equipment at the radar station.

6. It is requested that the AN/TPS-10A equipment assigned to units of this command be replaced by AN/CPS-4 equipment in order to permit the AC&W units of this command to more effectively fulfill their Air Defense mission.

GLENN O. MARCUS
Major General, U. S. A. F.
Commanding

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HEADQUARTERS
AIR MATERIEL COMMAND
WRIGHT-PATTERSON AIR FORCE BASE
Dayton, Ohio

26 June 1950

SUBJECT: Procurement of Height-Finding Radar Equipment

TO : Director of Requirements
Headquarters, USAF
Washington 25, D.C.

1. As indicated in the attached correspondence, Continental Air Command is justifiably concerned about the availability of height-finding radar equipments. At the present time the Air Force has under contract eighty-three (83) AN/TPS-10B radar sets and eighty-four (84) AN/FPS-6 radar sets. Both these equipments are scheduled for delivery beginning about 1 October 1951. There are no deliveries of other types scheduled prior to October 1951.

2. In order to provide an interim equipment, the Continental Air Command has suggested that a quantity of twenty-six (26) AN/MPS-4 radar sets be procured. This Command has been informed that the Department of the Navy, Bureau of Ships, has under contract a quantity of twenty (20) of these equipments, deliveries of which are to being in November 1950 and are to be completed in March 1951. It is believed that deliveries of an additional quantity of twenty-six (26) equipments can be accomplished by the contractor on an extension of this schedule.

3. It has been possible in this fiscal year, due to a considerable reduction in costs of equipments, to procure, in addition to that quantity directed for procurement in Fiscal Year 1950, a large number of AN/TPS-10B and AN/FPS-6 radar sets scheduled for procurement in subsequent fiscal years. It is suggested that, after a review of the desirability of procuring a quantity of AN/MPS-4 interim radar equipments, requirements for these sets can be procured early in Fiscal Year 1951 using project funds previously earmarked for AN/TPS-10B. In order to insure expedited deliveries it may be necessary to arrange diversion of equipments scheduled for delivery to the Department of the Navy, replacing such units with items as they become available from the Air Force procurement.

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Ltr fr CGAMC, WPAFB, Dayton, Ohio, to Director of Requirements, Hq USAF, Subject: "Procurement of Height-Finding Radar Equipment"

4. Because deliveries of these equipments will be adversely affected if procurement action is delayed, it is essential that the suggested program be released without delay. It is equally necessary that equipments be procured in their present configuration without design change. The present estimated unit price of the AN/MPS-4 is approximately $84,000.00, to which must be added the normal percentages for spare parts, technical data, etc. If favorable consideration is given to the proposed action, procurement authority accompanied by funds allocation should be transmitted to this Headquarters by 15 July 1950.

Incl:
Cy ltr fr CG ConAC
to CG AMC dtd 25 May 50
w/incl

s/t/ B. W. CHIDLAW
Lieutenant General, USAF
Commanding

Information copies to:
Director of Communications,
Hq USAF
Director of Procurement and
Engineering, Hq USAF
Commanding General
Continental Air Command

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HEADQUARTERS
540TH AIRCRAFT CONTROL AND WARNING GROUP
Stewart AFB. Newburgh, N.Y.

413.684

SUBJECT: Request for Direction Finding (D/F) Equipment & Operation Personnel

TO : Commanding General, First Air Force, Mitchel AFB, New York

1. Overall study of the committments of this Group, based upon past experineces, indicate a need for a VHF triangulation system for air/craft positioning (D/F) as an organiz part of this organization, until such time as new developments reduces its need. From the beginning of Operations this organization will be called upon to coordinate the efforst of several outlying radar units in a newly formed area of operation.

2. Direction Finding facilities are being requested basically for reasons of safety and further to facilitate the positioning of A/C during periods when controlling agencies experience operational difficulties. It is anticipated that the following conditions will exists periodically necessitating the use of a D/F Net.

a. Lost a/c requiring positioning and emergency handling.

b. Assigned operational (j.F.) a/c returning to base with limited fuel and requiring immediate accurate positioning. (This concievably outside of operational coverage of the radars due to equipment limitations, (ie) poor radar return from Jet Propelled a/c).

c. Rapid weather changes obscuring visual check points outside of radar coverage to and from areas of operation. Scope presentations due to weather phenomenon many times result in reduced efficiency of radar equipment to the extent that fade areas are developed.

d. Existing fade areas and permanent echoes, including close in ground returns at some sites makes it imperative that a secondary system of coverage be used. This can be accomplished by using a D/F system in conjunction with normal D/F procedures.

3. This headquarters realizes that new equipment will minimize the need of D/F at a future date, but present requirements dictate that a substitute system to cover the interim period, in order to comply with the best possible safety practices. This will also prove an additional aid to control personnel in accomplishing their assigned mission.

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Ltr subj: "Request for Direction Finding (D/F) Equipment & Operating Personnel" dtd 9 Jan 50, (continued)

4. Seven (7) SCR 575's and organic equipment will fulfillethe basic requirements for the contemplated area of responsibility. See inclosures #1 and #2 for charts of proposed placement of SCR 575's. This sytem can be placed into operation using only the Communications which are to be availabe with sliehg modifications at terminal points.

/s/t/JOHN A. H. MILLER
Lt Col., USAF
Commanding

2 Incls:
1. Chart #1
2. Chart #2

OC 413.683 (Hq 540th AC&W Gp, 9Jan 50) 1st Ind 27 JAN 1950

HEADQUARTERS, FIRST AIR FORCE, Mitchel Air Force Base, New York

TO: Commanding General, Continental Air Command, Mitchel AFB, New York

1. Approved.

2. Request that a requirement be established for the utilization of VHF/DF by AC&W units of 20th and 32d Air Divisions as indicated on VHF/DF Coverage Chart, contained as Inclosure 3 hereto.

FOR THE COMMANDING GENERAL:

/s/t/R.W. HUTMAN
1st Lt., USAF
Asst Adj Gen

3 Incls
1 & 2 - n/c
Added:
3. VHF/DF Coverage Chart

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		Pers
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10 August 1949

413.684, Hq 540th AC&W Group
Subject: Request for Direction Finding (D/F) Equipment & Operating Personnel

OOMM 311 (9 Jan 50) 2nd Ind

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

THRU: Commanding General, Eastern Air Defense Force, Mitchel Air Force Base, New York

TO : Commanding General, First Air Force, Mitchel Air Force Base, New York

1. This headquarters has established a requirement with the Director of Requirements, Headquarters USAF, for VHF/DF receivers to be installed at all interim radar sites except those sites where the AN/TPS-1B radar sets are the basic equipment. The above direction finding equipment is to be utilized primarily to assist the radar controllers in identification of aircraft and secondarily as a navigational aid (homing only).

2. The request contained in the basic communication for the establishment of a fixing network or the usage of existing command and status communication circuits for the fixing network, is not favorably considered by this headquarters for the following reasons:

a. Minimum total time required to obtain a triangulation fix is two (2) to three (3) minutes. This means that at jet speeds fighters will travel a minimum of fifteen (15) to twenty-two (22) miles. Therefore, it is believed that VHF/DF equipment does not afford rapid enough information on jet type aircraft to be of assistance in ground control of interceptions.

b. Jet aircraft are currently equipped with Radio Compass and VHF homing as navigational aids for returning to base.

c. The existing circuits would not provide adequate communication facilities. Additional circuits required for the implementation of the D/F fixing nets would be too expensive.

d. All locations of the radar sites where the D/F receivers would be installed do not lend themselves to determining aircraft fixes by triangulation.

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Maj.CBMcDuffee/eg-7209

#13,684, Hq 540th AC&W Group
Subject: Request for Direction Finding (D/F) Equipment & Operating Personnel (2nd Ind Contd)

e. Necessary action is under way to equip fighter aircraft will assist beacons (AN/APX-6) for GCI work. Therefore, it is not believed to be advisable or economical from communications, equipment, or manpower standpoints to install the slow VHF/DF triangulation system at this time.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

Incls:
n/c

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413.44

DO 413.684 (540 AC&W Gp-9 Jan 50) 4th Ind 14 Mar 50
Subject: Req for Direction Finding (D/F Eqpmt & Operating Pers.

HEADQUARTERS, FIRST AIR FORCE, Mitchel Air Force Base, New York

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

1. Request is re-submitted for the establishment of a requirement for VHF D/F equipment and operating personnel at two of the three GCI sites of the 503d and 540th AC&W Groups not included in the requirement established by your headquarters as indicated in par. 1 of 2d Ind. The three sites not included in your requirement are Fort Williams, Fort Ethan Allen, and Connelsville. The two stations for which a VHF D/F requirement is requested are Fort Williams and Fort Ethan Allen. In this respect, it is pointed out that your headquarters has directed the installation of a CPS-5 at Fort Williams.

2. This request is submitted to permit more complete coverage by VHF D/F triangulation of the area encompassed by the above cited AC&W Groups.

3. The following comments are submitted on the five statements made in paragraph 2 of 2d indorsement by your headquarters.

a. Reference par. 2a: It is believed that the minimum time required to obtain a triangulation fix is exaggerated. Experience shown that thirty (30) seconds to be adequate for properly trained units to effect a positive fix.

b. Reference par. 2b: The main purpose of VGF D/F fixing is intended to complement radar information in order to provide the Air Defense Controller with increased intelligence. D/F installations would also furnish an auxiliary method of fixing in case of radar failure at any particular site. In this connection, it is pointed out that the utility of AN/APX-6 is dependent upon the operational status of the basic radar.

c. Reference par. 2c: Opinion is divided as to the adequacy of the existing communications facilities. Should the radar equipment of any particular site be out of commission, the operational landlines from this station would not be required, and so would be available for this auxiliary means of positioning aircraft. However, should additional circuits be required for the effective operation of the D/F fixing nets, it is believed that the relative value of VHF D/F would justify the added expense.

d. Reference par. 2d: As the existing GCI sites were selected to afford complete coverage of the geographical area, it is believed that the installations do lend themselves to determining fixes by triangulation.

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DO 413.684
Subject: Req for Direction Finding (D/F) Eqmt & Operating Pers.

c. Reference par. 2e: Experience with AN/APX-6 beacons has not yet proved that the beacon provides the answer for the lack of radar response from a jet fighter. It may well be that D/F fixing will remain a requirement for a long time to come.

GLENN O. BARCUS
Major General, U.S.A.F.
Commanding

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19 August 1949

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28 FEB 1950

FOUR 413.44

SUBJECT: Requirement for Simultaneous GCI with MTI and Long Range Early Warning Using AN/CPS-6B and AN/TPS-3 Radars

TO : Director of Requirements, Headquarters United States Air Force, Washington 25, D. C.

1. Members of this command attended General Electric's Symposium "Electronic Development for the Air Force" held at their Syracuse plant on 23 and 24 January 1950. One important item of this trip was an inspection tour of the AN/CPS-6B. It was found that the AN/CPS-6B radar is capable of operating at two (2) pulse repetition rates (300 and 600 pps) so that two (2) ranges may be obtained, but MTI operation is possible only on the higher repetition rate, i.e. short range. Therefore, it is impossible to search beyond 100 nautical miles and employ MTI at the same time.

2. The AN/CPS-6B is to be utilized at twelve (12) sites and the AN/CPS-6B modified is to be utilized at fourteen (14) sites in the permanent air defense system. In all of the above sites, this radar is to be used for simultaneous GCI control and early warning. It is necessary therefore to operate the radar at maximum range for early warning and at the same time be capable of fighter control. For GCI control, MTI operation is mandatory but not available on the present AN/CPS-6B.

3. It is requested that immediate action be taken to correct this major tactical deficiency.

4. Experience on the AN/GPA-7 (Airborne Instrument Laboratory's kit for the AN/CPS-5 radar) indicate that sixteen (16) hits per sweep are desirable with an absolute minimum of twelve (12) hits per sweep for reliable MTI operations. Using the above as a basis, the following approximate study is submitted:

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19 August 1949

413.44

Subject: Requirement for Simultaneous OCI with MTI and Long Range Early Warning Using AN/CPS-6B and AN/FPS-3 Radars

a. Maximum possible range with various repetition rates:

Repetition Rate Pulse per Second	Maximum Range (Nautical Miles)
600	134
400	202
300	269
310	260

b. Number of target hits per sweep:

Repetition Rate Pulse per Second	Antenna Rotation Speed 4 rpm	6 rpm	7.5 rpm	15 rpm
600	25.0	16.7	13.2	6.6
400	16.6	11.1	8.8	4.4
300	12.5	8.3	6.6	3.3
310	12.9	8.6	6.9	3.45

c. Distance traveled by aircraft between sweeps:

Speed of Aircraft Miles per Hour	Antenna Rotation Speed 4 rpm	6 rpm	7.5 rpm	15 rpm
500	1.67	1.21	.96	.48
600	2.15	1.45	1.16	.58
700	2.54	1.68	1.35	.68

Distances in nautical miles

5. It is immediately apparent that by correct adjustment of the dependent parameters of range, speed of antenna rotation, pulse repetition rate and MTI range gating when applied to the independent

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POOR 413.44

Subject: Requirement for Simultaneous GCI with MTI and Long Range Early Warning Using AN/GPS-6B and AN/FPS-3 Radars

...ables of bomber and fighter speeds, rate of climb of fighters and ...-on range of AI radar, an optimum operating point may be established. ...ettling on a maximum early warning range of 260 nautical miles (line ...f sight for 60,000 feet), we fix our pulse repetition rate at 310 pps ...r less. To achieve a minimum of twelve (12) hits per sweep at this ...repetition rate, we must rotate our antenna at 4.33 rpm or less. Setting ...the above parameters, we find that a 500 mph aircraft would travel 1.66 ...nautical miles between paints. Although more frequent paints are de- ...sirable, it is tactically possible to control intercepts with aircraft ...moving 1.66 nautical miles between paints utilizing the new AN/APG-33 ...radar with ranges it is currently producing. It is not necessary ...to utilize MTI techniques up to the full early warning range. MTI ...range gating at 60 to 80 miles gives sufficient MTI capabilities. The ...above is not as high a performance as desired in all parameters, but ...due to the wedding of parameters it seems to obtain an optimum compro- ...mise and is preferred over present capabilities. Moreover, present ...operating capabilities do not allow use of more refined data than the ...above. It must be realized however, that as the GCI art progresses to ...automatic equipment it will be necessary to seek a more refined solu- ...tion whereby newer equipment solves the problem.

6. A second method of approach would be to make use of the exist- ...available space on the rotating antenna platform to install an ...additional high power transmitter to be beamed low for extended early ...warning. This transmitter would operate at 300 pps even when the ...remaining transmitters were operating at 600 pps utilizing MTI. By ...supplying this additional transmitter with a distinctive pulse, it ...could then be read on a PPI scope gated to discriminate against the ...600 pps pulse. This appears to be the better solution since we obtain ...more efficient operating data. Moreover, should this solution prove ...effective, it should eliminate the need for additional high power in ...the remaining radar beams.

7. Investigation shows this same limitation exists in the AN/FPS-3 radar although to a lesser degree since the AN/FPS-3 radar operates at pulse repetition rates of 200 and 400 pps. This gives an early warning range of 195 nautical miles when MTI is utilized to intermediate range. Nevertheless, this condition should be corrected in the AN/FPS-3 before production.

FOR THE COMMANDING GENERAL:

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Basic ltr Hq, CONAC, 3 Feb 50, subj: "Requirement for Simultaneous GCI With MTI and Long Range Early Warning Using AN/CPS-6B and AN/FPS-3 Radars"

AFOAT/A 1st Ind.

DEPARTMENT OF THE AIR FORCE, HQ, USAF, WASHINGTON 25, D. C. 24 FEB 1950

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

1. It is considered necessary at this time to review the past history of the development of the AN/CPS-6B radar and procurement of this equipment. The AN/CPS-6B was developed as a refinement of the earlier AN/CPS-6. Initial discussions prior to establishment of a development-production contract with the General Electric Company started approximately 3 years ago. Representatives of the Air Defense Command, the predecessor of CONAC, participated in the early discussions, and have participated in all meetings of the steering committee on this equipment since that time. During all of these discussions the parameters of the equipment were discussed and finally settled upon.

2. With particular reference to the MTI of this radar, it should be noted that at the time production was started, the best available range using MTI was approximately 100 nautical miles. Further development by Airborne Instruments Laboratory led to the development of an MTI for the AN/CPS-5 capable of operation to 100 nautical miles gated into a 150 nautical mile maximum range. Refinement of the AN/CPS-5 MTI has led to the MTI for the AN/FPS-3, which, when gated to the 200 nautical mile range of the radar at 400 pulses per second, will be useable out to approximately 150 nautical miles. The transition from the range of 100 nautical miles to 150 nautical miles has taken approximately 2 years, or the entire period in which the AN/CPS-6B has been in production.

3. With particular reference to the desirable rotation of the AN/CPS-6B, as indicated in par 5 of the basic communication, your recommendation is that the antenna rotate at 4.33 rpm or less. It is believed that future employment of this equipment was not been completely considered when this recommendation was made. Ultimately, it is anticipated that the AN/CPS-6B will be used for semi-automatic GCI work. To develop semi-automatic GCI capability for this equipment, it is planned to install track-while-scan channels with suitable computers and directors. Based on the present state of the art, it is believed that a minimum rotation rate of 6 rpm will be required, and possibly even a higher rotation rate may be needed for satisfactory operation of the computer circuits.

4. With reference to par 6 of the basic communication, immediate action is being taken to determine the feasibility of installation as a retrofit of an additional transmitter. It is anticipated that information should be available on this avenue of approach at about the same time as you have been able to evaluate the equipment under field conditions.

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1st Ind to CG, CONAC, Cont'd., subj: "Requirement for Simultaneous GCI with MTI and Long Range Early Warning Using AN/CPS-6B and AN/FPS-3 Radars"

5. With reference to par 7 of the basic communication concerning the AN/FPS-3, it is recommended that the members of the Steering Group on this equipment discuss the problem at the next Steering Group meeting now tentatively scheduled for 7 March in Washington.

6. Based on the foregoing comments, and in consideration of the fact that the AN/CPS-6B is now in final test and that the revisions recommended in the basic communication represent a considerable modification to the equipment entailing an unknown time delay and expenditure of funds, it is not considered advisable at this time to further consider this aspect of the problem.

7. It is recommended that installation of the AN/CPS-6B radars go forward after completion of the final test at the General Electric Company, and after a period of operation in the field determine what modifications, if any, are necessary to meet the operational needs of the system.

BY COMMAND OF THE CHIEF OF STAFF:

GERALD E. FRANCH
Lt Colonel, USAF

for GEORGE H. SPARHAWK
Colonel, USAF
Chief, Electronic Systems Division
Director of Communications

- 5 -

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CAPT D H VLCEK/mb-3220
10 Mar 50

Hq ConAC, PO&R 413.44
Subject: Requirement for Simultaneous GCI with MTI and Long Range Early Warning Using AN/CPS-6B and AN/FPS-3 Radars

PO&R 413.44 (3 Feb 50) 2nd Ind

HQ CONTINENTAL AIR COMMAND, Mitchel AFB, New York

TO: Director of Requirements, Headquarters United States Air Force, Washington 25, D. C.

1. It is not intended by this command to question the parameters of the AN/CPS-6B. However, it is mandatory that maximum MTI coverage and GCI capabilities, assisted by MTI, be accomplished simultaneously by one piece of equipment to achieve a minimum cost in equipment, personnel and communications. MTI is not required beyond the range of the 600 pps repetition rate.

2. In view of this firm requirement, this headquarters recommends that the following actions be taken at once:

a. The AN/CPS-6B be produced, delivered and installed as originally intended less defective items. This will expedite the forming of units, greatly assist in training and familiarization, enable the engineers to complete installation on schedule and allow an additional period for shakedown of equipment. If defective items can be made satisfactory in eighty (80) days, equipment should be delivered with such modification. If not, these items must be retrofitted in the field.

b. MTI equipment be modified to meet required standards as soon as possible. It is understood that General Electric Company is contracting with Airborne Instruments Laboratory to study the repair and/or modification of the existing MTI equipment. This will require, to the best of our knowledge:

(1) Rebuilding the Stalo.

(2) Modification and improvement of the receiving circuits.

(3) Modification and improvement of delay lines.

(4) Changes in mixing and gating circuits.

c. An immediate development production contract be let for construction of a high power (2 megawatt) long range search beam for

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POAR 413.44
Subject: Requirement for Simultaneous GCI with MTI and Long Range Early Warning Using AN/CPS-6B and AN/FPS-3 Radars

installation on the present AN/CPS-6B radars as a field retrofit. Necessary space exists on the revolving platform to accommodate the equipment for this additional beam.

FOR THE COMMANDING GENERAL:

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Col J D Lee/mb/1147

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

25 May 1950

PO&R 413.44

SUBJECT: Procurement of AN/MPS-4 Height Finders for Air Defense of the United States

TO : Director of Requirements, Headquarters U. S. Air Force, Washington 25, D.C.

1. Present procurement programs for radar height finders AN/TPS-10B and AN/FPS-6 lag behind the scheduled completion of construction and installation of search equipment at the first twenty-six (26) permanent radar sites.

2. Fifteen (15) AN/CPS-4's and eleven (11) AN/TPS-10's are currently deployed in the interim air defense system. This is the total number of height finders now available for the air defense system. The eleven (11) AN/TPS-10's are unsuitable for operation due to linited range, lack of spare parts and test equipment, and poor state of repair.

3. Commencing January 1951 height finders will be required at new permanent sites. Production of AN/TPS-10B's is scheduled to start in August 1951. Production of AN/FPS-6's is now estimated to start in July 1951. Contracts for the AN/FPS-6 have not been let to date.

4. It is recommended that the Air Force procure twenty-six (26) AN/MPS-4 height finders from Hazeltine Corporation to meet the critical requirement for height finders.

5. Production of the AN/MPS-4 height finder is scheduled to start in November 1950 and reach ten (10) per month by February 1951. Hazeltine Corporation has indicated that they can match this production for the Air Force if they are issued a letter of intent on or before 15 June 1950, thereby meeting the requirement for height finders in accordance with the schedule for the permanent air defense system.

6. Attached are pertinent specifications of the AN/MPS-4, a proposal from Hazeltine Corporation and test data on that equipment.

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PO&R 413.44
Subject: Procurement of AN/MPS-4 Height Finders for Air Defense of the United States

It will be necessary to procure the equipment under Navy specifications to meet the time schedule. This equipment has been inspected and operated by personnel of this command and found to be operationally equivalent to the AN/TPS-10B in range and accuracy. The equipment has outstanding methods of presentation and will integrate well with AN/FPS-3, AN/CPS-5 and AN/CPS-1 search radars.

7. Funds for this procurement could be made available by reducing AN/TPS-10 procurement an equal amount.

8. If possible, arrangements should be made with the Navy Department to allow the full production to go to the Air Force until twenty-six (26) units are available to the air defense of the United States. This should be possible as these sets are scheduled for Marine Corps use in amphibious operations which has a lower priority then continental air defense.

9. These AN/MPS-4's will be utilized in the permanent air defense system until long-range, high-power height finders are available. At such time these sets would be utilized by the Tactical Air Command and Air National Guard Units. The National Guard is procuring ten (10) AN/MPS-4 upon completion of the present Navy procurement.

FOR THE COMMANDING GENERAL:

2 Incls
1 - Ltr Proposal, subj: Radar Set - AN/MPS-4 (3 cys)
2 - Rpt 9412 - The AN/MPS-4 Height Finding Radar (3 cys)

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

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ConAC Form No. AG 9
19 August 1949

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COM 413.44

MajHBCarpenter/7209/eg

SUBJECT: Fixed Type Radio Requirement for the Aircraft Control and Warning System of the United States

: Director of Communications, Headquarters USAF, Washington 25, D.C.

1. The fixed type radio requirement for the Aircraft Control and Warning System of the United States is forwarded your Headquarters for approval, and assignment of operational priority numbers.

2. It is imperative that a priority be assigned this requirement which will coincide with the development of the sites and the delivery dates of the basic radar equipment. Inclosure #4 lists the priority number of the first twenty-four (24) sites.

3. This requirement is based on the radio communication facilities required for the operation of:

a. An Eastern Air Defense Force Headquarters.

b. A Western Air Defense Force Headquarters.

c. Eight (8) Air Divisions (Defense). (These eight divisions to be augmented by ANG Divisions (Defense) during emergency operation).

d. Eight (8) Control Centers.

e. Seventy-five (75) GCI and EW Radar Stations.

4. In drawing up this requirement, this headquarters has assumed that no substantial amounts of air/ground radio equipment in the UHF frequency range will be available prior to 1953. If this assumption is correct, the entire fixed Aircraft Control and Warning System of the United States will make use of VHF air/ground radio initially; VHF and UHF radio simultaneously during the transition to UHF operation; and UHF entirely when complete transition has been accomplished.

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Fixed Type Radio Requirement for the Aircraft Control and Warning System of the United States (cont'd)

5. This headquarters has further assumed that wire circuits (government owned and commercial) will provide the primary means of point to point communications for the Aircraft Control and Warning System. Therefore the point to point radio requirement is based upon the need for minimum operational radio back-up channels.

6. The Civil Air Raid Warning channel requirements are currently unknown, and are not included in the attached requirements. (Incls 1, 2 and 3)

7. Inclosures 1, 2 and 3 are general requirements for each site in the AC&W System. From this data, Air Materiel Command will explode these basic channel requirements into complete bills of materials against each site. These bills of materials along with supporting data will be furnished this headquarters for concurrence and forwarding to your Headquarters as outlined in letter this headquarters, subject: "Aircraft Control and Warning Project Engineering", MSS-M 413.44, 14 December 1949. (Incl 6)

8. The VHF air/ground channel requirement listed in Inclosure 1 supercedes the requirement outlined in letter this headquarters, MS 413.44, subject: "Air/Ground Communications Requirements for the Aircraft Control and Warning System of the United States", 1 March 1949.

9. Equipment presently on hand within the AC&W units of this command are as follows:

39 each Radio Sets SCR-399.

110 each Radio Receivers BC-639.

118 each Radio Transmitters BC-640.

20 each Radio Sets AN/CRC-2.

7 each Telephone Terminal Sets CF-1A.

11 each Telegraph Terminal Sets CF-2B.

12 each Ringing Equipments EE-101A.

133 each Radio Sets AN/TRC-1.

9 each Radio Sets AN/TRC-3.

8 each Radio Sets AN/TRC-4.

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10 August 1949

Fixed Type Radio Requirement for the Aircraft Control and Warning System of the United States (cont'd)

10. All radio channels listed in Inclosures 1, 2 and 3 require voice transmission unless otherwise specified.

FOR THE COMMANDING GENERAL:

9 Incls:
1. Pt-Pt & Air/Gnd channel Rqmts.
2. Pt-Pt channel Rqmts for key Air Flds.
3. Pt-Pt channel Rqmts for CAA ATC.
4. Cy ltr Hq ConAC, sub: "Initial Pri for Eng Const, Perm Air Def Plan," 2 Nov 49.
5. Map outlining nets.
6. Cy ltr Hq ConAC, sub: "AC&W Proj Eng", 14 Dec 49.

CG AMC

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HEADQUARTERS
AIR MATERIEL COMMAND
WRIGHT-PATTERSON AIR FORCE BASE
DAYTON, OHIO

MCMMXS-B/HAI/ifb

1 June 1950

MCMMXS

SUBJECT: Radio Requirements for the AC&W Program

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

1. Recently the numbered Air Forces of your Command have been contacting the Air Materiel Areas concerned with installation of AC&W facilities under their jurisdiction, regarding review of the proposed facilities as to adequacy of antenna farm space, transmitter and receiver building location and orientation, etc. The numbered Air Forces have also indicated that minor changes may be made where considered advisable but major changes in site plans where radio facilities have been previously considered and approved or are now under construction, should not be favorably considered unless there is no other solution.

2. In order for this Command to realistically and intelligently survey and plan the technical installations for this program, information regarding the following is requested, since it is understood that responsibility for site selection and siting was delegated your Command and accomplished by teams made up by your Command:

a. Information on the source and nature of the siting criteria used as a guide for the various electronic facilities.

b. Data on minimum distance separation between radio transmitter and receiver areas, and between the radar location and the radio transmitter and receiver areas, as used by your Command in laying out the site plans.

c. Data on possible interference between radio, radar, and IFF equipments, which was used in laying out the original site plans.

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d. Area coverage (azimuth and altitude) desired for the VHF and UHF Ground-Air facilities.

3. Information is also requested as to the procedure desired for resolving major changes involving additional land acquisition, relocation, resiting, etc. where the technical review by this Command indicates such action to be necessary or desirable.

4. Currently available information indicates firm minimum radio, radar, and IFF interference criteria for the newer types of equipment being procured for the AC&W Program has not as yet been determined by the cognizant laboratory. The possibility that a number of AC&W sites as currently planned and being constructed, will not meet such minimum requirements should be considered. In such cases, it may be necessary to acquire additional land or separate sites for the radio transmitter and receiver facilities and operate them remotely from the operations or radar site.

5. Comments and recommendations of your Command regarding the above are requested.

FOR THE COMMANDING GENERAL:

/s/J M PICHOL, 1st Lt USAF
forG G GETZ
Lt Colonel, USAF
Chief, Maint. Communications Section
Maintenance Division

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ConAC Form HQ-AG 9
19 August 1949

Hq AMC, MCMDXS
Subject: Radio Requirements for the AC&W Program

COMM 413.44 (1 June 50) 1st Ind [illegible] 6112

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

TO: Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio

1. Information contained in the last sentence of paragraph 1, basic communication, is essentially a true statement of policy. These plans have been considered by several separate activities, namely; siting team, the District Engineers, the Air Force Headquarters, this headquarters, and finally approved by a board at Headquarters USAF.

2. Information requested in paragraph 2 of basic communication, is contained in the following sub-paragraphs bearing the same designation.

a. Siting criteria developed for use as a guide in determining the AC&W sites was formulated by the Air Defense Command, Headquarters USAF and the Corps of Engineers. This criteria is shown on four (4) charts, each chart covering an AC&W type station known as typical site layout plans drawn in December 1948 and January 1949. Copies of these typical site layouts are not available for distribution. Some modification has been subsequently made to this criteria but since it affects primarily the installation of radar equipment, the information is not contained in this indorsement which is mainly concerned with radio facilities.

b. Data on distance separations shown in the charts mentioned in paragraph 2a, above, indicates a separation of 2400 feet between the radio buildings at type 4 installations; a quarter of a mile between radio building and radar tower; also a half mile between radio buildings at types 1, 2 and 3 stations. It will be noted that the original site plans for types 1 and 2 stations did not include radio facilities but were subsequently added. While the distances indicated are between buildings, the installation of antennae would reduce this distance. These are typical plans which cannot be followed exclusively. Due to terrain conditions, each site must be considered separately, to provide the most satisfactory radio communication possible within the limitations of the area allocated.

c. Watson Laboratories are presently conducting a study to determine interference between radio and radar and IFF equipment. The results of this study are not yet available.

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Hq AMC, WCNXRS
Subject: Radio Requirements for the ACAN Program

COMM 413.44 (1 June 50) 1st Ind (Cont)

3. In reference to paragraphs 3 and 4 of basic communication, any major change necessitating the acquisition of land or the relocation and re-siting of any ACAN sites based on the presently available or equipment under development, must be held at a minimum. The time limitation which has been established for the completion and implementation of the permanent air defense program precludes restudying individual sites unless it is ascertained that the proposed site is unusable. A calculated risk must be taken, for the cost of providing optimum radio coverage could very well be greater than the cost of the radar installation at some of the sites.

BY THE COMMANDING GENERAL:

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

19 June 1950

Comm 413.44

SUBJECT: Aircraft Control and Warning Tower Extension Requirements

TO : Director of Communications, Headquarters USAF, Washington 25, D.C.

1. Reference letter this headquarters, file and subject as above, 28 April 1950. This headquarters recently accomplished a review and resurvey of tower extension requirements for the permanent Aircraft Control and Warning Program based on the final approved location of towers on the sites, and on topping of on-site trees.

2. The revised extension requirements to standard 25 foot towers are as follows:

a. AN/CPS-6B sites. Extensions will be provided by construction of concrete sub-structures:

P-1	McChord AFB, Washington	25 ft.
P-9	Navasink Naval Reservation, New Jersey	30 ft.
P-13	Brunswick NAS, Maine	10 ft.
P-47	Hutchinson NAS, Kansas	25 ft.

b. Twenty-five (25) foot extensions will be required for AN/CPS-5 radars at the following sites, and for the AN/FPS-3's which, when available, will replace the AN/CPS-5's at these locations. This headquarters has requested that the AN/FPS-3 installation marked with an asterisk be provided with an arctic type tower.

P-11*	Mask, Montana
P-37	Hill Peak Road, California
P-75	Lackland AFB, Texas

c. Twenty-five (25) foot extensions will be required at the following AN/FPS-3 sites. Arctic type towers have been requested for those installations marked with an asterisk.

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Comm 413.44, Aircraft Control and Warning Tower Extension Requirements (cont'd)

P-49*	Watertown, New York
P-50*	Schuylerville, New York
P-56	Ft. Custis, Virginia
P-60*	Colville, Washington
P-67*	Ft. Custer, Michigan
P-72	Olathe NAS, Kansas

d. Twenty-five (25) foot extensions will be required for height finders at the following initially programmed GCI sites. The type of height finders which will be installed will depend upon equipment availability from procurement action which has been requested by this headquarters. Arctic type towers for search radar equipment have been requested for stations marked with an asterisk.

P- 6*	Mt. Bonaparte, Washington
P-49*	Watertown, New York
P-50*	Schuylerville, New York
P-56	Ft. Custis, Virginia
P-57	Naselle, Washington
P-60*	Colville, Washington
P-62*	Brookfield, Ohio
P-67*	Ft. Custer, Michigan
P-72	Olathe NAS, Kansas

e. Twenty-five (25) foot extensions will be required for height finders at the following sites when they are converted from EW to GCI stations. Type of equipment installed will depend upon procurement and availability. An arctic type tower has been requested for the search radar at the station marked with an asterisk.

P-11*	Yaak, Montana
P-37	Hill Peak Road, California
P-43	Guthrie, W. Virginia
P-75	Lackland AFB, Texas

3. Possible tower extension requirements for site P-55 in the Quantico, Virginia area are not known as the site is not yet available.

FOR THE COMMANDING GENERAL:

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

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Maj H L Marcy/5108/ldk

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

22 June 1950

Comm 413.44

SUBJECT: Arctic Type Towers for Permanent Aircraft Control and Warning System Height Finders

TO : Director of Communications, Headquarters USAF, Washington, 25 D.C.

1. The requirement for arctic type towers for search radars in regions of inclement weather has been established. Action has been authorized toward meeting this requirement. In this connection, reference is made to classified letter file as above, this headquarters, 12 June 1950, subject: "Arctic Type Towers for AN/FPS-3 Radars."

2. Height finders, as well as search radars, cannot be successfully maintained in peak operating condition during periods of extreme cold, high winds and inclement weather unless personnel maintaining and repairing these equipments are afforded a minimum amount of protection from the elements. The principal operating components of the height finders, such as the transmitter, modulator, and receiver, are mounted on the rotating antenna mechanism, or in proximity thereto. Experience has proven that radar operation under antenna icing conditions is ineffective and unreliable.

3. This headquarters trongly recommends that arctic type towers be provided for height finders at locations where arctic towers are programmed for the search radars in the permanent Aircraft Control and Warning System.

4. Tower extensions to height finder towers will be required at certain locations. A complete list of tower extension requirements is contained in classified letter file as above, this headquarters, 19 June 1950, subject: "Aircraft Control and Warning Tower Extension Requirements."

FOR THE COMMANDING GENERAL:

s/t/ JAMES W. SMITH
Captain, USAF
Asst Air Adj Gen

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Maj HLMarcy/vm-6108

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

19 June 1950

Comm 413.44

SUBJECT: Interconnecting Equipments for AN/UPX-4 Ground Interrogator Responsors

TO : Director of Communications, Headquarters USAF, Washington 25, D.C.

1. Reference is made to classified letter AFPTI, Headquarters USAF, 9 June 1950, subject: "Special Training, AN/UPX-4 Ground Interrogator-Responsor Equipment for the Mark X IFF Program." Production of AN/UPX-4 equipments, it was stated, will start in January 1951, with interconnection to major ground radar equipments to begin in July 1951, or sooner, if the interconnecting equipments can be made available.

2. It is indicated, therefore, that installation and effective utilization of AN/UPX-4 equipments, after delivery, may be delayed as much as six (6) months, because of interconnecting equipment non-availability.

3. An urgent operational requirement exists within this command for the beacon assist which will be provided by Mark X IFF. GCI operation with jet interceptor aircraft is very seriously limited without an IFF beacon system capable of extending the control range of these aircraft. Since an appreciable number of new procurement and retrofitted interceptor aircraft will have only Mark X IFF components by January 1951, it is particularly essential that AN/UPX-4 ground interrogator-responsors be installed and made operative with the least practicable delay.

4. It is requested that the interconnecting equipment procurement action be expedited to permit deliveries concurrent with this AN/UPX-4 equipments.

FOR THE COMMANDING GENERAL:

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

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Lt Col GEHunsucker/ve-6108

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

23 June 1950

COMM 676.3

SUBJECT: UHF, VHF/DF for Air Defense Aircraft Control and Warning Facilities

TO : Director of Communications, Headquarters USAF, Washington 25, D.C.

1. A series problem confronting this command in the establishment of adequate air defense aircraft control and warning facilities is providing ancillary equipment and operating techniques for the GCI Controllers and other radar operating personnel for locating, identifying, correlating and controlling the movement of high speed jet aircraft from a complex two dimensional PPI scope presentation on present day surveillance radars.

2. The rapid implementation of the Mark X IFF program will reduce this problem to some extent. However, until the advent of (SII) Short Interval Identification, including the personal identity function, which is still in the research and development stage, this command will have an outstanding requirement for a suitable equipment to expeditiously enable and facilitate the controllers and radar operators in resolving this problem with the absolute minimum cooperation required of the fighter pilot.

3. Watson Laboratories has completed development of an automatic instantaneous VHF/DF described in Watson Lab Memo Report EWRCR-1-2, "Universal Search Radar Direction Finders," AN/CRA-7 and MX536/GRD, 14 October 1949, that will most nearly satisfy the operational requirements outlined above when used in conjunction with and supplemental to the present Mark X IFF system. When this equipment is employed with a surveillance radar set a facility is provided for presenting a radial strobe line on a PPI scope whose angular position indicates the bearing of the communication signal from a given transmitting aircraft simultaneously with the normal radar, IFF and beacon presentation.

4. Accordingly, it is requested that the necessary action be taken to provide this command with a combined UHF, VHF/DF similar or equal to the MX 536 for twnety-one (21) AN/CPS-3B's thirty-three (33)

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AN/FPS-3's, fifteen (15) AN/CPS-5's and six (6) AN/CPS-1 radar sets presently available and/or on Fiscal Year 1950 procurement and allocated to this command and scheduled to be deployed in the permanent air defense aircraft control and warning plan.

5. It is understood from Watson Laboratories that the GRC-30 receiver can be combined with the present MX536 VHF/DF to provide the UHF facility. It was estimated that the cost would be no more than $15,000 per set in the quantities indicated above.

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

23 January 1950

IS&S-S 413.44

SUBJECT: Selfridge Instrument Landing System

TO : Commanding General, Tenth Air Force, Selfridge Air Force Base, Michigan

1. Reference Detachment 1918-S (1918th AACS Squadron) letter, 3 November 1949, subject: "Deactivation of Selfridge Air Force Base, ILS", and your 2nd indorsement, 12 December 1949, file AF10MS 360.11.

2. The request for deactivation and removal of the Instrument Landing System at Selfridge Air Force Base is not favorably considered.

3. This headquarters has set forth a requirement to Headquarters United States Air Force for ILS glide path and localizer equipment to be installed at all defense fighter bases.

4. The F-86D aircraft now on procurement for the Air Force will have equipment installed to make possible automatic low approach and manual low approach. It is also anticipated that later models of F-94 aircraft will have the Zero Reader installed for make possible operation round the clock.

5. Present Air Force policy dictates that GCA will be used throughout the Air Force for low approaches. GCA is unable to handle the volume of traffic presented by jet fighters low on fuel returning from missions, and is unable to maintain contact with jet fighters during heavy precipitation because of the small reflecting surface presented by jet fighters. However, GCA must be retained for monitoring traffic, approaches, aircraft not equipped with the Zero Reader and to take over in case of ILS equipment failure.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

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

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

IN REPLY
REFER TO:

MSAS-M 471.6

SUBJECT: Bomb, Incediary, 4 lb., AN-M50A2

TO; Commanding Generals, Continental Air Command Air Forces

1. All stocks of Bomb, incediary, 4 lb., AN-M50A2 (S/N C14-5-107) were suspenede from issue and use by the Chief, Chemical Corps, 23 May 1949 (Reference: Availability of Chemical Corps Training Ammunition List, 23 May 1949). Lot numbers REA 4914-1 through 4914-22 were believed to contain explosive M50 type bombs, which are considered hazardous for use in training.

2. In view of the above, all stocks of individual M50 type bombs on hand within this command will be destroyed as follows:

a. All bombs must be handled with care to prevent ignition and/or explosion. The safety plunger must be kept in the unarmed position (fully depressed) at all times by means of a suitable holding device.

b. Prepare a layer of excelsior or similar materila soaked in an inflammable liquid, such as kerosene or fuel oil (gasoline is not to be used for this purpose). Place that portion of the bomb which contains the first fire pellet upon the excelsior, spacing indiviudual bombs approximately 18 inches apart. The excelsior will be ignited by utilization of an ignition train composed of unsaturated excelsior or similar material. The ignition train will be 10 to 15 feet to the windward in order to provide personnel ample time to acquire a safety distance. In every case operating personnal will adhere to all applicable safety measures and maintain a minimum safety distance of 700 yards or will be protected by a suitable barricade and overhead cover (e.g. sand bags, concrete and steel, armor plate, etc.) agaist any missile likely to result from explosion of the tetryl or black powder charge. At least 48 hours must elaps before the burning area is inspected to insure complete destruction of all the bombs. Bombs which have not been completely destroyed will be subjected to this treatment until destruction of any explosive charge is accomplished.

3. Subject bombs will be reported on Ammunition Condition Report in accordance with ConAC Regulation 15-9, 16 September 1949, after destruction operations are completed.

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4. Method of destruction outlined in paragraphs 2a and 2b above supersedes that contained in Section VI, Office of the Chief, Chemical Corps Pamphlet "Disposition of Chemical Corps Items," 15 September 1948.

5. Desire above information be disseminated to all units concerned for compliance.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

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2 Feb 1950

MS&S-M 471.6

Lt AFZarski/2133/et
23 Jan

SUBJECT: Bombing With General Purpose Bombs to Break-Up Ice Jams

TO : Commanding Generals, Continental Air Command Air Forces

1. Instances have occurred wherein certain States have requested that Continental Air Command units break-up ice jams by bombing with General Purpose Bombs. These jams may couse floods which threaten populated areas and private or government property.

2. The District Engineers in various sections of the United States are directly responsible to the Chief of Engineers, Department of the Army, for flood control. Initial action to clear ice jams is, therefore, a Department of the Ar my responsibility. In certain instances, District Engineers may decide that situations created by ice jams cannot be relieved by ground demolition and that bombing is necessary. In such cases air forces will conduct bombing missions only upon request of the Army commander and with the complete concurrence of the District Engineers in the area concerned.

3. Requests received by air forces from agencies other than mentioned in paragraph 2, above, will be referred to the appropriate Army commander in the area involved for necessary action by his headquarters.

4. The following procedures will apply in accomplishing authorized missions within your air force area:

a. Operations will be performed by the nearest USAF organization capable of performing the mission.

b. General Purpose Bombs, fuzes, and all other necessary ammunition components will be obtained by emergency requistion in accordance with current supply procedures, or from nearest USAF base if more practicable.

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MS&S -M 471.6, Subject: Bombing With General Purpose Bombs to Break-Up Ice Jams (Cont)

c. Compliance with safety requirements of AF Regulation 50-13 will be mandatory. In addition, Continental Air Command units or units under the operational control of Continental Air Command will comply with ConAC Regulation 55-1.

d. All missions will be completely coordinated between ground and air units involved.

e. Reports in connection with subject operations will be submitted in accordance with Continental Air Command Domestic Emergency Plan, Basic - 1949 (Restricted).

5. Desire information contained herein be disseminated to USAF bases under your jurisdiction.

6. Further desire personnel concerned be cautioned that missions must be thoroughly planned. Precautionary measures cannot be over-empnasized, since bombing errors or laxity in commlying with safety refulations will endanger civilian personnel and private property.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

V. E. MURPHY
Lt. Col., USAF
Asst. Air Adj Gen

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AFMSP

SUBJECT: Water Gunnery Range Contamination May 16 1950

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

1. Mr. Martin L. Bojed, Box 1305, Carrabelle, Florida, reports, thru Congressmand Bob Sikes of Florida, that bombs which had been dropped fro aircraft in the vicinity of Alligator Point, Florida, during "War Practice" are currently reposing in certain shrimp beds in that area. Mr. Bojed states that shrimp nets are damaged when drawn over the bombs, which project from the gulf bed and that as a consequence cessation of shrimp fishing in this area has resulted.

2. The only range known to have existed in this area was for gunnery only and extended approximately fifty (50) miles from Lighthouse Point to Cape St. George and twenty (20) miles into the Gulf of Mexico. This range was opened in July 1942 and was closed in May 1946.

3. It is desired that an Air Force representative visit the Carrabelle area contacting Mr. Bojed if possible, and attempt to ascertain the seriousness of the reported problem, including types of bombs, if any involved.

4. A reply to this correspondence, including recommendations, is requested by 31 May 1950.

BY COMMAND OF THE CHIEF OF STAFF:

ALFRED A. KESSLER, JR.
Brigadier General, USAF
Acting Director, MS&S
Office, Deputy Chief of Staff, Materiel

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HEADQUARTERS 363D TACTICAL RECONNAISSANCE GROUP

ROT 19 May 1950

SUBJECT: Practice Bomb Requirements

TO: Commanding Officer
4th Fighter-Intercepter Wing
Langley Air Force Base, Virginia

1. It is estimated that the 84th and 85th Bomb Squadrons will need the following practice ammunition for fiscal year 1951:

a. 7392 Bombs, drill 500# AN-M-64, Sand filled.

b. 7392 Spotting charges appropriate for 500# bombs.

c. 7392 M-101-A2 tail fuzes.

d. 7392 Arming wires.

e. 7392 M-115 Adapter booster.

f. 7392 T-127 Tail fins with appropriate adapter, or if these are not available then standard 500# bomb tail fin.

g. This estimate is based on B-45 Combat Crew Training Standard, 363d Tac Ren Gp Regulation 50-1.

2. Representatives of this headquarters recently viewed films at AMC of 500# and 100# bombs being released from the B-45 aircraft. These films indicate that the 100# practice bomb although safe to release is unsatisfactory for training purposes because of very poor ballistics. Any results obtained from scoring of impacts of 100# bombs would mean nothing with respect to determining the effectiveness of this unit or its equipment.

3. It is estimated that the 162d Tac Ren Squadron will require 1024, 100# M38A2 practice bombs, complete with arming wires and spetting charges. This estimate is based on one half the authorized observers and RB-26 Combat Crew Training Standard, 363d Tac Ren Gp Regulation 50-3.

4. The nomenclature contained in paragraph 1, above, was obtained from authorities at Eglin AFB, Florida and might be inaccurate, however it is all the information available to this headquarters.

FOR THE COMMANDING OFFICER:

/s/ Robert E. Grovert
ROBERT E. GROVERT
Captain, USAF
Adjutant

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Hq 363d Tactical Rec Gp Langley AFB, Va.
Subject: Practice Bomb Requirements
AFMSP-4 471.6 (19 May 50) 8th Ind

Dept of the Af, Hq USAF, Washington 25, D. C., 24 July 1950

TO: Commanding General, Continental Air Command, Mitchel AFB, New York

1. It is estimated that spotting charges suitable for 500# bombs will require a minimum of one (1) year for development and initial procurement.

2. T127E1 fins and corresponding tail fuzes are currently in short supply and cannot be authorized for training, pending alleviation of this supply situation.

3. There are no existing spotting charges which might be used with the 500 lb. drill bomb, with the exception of a black powder bag improvisation, inherent hazards of which make its use undesirable.

4. In view of above, request reconsideration of your requirements.

BY COMMAND OF THE CHIEF OF STAFF:

E. A. MOBLEY
Colonel, USAF
Deputy Chief, Supply Division, D/MS&S
Office, Deputy Chief of Staff, Materiel

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Capt R.B.Libbey 7247/bjm

HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

8 May 1950

O&T 471.6

SUBJECT: USAF Guided Missiles Progrm Indoctrination

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

1. The development of guided missiles has reached a point where it now becomes necessary to make plans for integration of these new tools into the Air Force Weapons Systems. To lay the foundation for such planning, it is essential that officers in key positions become acquainted with the most important aspects of the USAF Guided Missiles Program.

2. A qualified team of officers from Headquarters USAF and Headquarters AMC has prepared a presentation covering operational requirements, war plans, organizational background information and the USAF research and development program for guided missiles. This team will conduct this presentation at Hamilton AF Base on 1 June 1950. It is requested that selected senior officers of your headquarters and units down to and including wings under your jurisdiction attend this briefing.

3. The indoctrination will include information with a military classification up to and including Top Secret. The team will also be prepared to discuss Restricted Data as applied to guided missiles with personnel who qualify under AFR 205-3, 30 September 1948, and 205-3A, 14 June 1949. The lecture will be accomplished in five (5) hours with one (1) additional hour for questions.

4. It is requested that Headquarters Fourth Air Force be furnished on or before 22 May 1950, with a complete list of personnel selected to attend the briefing, together with an indication of their degree of clearance.

5. The Fourth Air Force has been requested to furnish your headquarters with the specific time the briefing will commence, together with any other reporting instructions considered necessary.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

s/t/ NEAL J. O'BRIEN
Colonel, USAF
Air Adjutant General

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HEADQUARTERS
78th Fighter-Interceptor Group
Hamilton Air Force Base
Hamilton, California

16 March 1950

GF 472

SUBJECT: Installation of Automatic Gun Charging Equipment in Fighter Type Aircraft

TO: Commanding Officer
78th Fighter-Intercepter Wing
Hamilton Air Force Base
Hamilton, California

1. Reference TWX 4AFM&S 1355, dated 8 March 1950; From an operational and maintenance viewpoint it is highly desireable and feasible to install automatic gun charging equipment in fighter type aircraft, particularily jet type.

2. Due to the inherent nature of airborne machine guns, feed mechanisms, and human element involved, it is not always possible for the jet fighter pilot to be assured of 100% gun operation when guns are most needed, even though the guns were in working order and charged "hot" prior to take-off. In present jet fighters with no provisions for pilot charging, 15 to 30 minutes is generally required from the time the pilot starts his engine, taxis out to a "safe area" where armorers charge the guns and the aircraft becomes airborne. Keeping in mind the fact that the average jet engine consumes three to four (3-4) gallons of fuel per minute while idling, which reduces the possible range of seven (7) miles for each nimute of ground operation. The fighter's potential range is reduced considerably under these circumstances. Another factor which cannot be disregarded is that the pilot returning from a firing mission does not have an adequate and safe method of clearing his guns prior to landing. Even though the guns ceased firing, circuit breakers are pulled and switches turned off, occasionally because of a defective primer, firing pin or electrical circuit, one or more of the guns remain "hot". The net result being that at most Air Force installations some time during the landing or subsequent taxiing the guns are trained or pass through buildings, personnel and equipment for a short period of time during which time the guns could be discharged.

3. Members of this command have in the past been associated with and assisted in trila installations of this nature. The aircraft used was an F-80B with six (6) standard, Cal .50 M3, machine guns.

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Subj: Installation of Automatic Gun Charging Equipment in Fighter Type Aircraft (Cont'd) 16 Mar 50

The chargers consisted of six (6) Walte Kidde piston type pneumatic units and compressor, such as utilized in B-26 type aircraft. Total cost is of course unknown, however, it is estimated to be less than $500.00, total weight - 48 pounds, space and weight change involved is negligible as the compressor and the reservoir were installed in the nose section below the radio compsss, with the air distributor or spider and necessary lines arranged along the center formers and longerons in the nose section. The cockpit installation consisted of a small sub panel mounted on the lower right instrument panel, containing three (3) switches; Compressor "ON" and "OFF", "CHARGING", and "HOLD BACK" switch with necessary wiring.

4. With this installation or a similar pneumatic or hydraulic system (such as used in current Navy fighter aircraft) it is believed that the small additional cost in material and labor necessary to incorporate the above in fighter aircraft during design and naufacture would be more than compensated for in aircraft time, man hours, safety factors and pilot's ability to control armanemt as outlined below:

a. Aircraft may be started, taxi, and take-off without delay and charged as necessary or desireable.

b. In the event of stoppage from short rounds, guns may be recharged.

c. Guns may be cleared and bolts locked in hold-back pisition for landing or run-away guns, eliminating the need for personnel on runway to meet and clear gunes in each aircraft prior to taxiing in.

FOR THE COMMANDING OFFICER:

ELBERT S. KERSTETTER
Captain, USAF
Adjutant

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HEADQUARTERS
33D FIGHTER-INTERCEPTOR WING
Otis Air Force Base
Falmouth, Massachusetts

23 Mar 1950

A4-452.11

SUBJECT: Frangible Gun Port Doors, F-86 Type Aircraft

TO : Commanding General, First Air Force, Mitchel Air Force Base, New York

1. In compliance with Radnote AFlAFM&S 729, dated 17 March 1950, this base has used F-86 aircraft in gunnery missions and difficulty has been encountered during firing which resulted in frangilble gun port doors being shot off.

2. There have been four (4) failures of this type at this base. Three(3) of these failures have been UR'd and are contained in Unsatisfactory Reports, serial numbers 50-39 and 50-40, dated 10 March 1950. The fourth failure is in the process of being UR'd.

3. An investigation was made and the following additional information is furnished:

a. The destruction of these doors is caused by the failure of the 01-M, mechanism assembly, gun port door actuating. The probable cause is the actuating solenoid, part number 86B1, mounted to the actuator mechanism housing by bolts throught elongated holes was found to be loose, permitting the solenoids to move, failing to release the gun port door when the firing trigger is pulled. Some water accumulates in the actuator mechanism dust cover, due to the moist air entering the open ports. This moist air condenses and become liquid which then freezes. Examination of seme of these actuator mechanism dust covers have indicated they have been over one half full of ice. Where the greater part of this water comes from is in doubt.

b. In an attempt to eliminate this situation, this base has a program in effect to recheck and make neccessary adjustments on the actuator mechanism unit. The actuating solenoid is being tightened to the housing to eliminate looseness in the solenoid; however, due to the large size of the screw, 100% countersunk head, and the small diameter of the threaded portion, care must be taken in the torqueing process or the tip of the screw will be pulled loose from the solenoid. T.O. AN 01-60JIA-4, 21 January 1950, Section XX, page 246C, shows break-down of the actuating mechanism. Due to the ice, it is believed that the looseness of these solenoid screws (18) 100% countersunk, is due to the solenoid attempting

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to force the worm gear (20) away from the drive gear (12), working the screw (18) away from its oval recess, causing the screw head to become loose. Until the worm is separated from the drive gear, the spring cannot open the doors.

c. The temporary expedient being utilized by this base in addition to a complete check of the actuating mechanism is to drill two (2) small holes in the dust cover to allow all water to drain out.

d. Further destruction of these doors is being prevented by disconnecting the actuator drive rod from the clutch assembly when the ports are open. This can be done on all gun assemblies with the exception of the top left gun assembly which has the electric gun port door open indicator switch. Without this assembly in operation, the closing motor will run continually.

e. Some difficulty has been encountered with keeping proper clutch adjustment on this unit, and it was felt at one time that clutch slippage was the main difficulty, but with proper adjustment this condition has been corrected.

FOR THE COMMANDING OFFICER:

JAMES T. WINKLER
Captain, USAF
Adjutant

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28 Mar 1950

Lt AFZarski 2133/et

MS&S-M 472.5

SUBJECT: Caliber .50 Machine Gun Barrel Assembly, A038-7162259

TO : Commanding Generals, Continental Air Command Air Forces

1. Reference is made to message MS&S-M 5411, this headquarters, 23 February 1950.

2. The reported undesirable condition of the reinforcing sleeve on machine gun barrel assembly D7162259 becoming loose after firing has been investigated by Headquarters, Air Materiel Command. In order to obtain maximum use of these barrels, a modification technical order is being prepared containing the following instructions:

a. Inspect all barrel assemblies D7162259 in service for loose fitting reinforcing sleeves.

b. Barrels that have sleeves loosened whereby they can be readily removed by hand will be replaced with serviceable barrel assemblies D7162259. The unserviceable barrels will be cut in two, at least 14 inches from the breech end of the barrel, and lined portion only will be returned to Springfield Armory, Springfield, Massachusetts. The remaining portion of barrel will be scrapped.

c. Barrels with loose sleeves that cannot be readily removed by hand will be repaired in the following manner:

(1) Using a set or drift pin, drive the sleeve towards the breech end of the barrel as far as it will go.

(2) At the forward end of sleeve towards the front and adjacent to barrel, grind three (3) slight recesses, spaced at points 120 degrees apart.

(3) Using electric welder, tack weld the sleeve to barrel at the three points spaced as above. Protect rear section of barrel with asbestos or equivalent during welding operation.

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6 Jan 50

HQ CONTINENTAL AIR COMMAND MITCHEL AFB NY — UNCLASSIFIED

ROUTINE

CG FOURTEENTH AF ROBINS AFB GA — X

MS&S-8_____. USAF advises that large qty of 5 in HVAR rkts required for USAF gunnery meet and practice prior thereto has necessitated following restrictions: (a) Gen practice with 5 in HVAR rkts is suspd eff im through 30 Mar 50. (b) Orgas equipped to fire 2.25 in SCAR practice rkts will practice with 2.25 in rkts. (c) Orgns which cannot fire 2.25 in SCAR Practice rkts are authd, during pd referred to in (a) above, espenditure of 5 in HVAR rkts for practice only to extent of 48 rnds ea for ea of six pilots who will participate in gunnery meet. Above info w/b dissemd for im compliance to all units under your juris. Rqmts listed herein do not pertain to rkts allocated for Exercise Portrex. Rec and understanding w/b furnd. End

CG, ConAC

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CAPT F F FOSTER/et

ELLIS V. WIDNEY
Captain, USAF
Asst. Air Adj. Gen.

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JED A025 MAR 21 9 00 PM '50 3543 DM S 27 MAR

PP JEGC

SMCG AMC WRIGHT PAT AFB OHIO

TO CG CAC MITCHEL AFB NY

AF GRNC

MCGO-3-28 REURTEL MSAS M 6673 DATED 15 MARCH 1950. ROCKET MOTORS WILL BE TESTED BEFORE ISSUE FROM AMMUNITION STORAGE AREAS IN ACCORDANCE WITH LETTER THIS HEADQUARTERS 2 DECEMBER 1949 SUBJECT "CIRCUIT CONTINUITY TESTING OF ROCKETS AND JATO UNITS" FILE NO AMC 471.94. ANOTHER TEST MAY BE CONDUCTED AFTER ROCKETS ARE INSTALLED IN AIRCRAFT IF SO DESIRED BUT AIRCRAFT SHOULD BE SO LOCATED THAT ACCIDENTAL FIRING OR ROCKETS WILL NOT CAUSE DAMAGE TO LIFE AND PROPERTY. COMPLETE INSTRUCTIONS FOR TEST HAS BEEN FURNISHED ARMAMENT OFFICER YOUR COMMAND BY TELEPHONE CONVERSATION 21 MARCH 1950. A FIRM POLICY WILL BE ESTABLISHED AT CONFERENCE TO BE HEID FOLLOWING CURRENT LOS VEGAS GUNNERY MEET. SIGNED OFFICE DEPUTY TO THE COMMANDING GENERAL FOR OPERATIONS

CFN MCGO-3-28 6673 15 1950 2 1949 471.94 21 1950

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HEADQUARTERS
AIR MATERIEL COMMAND

MCMAXM/WLS:prm

MCMA 471.94

SUBJECT: Circuit Continuity Test of Rockets

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

1. Reference is made to teletype MS&S-M 7492, your Headquarters, dated 24 March 1950.

2. Pending completion of tests now in progress at Las Vegas Gunnery Meet, continuity tests will be conducted on all rocket motors (without heads assembled) at ammunition storage areas. Circuit Continuity Tester 680A will be employed and the unit to be tested will be placed behind a barricade. This barricade need not be elaborate and sand filled wooden small arms packing boxes, M1917 or equivalent, are recommended for use as follows:

Construction of the barricade may consist of forty (40) small arms boxes to be laid length wise in a straight line four (4) boxes high and twe (2) boxes thick. The end barricades may be built with the use of sixteen (16) sand filled boxes at each end, a double row of boxes, two boxes in length and four (4) high. A bench preferably three (3) feet high should be placed length wise behind the barricade. This bench should be securely anchored.

3. After modification of the rocket motor by use of M34 Modification Kit (See inclosure #1) has been completed, the motor will be placed on the bench and fastened down by a strap or chain. The wires of the motor will be passed through the barricade (between the packing boxes). Personnel will take cover behind the barricade. The wires fastened to the motor will be attached to the 680A tester, the switch on the tester turned and the reading taken. A War Deprtment Technical Bulletin TB 9X-121, "Circuit Continuity Tester 680A for Rockets", dated 6 August 1945, is currently packed with each tester. The Technical Bulletin covers the use of the tester in detail. When tests are made, if the pointer rests within the "low" or "high" scale the items are not to be used.

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HEADQUARTERS
4th Fighter Wing
LANGLEY AIR FORCE BASE
VIRGINIA

471

3 JA 1950

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

471 Bomb

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DM 471
Subject: Ammunition Requirements, Hq 4th Fighter Wing, Langley AF Base, Va.

satisfactory spotting charge could be constructed at a small expense to be used with the bombs listed above.

FOR THE COMMANDING OFFICER:

382

for George R. Lovelace
FRANK ROCCO
Major, USAF
Adjutant

OAF 471 (2 Jan 50) 1st Ind 1S

HEADQUARTERS 4TH FIGHTER WING, Langley Air Force Base, Virginia

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

1. Reference paragraph 1, basic communication, a project has been initiated by the Ordnance Department for the design and development of a practice bomb to meet the military characteristics of current jet type aircraft. The contract for [illegible] practice bomb, T-[illegible], a copy of which is also [illegible].

2. [illegible] paragraph 2, basic communication, that the 4th Fighter Wing [illegible] conducted extensive tests [illegible] practice bombs from jet aircraft. However, this headquarters has not received any information on the results of these tests.

3. Reference paragraph 2, basic communication, it is believed that the present bombing range will be adequate in the event the 4th Fighter Wing Ground tests indicate that "BIAD" bomb can be successfully utilized.

[illegible]

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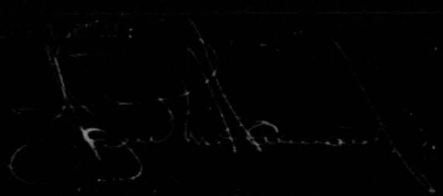

MS&S-S 471 (3 Jan 50) 2d Ind

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

TO: Commanding General, Air Proving Ground, Eglin Air Force Base, Florida

1. Request this headquarters be furnished any available information on the use of M38A2 practice bomb for jet aircraft.

2. Further request this headquarters be furnished information on bombing characteristics of the B-45 aircraft, as only limited technical data is available to this headquarters.

FOR THE COMMANDING GENERAL:

James M. Stubling
1st Lt, USAF
Asst Adj Gen

1 Incl
n/c

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

16 May 1950

MS&S-S 471

SUBJECT: Status of Combat Ammunition

TO : Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio
ATTENTION: MCMSXMS

1. Reference is made to message MCMSXM5-5-2-M (Confidential), your headquarters, 8 May 1950.

2. No additional copies of individual station reports, as of 31 March 1950, are available. However, inclosed herewith is status of combat ammunition of Regular USAF stations wihin this command. In addition to information contained in Inclosure #1, reference is made to the following correspondence which requested shipments for Air National Guard, AF Reserve Training Centers and stations of other commands:

a. Letter MS&S-471 (Secret), this headquarters, 17 March 1950, "Stockage of Combat Ammunition", to Headquarters, USAF. This letter was forwarded your headquarters (MCMSXM53) by 1st Indoresement AFMAP-3 471/97, Headquarters, USAF, 22 March 1950, and requested that combat ammunition be shipped to AF Reserve Training Centers listed therein. Reference is made to message MCMSXM53-4-34-M, your headquarters, 6 April 1950, wherein New Castle County Airport, Delaware, was substituted for Rwading Municipal Airport, Pennsylvania.

b. Letter MS&S-S 471 (Secret), this headquarters, 3 April 1950, "Stockage of Combat Ammunition", to Headquarters, USAF. This letter was forwarded your headquarters (MCMSXM53) by 1st Indorsement AFMAP-3 471, Headquarters, USAF, 11 April 1950, and requested that combat ammunition be shipped to units of other commands listed therein.

c. Letter MS&S-S 471 (Secret), this headquarters, 26 April 1950, "Stockage of Combat Ammunition", to Headquarters, USAF. This letter was forwarded your headquarters (MCMSXM53) by 1st Indorsement AFMAP-3 471, Headquarters, USAF, 1 May 1950, and requested that combat ammunition be shipped to Air National Guard installations listed therein:

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Capt FFFoster 1206/et

Hq ConAC, MS&S-S 471, Status of Combat Ammunition (Cont)

3. Your headquarters will be advised of future transfers of "ready reserve" ammunition between stations within this command.

FOR THE COMMANDING GENERAL:

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

1 Incl
Status of Cal .50 Cmbt Am
(in dup)

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STATUS OF CALIBER .50 COMBAT AMMUNITION

AIR FORCE BASES	LEVEL	ON HAND	DUE IN	TYPE CAL .50 AM ON HAND
McGuire AFB, New Jersey	675,000	675,000	*	T1IIN, T1IIJ and T1IIW
Otis AFB, Massachusetts	500,000	500,000	-	T1IIJ
Hamilton AFB, California	405,000	154,215	*250,785	T1IIJ
McChord AFB, Washington**	405,000	643,569	-	T1IIJ and T1IIS
Moses Lake AFB, Washington	405,000	176,120	*228,880	T1IIJ
Langley AFB, Virginia	405,000	425,000	-	T1IIW
Selfridge AFB, Michigan**	540,000	814,330	-	T1IIJ
Shaw AFB, South Carolina	135,000	135,000	-	T1IIJ
Turner AFB, Georgia	135,000	135,000	-	T1IIJ

* Shipments are being made from McChord AFB, and quantity not included in McChord's "On Hand" figure

** Excess ammunition will be held as "ready reserve" pending re-evaluation of existing combat levels.

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HEADQUARTERS
AIR MATERIEL COMMAND
Wright-Patterson Air Force Base
Dayton, Ohio

MCMSXMS 14 June 1950

SUBJECT: Long Range Ammunition Requirements

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

1. This Headquarters is endeavoring to formulate an ammunition logistic program which will meet peacetime and emergency needs, and provide for a smooth transition period. The procedures currently in effect, as outlined in AF M&S Directive 67-46, appear to fill the requirement for the peacetime phase of the program.

2. The transition phase of this program logically divides into two parts. Part I - the "ready reserve" strategically spotted by your Command at Air Force installations (which it is understood will be fairly well finalized by you in the near future) and, Part II - which consists of pre-established replenishment requirements which will flow automatically at a given signal to refurbish the "ready-reserve."

3. The permanent war-time supply procedure must necessarily be flexible and responsive and must be fully operative between the using units and the supplying depots with a minimum of restrictive controls. A procedure developing the permanent supply plan will be firmed after the transition period which is indicated below is finalized.

4. At the present time, this Headquarters is interested in finalizing Part II of the transition period referred to above. Accordingly, it is requested that a detailed requirement by station be established and furnished this Headquarters at the earliest practicable date. This requirement should represent the quantities and types of ammunition determined by you to support your operations in the event of an emergency for a period of forty-five (45) days. This requirement will conceivably be divided in sections to support separate plans, inasmuch as it is unlikely that resupply operations will be necessary in all sections of the ZI simultaneously. Based upon this information, this Headquarters will establish open requisitions at appropriate ammunition depots and notify your Headquarters of the supplying depot, by installation, and the shipping time from the date the plan is placed into operation. This correspondence is being hand-

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Ltr frm Hq AMC dtd 14 June '50 to CG, ConAC, subj: Long Range Ammunition Requirements, (Continued)

carried to your Headquarters, in order that further discussion and any clarification required may be accomplished immediately.

5. Refer reply together with any recommendations to this Headquarters, attention: MCMSXMS.

FOR THE COMMANDING GENERAL:

s/t/ T. E. McMAHAN
Lt Colonel, USAF
Chief, Materiel Section
Supply Division

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AMMUNITION REQUIREMENTS

Sierra Ordnance Depot, Herlong, California		10,842,000
Larson AFB, Washington	2,700,000	
McChord AFB, Washington	864,000	
Paine Field, Washington	864,000	
Oxnard, California	864,000	
Hamilton AFB, California	2,700,000	
Victorville AFB, California	1,350,000	
Air National Guard Reserve - Hold - Destination Unknown	1,500,000	
Anniston Ordnance Depot, Anniston, Alabama		2,350,000
McGee-Tyson Municipal Airport Knoxville, Tennessee	1,350,000	
Air National Guard Reserve - Hold - Destination Unknown	1,000,000	
Seneca Ordnance Depot, Romulus, New York		11,936,000
Griffiss AFB, New York	1,350,000	
Niagara Municipal Apt, N.Y.	1,350,000	
Otis AFB, Mass	1,350,000	
Westover AFB, Mass	1,350,000	
Suffolk Co. Apt., N.Y.	1,350,000	
New Castle Co. Apt., Del	1,350,000	
McGuire AFB, N.J.	1,836,000	
Air National Guard Reserve - Hold - Destination Unknown	2,000,000	
Savanna Ordnance Depot, Proving Ground, Illinois ..		3,550,000
Selfridge AFB, Michigan	2,700,000	
O'Hare International Apt, Ill	1,350,000	
Air National Guard Reserve - Hold - Destination Unknown	1,500,000	
Letterkenny Ordnance Depot, Chambersburg, Pa.		3,700,000
Greater Pittsburgh Apt, Pa.	1,350,000	
Andrews AFB, Washington, D.C.	1,350,000	
Air National Guard Reserve - Hold - Destination Unknown	1,000,000	

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AMMUNITION REQUIREMENTS (Cont'd)

Red River Arsenal, Texarkana, Texas		3,350,000
Kirtland AFB, New Mexico	1,350,000	
Air National Guard Reserve - Hold - Destination Unknown	2,000,000	
TOTAL REQUIREMENT		37,728,000

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

MS&S-M 471 15 Feb 1950

SUBJECT: Ammunition Quantity-Distance Requirements

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

1. Headquarters, Air Materiel Command has completed an investigation of the distances which must be established between ammunition storage areas and radar or GCA installations.

2. It has been determined that inhabited building quantity-distance tables contained in paragraph 172, TM 9-1900, are applicable in this case. Compliance with these distance is mandatory, and will insure that accidental explosions have no adverse effect upon radar or GCA equipment. These distance are applicable whether or not radar or GCA sites are occupied by personnel.

3. Requests to waive required distances will be submitted by bases under your jurisdiction, which cannot comply with the above policy. Requests will be submitted through command channels in accordance with letter AMC 600.1, Headquarters, Air Materiel Command, 5 July 1949, subject, "Construction Requests for Ammuntion Storage Facilities and Waivers of Safety Distance Requirements", forwarded to your headquarters by 1st Indoresemtn, M&S 600.1, this headquarters, 27 July 1949. Following information will be included therein:

a. Scaled layout map showing location and distance between each ammunition storage area or magazine and radar or GCA installations.

b. Nomenclature and quantity of ammuntion stored in each area and/or magazine.

4. Prior to submission of requests, every effort will be made to relocate Class 4, 9 or 10 ammunition in magazines which are at required distances from radar or GCA sites.

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MS&S-M 471, Subject: Ammunition Quantity-Distance Requirements (Cont)

5. Desire above policy be disseminated to all bases under your jurisdiction for compliance.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

BRUCE H. GEMMEL
Captain, USAF
Asst. Air Adj. Gen.

9AF 471 (15 Feb 50) 1st Ind MS

21 Feb 1950

HEADQUARTERS NINTH AIR FORCE, Langley Air Force Base, Virginia

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

The information contained in basic letter has been disseminated to the 4th Fighter-Intercepter Wing, Langley Air Force Base, Virginia, and to each Air Force Reserve Training Center, This command.

FOR THE COMMANDING GENERAL:

JOHN M. HANNAN JR
CWO USAF
ASST AIR ADJ GENERAL

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

MS&S-M 600 3 March

SUBJECT: Ammunition Magazine Lightning Protection Systems

TO : Commanding Generals, Continental Air Command Air Forces

1. Reference is made to paragraph 171b (7), TM 9-1900, 18 June 1945, which states that magazines must be protected against lightning by an efficient lightning protection system.

2. The following information is furnished in order to clarify the USAF policy concerning subject systems:

a. Compliance with above referenced paragraph is mandatory, except in cases where magazines contain small arms ammunition only.

3. Small arms ammuntion is relatively safe, and storage requirements are less stringent than these applicable to other types of ammunition. In view of this condition and provided factors outlined below have been throughtly considered, lightning protection systems will not be necessary on magazines or warehouses containing small arms ammunition only. Factors which will determine whether or not a lightning protection system should be erected are as follows:

a. Economic and strategic value of items in storage.

b. Exposure of personnel, magazines or buildings and stored materials to hazards involved.

c. Frequency and severity of electrical storms.

4. Desire policy contained herein be disseminated to all bases under your jurisdiction for compliance.

5. Further desire this policy be used to govern comments and/or recommendations made in reports submitted by personnel performing inspection of ammunition storage facilities in accordance with ConAC Regulation 65-13, 11 February 1949.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

V. E. MURPHY
Lt col, USAF
Asst Air Adj Gen

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

2 May 1950

MS&S-M 471

SUBJECT: Outside Storage of Ammunition

TO : Commanding Generals, Continental Air Command Air Forces

1. Reference is made to paragraph 169, TM 9-1900, 18 June 1945. The following policy is established concerning outside storage of ammunition within this command:

a. Permanent magazines will be used to capacity, in accordance with paragraph 169a, TM 9-1900, prior to locating any ammunition in outside storage.

b. Outside storage is permissible only in cases where authorized requirements, operations and/or limited facilities dictate that such storage is absolutely necessary.

c. Whenever outside storage must be used, compliance with provisions of paragraph 169b through g inclusive, TM 9-1900, is mandatory.

d. Requisitons must specify type packing desired when it is known that items involved will be placed in ouside storage. In such cases, only that type packing which will afford the gest protection from the elements, will be requisitioned. For example, caliber .50 ammunition packed in waxed containers (T1IGR) will not withstand ouside storage as satisfactorily as the same item packed in metal cans (T1IGS).

e. Spotting charges, rocket motors, pyrotechnics, small arms ammunition, and Bomb, practice, M38A2 will be given priority, in the order listed, for utilizing available magazine storage space, in accordance with requirements of TM 9-1900.

f. Provisions for suitable temporary cover will be thoroughly planned in advance to insure that sufficient tarpaulins, tentage and dunnage will be on hand to properly stack and cover all ammuntion. Protective cover and dunnage will be used in a manner which will provide adequate ventilation for all items.

g. Outside storage areas will comply with quantity-distance requirements applicable to above-ground magazines.

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Hq ConAC, MS&S-M 471, Outside Storage of Ammunition (Cont)

2. Above information will be disseminated to all USAF bases and AF Reserve Training Centers under your jurisdiction for compliance.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

V. E. MURPHY
Lt Col. USAF
Asst Air Adj Gen

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HQ 31ST FIGHTER-BOMBER WING
Turner AFB, Albany, Georgia

27 Apr 1950

SUBJECT: Incompatible and Unsafe Ammunition Storage

TO: Commanding General, Fourteenth Air Force, Robins AFB, Georgia
ATTN: Deputy for Materiel

1. Reference letter, 14th Air Force, file MS&S-ARM 470, subject: Incompatible and Unsafe Ammunition Storage, dated 20 April 1950, information is submitted as indicated in the following paragraphs.

2. Reference is made to 7th Indoresement, 14th AF, file MS 417/37, dated 27 May 1949, to letter, this headquarters, file 470, subject: "Request for Waiver", dated 16 February 1949, which forwarded authority to waive the storage limitations of Classes 9 and 10 explosives in Igloo No 9201 as contained in paragraph 132d (1) TM 9-1900 from a maximum storage allowance of 2,000 pounds to an allowance of 30,000 pounds.

3. While it is anticipated that only limited operation with live ammunition will be conducted from this base in conjunction with manevuvers and demonstrations, any operation would require waiver of present directives relative to condition outlined in the following:

a. Igloo No 9201 is the only storage building available this base for storage of Classes 9 and 10 explosives. It is limited to 2,000 pounds due to proximity (600ft) base boundary. A waiver as indicated in paragraph 1 above is in effect permitting storage up to 30,000 pounds, total net explosives. It is desired that this be continued.

b. Combination Storage Chart of TM 9-1900 requires the storage separtately of bombs and rockets. It is anticipated that a waiver to permit presence of approximately 10.000 pounds net explosive of rockets and 5,000 pounds net explosive of bombs on hand would be sufficient for operations from this base, using ammunition brought in from Eglin #2. Such ammunition must be stored pending actual arming of aircraft. Relative this, reference is made to paragraph 23, Armed Services Explosives Safety Board Report, dated 21 December 1949, forwarded this headquarters as inclosure to letter from Armed Services Explosive Safety Board, subject: "Repaort of Explosive Safety Inspection of Turner Air Force Base, dated 5 January 1950, by 4th Indorsement, Headquarters Fourteenth Air Force, dated 24 February 1950. It is desired that combined storage of subject items be permitted in Igloo 9201 to total net explosive content permitted by waiver requested in paragraph 3 a above.

c. Since any operation with live ammunition from this base entails possibility of malfuction or hanging of armament ammunition, a drop area at point "A" (inclosed Basic Layout Plan) would be the "most safe" of any availbale. The closest civilian building is approximately 3,200 feet from probably point of

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impact. The use of this area would be as "the last resort". It is requested that operations from this base be permitted, using this area as indicated.

d. Point "B" is considered the safest point at which to make authorized disposal of ammunition. While this point is 2,800 feet from boundary and from an inhabited building, the use of a 4-feet pit plus 4-feet barricades should limit missiles from demolition to a radius well within this distance. It is requested that authorized destruction of ammunition of type normally stored or used at this base be permitted at this point.

4. The inclosed Basic Layout Plan has the facilities relative to storage and use of explosives noted on it, both of those mentioned above and others not considered requiring waivers, indicated as follows:

a. Point "C" is rail unloading point. It is anticipated athat only a very limited amount of ammunition will arrive this base by rail. With exception of limited number of personnel in coal yard, immediately adjacent, and in building 7121 (Main Gate Guard box), there is no inhabited building within 1,850 feet of this point. This is the only rail head facility available.

b. Point "D" is designated as point where transport aircraft with high explosives will be parked for loading operations. This runway is abandoned and as in the case of any runway or parking area involved, flying operations would necessarily have to be suspended while any handling of explosives is accomplished.

c. Point "E" is designated as point transport aircraft with small arms or inert items will be parked for loading or unloading.

d. Traffic route for hauling of high explosives is outlined in red.

5. If the indicated use of these facilities do not conform to directives or policies of your headquarters, it is requested that technical advice be furnished directing such action as will be acceptable.

FOR THE COMMANDING OFFICER:

/s/t/ JOHN C. MACHOVEC
Captain, USAF
Adjutant

2 Incls
1. Basic Layout Plan (3 cys)
2. Aerial Photograph, TAFB (3 prints)

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HEADQUARTERS
AIR MATERIEL COMMAND

AMC 471

MCMA/WLS.pry
Wright-Patterson AFB
Dayton, Ohio
9 January 50

SUBJECT: Pet, Tear Gas, CN, M1. S/N 335103

TO : Commanding Generals, All Major USAF Commands
within the Continental U. S. and Overseas
Attn: Armament Officer

1. Reference is made to the following:

a. Section VII, DA SR 385-310-1 AFR 50-13 dated 4 March 1949

b. Teletype, OCCmlC, CMLWD-SD-3-27, dated 24 March 1949

2. All stocks of Pet, tear gas, CN, M1 were suspended from issue as hazardous for use in training in accordance with references 1a and b above.

3. Chemical Corps Technical Committee Action declared Pet, tear gas, CN, M1 as obsolete. It is therefore requested that all stocks on hand be disposed of in accordance with the instruction outlined in the paragraph below. It is imperative that all safety precautions be utilized in the demilitarization of the subject item.

4. The Pet, tear gas, M1 is a Can 3 1/2 inches in diameter and 4 1/2 inches high, filled with CN. It has a removable cover and is lined with cardboard. The top (inside the cover) contains two holes, one for emission of the gas and the other for the match head. A Fuze hole in the side provides for succession firing. The Pets are packed 50 or 24 to a wooden box. Tear pets may be burned on the surface of the ground, using kindling wood to start the combustion. The items may be boxed or unboxed, but if unboxed a much greater amount of kindling is required. Ignition of the wood may be accomplished by whatever means desired and the crew must remain 100 yards upwind during the burning, which should be at attempted only under favorable weather conditions. A space 1000 yards downwind must be clear of personnel.

5. Dissemination to all activities under your direct command is requested.

FOR THE COMMANDING GENERAL:

/s/ Povl V. Lindhard, Lt Col USAF
for DON R. KEEFE
Lt Colonel, USAF
Armament Officer
Directorate, Supply &
Maintenance

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MS&S-M 471 10 Feb 1950

SUBJECT: Suspended Chemical Ammunition

TO : Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio
ATTENTION: MCMA

1. Reference is made to letter AMC 471, your headquarters, 20 January 1950, "Suspended Chemical Ammunition".

2. Following information is submitted in accordance with paragraph 2, referenced letter:

a. Bomb, incendiary, 4 lb., AN-M50A2. All stocks were suspended from issue. Authority is not available to this headquarters. However, suspended status is verified by inclosed availability list (Inclosure #1).

b. Grenade, hadn, riot, CN, M25. Following lots were released from suspension by Chief, Chemical Corps message CMLWD-SD-7-34, 7 July 1949, and letter MDN-CS, Schenectady General Depot, 8 July 1949, "Grenade, Hand, Riot (CN), M25": EA 4831-55 through EA 4831-60, inclusive.

c. Grenade, rifle, smoke, WP, M19 or M19A1, Lot EA 2-9. This lot was suspended by letter AMC, 27 September 1948, "Suspended or Released Lots of Ammunition".

3. It is advised that this headquarters has no record covering suspension of following items mentioned in Ari Materiel Command letter, referred to in paragraph 1, above:

a. Grenade, hand, smoke, WP, M15, Lots PBA 124-7, PBA 139-29, and PBA 139-144.

b. Grenade, hand, riot, CN, M25, Lots 4457-1 throught 4457-89.

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MS&S-M 471, Suspended Chemical Ammunition (Cont)

4. Request this headquarters be furnished copy of authority under which these lots were suspended from issue and use.

FOR THE COMMANDING GENERAL:

1 Incl
Aval List, 23 May 49

BRUCE H. GEMMEL
Captain, USAF
Asst. Air Adj. Gen.

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[redacted]

[redacted] Valuation Test, Project No. [redacted]

[redacted]

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AMC [illegible] PROJECT REPORT

[illegible]

SUBJECT: A-1 Sight Evaluation Test, Project No. AFC 6[illegible]

[illegible]: 5 Dec 1950 to 25 Jan 1950.

[illegible] OF TEST: Eglin AFB, Auxiliary #2, Florida and Las Vegas [illegible], Nevada.

PROJECT OFFICERS: Lt. Col. Robert L. Salvarulo
AMC Project Officer
WCEMY-3 Air Material Command

Capt. Andrew B. Stoler
Asst. Project Officer
WCEMY-37 Air Material Command

Mr. James L. Wilson
Project Monitor
WCEMY-37 Air Material Command

OBJECTIVES OF TEST:

1. The AMC conducted the initial phase of a three phase program of testing of the Modified A-1 Sight in order to secure on an expedited basis sufficient data to determine if modified sights would overcome the objections to [illegible] A-1 Sights were indicated by the Air Proving Ground Command in their [illegible] Project No. 6[illegible]. The basic object of Air Proving Ground in the [illegible] sight were as follows:

a. Tracking and manual ranging virtually impossible [illegible] due to excessive vibration of the pip and reticle.

b. The range gear box drive motor is unsatisfactory.

c. The intensity of the sight reticle is unsatisfactory.

d. Precision resistors in the amplifier unit are unreliable.

e. The 20 to 30 minute warm-up period required to bring the sight computer to operating temperature prior to preflight and/or operation is considered excessive for tactical employment.

f. Similiar type of A-1[illegible] Sights are not interchangeable by operational units.

g. Phase adapters (Plesetron Type) are unreliable. (Note: The [illegible] is not a sight component but a part of the [illegible] trial power supply for the sight system).

2. Modifications to overcome these unsatisfactory conditions were made on the A-1 Sights to be tested, which consisted of the following:

[illegible]

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[redacted] JURISDICTION PROJECT REPORT (cont'd)

a. Installation of an anti-vibration kit No. 2 in the sighthead and a tube adapter in the amplifier for improving the resistance to vibration.

b. Replacement of the radar range gear box with a range servo unit.

c. Installation of condenser lenses in sighthead and replating the reflecting cones for increase of reticle illumination.

d. Use of composition resistors in lieu of precision resistors in amplifier where possible. On those five resistors requiring closer tolerances than composition resistors larger and more rugged precision resistors were installed.

e. Additional heaters were installed in the sighthead and sight computer for securing a faster warm-up period.

f. Redesign of major units of the sight has been undertaken on an expedited basis. This redesign will affect more than 75% of the total parts of the sight. The program will make available two prototype sights by approximately August 1950 to be tested later in the year.

g. The phase adapter correction was obtained by balancing the voltages with condensers.

RESULTS OF TEST ON MODIFIED SIGHTS:

a. Reticle vibration was nil or very slight with 2 guns firing but increased with 4 and 6 guns firing but not to the extent of affecting the pilot's ability to track and obtain hits. (Note: See Exhibits A, B, and C for data on accuracy and opinions of pilot's on this complaint).

b. Reticle illumination was considered as very satisfactory and excellent except of sighting into the sun or against bright reflecting surfaces. (Note: A coated sunshade installed on the reflecting combining glass may correct this fault and is now being experimented with at Las Vegas AFB).

c. There were no resistor failures in sight amplifier during the entire test.

d. The warm-up period at Eglin AFB and Las Vegas AFB was approximately 2-3 minutes and was considered very satisfactory.

e. Maintenance data on all six sights during test was nil, consisting only of replacement of 7 dot bulbs and a shorted amplifier unit in the range servo unit (mfg. by Servo Mechanisms, Inc.). Difficulty was encountered with the experimental 3-2 power supply installed in A/C 126. This difficulty was attributed to a short in the thyratron tube in the unit. Low frequency experienced with the 3-2 supply on A/C 125 in the last week of the test. This difficulty was traced to the inverter which was replaced.

f. Phase adapters did not malfunction and performance was excellent in this test.

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[redacted] (cont'd)

[redacted]

The following conditions were set up for this test:

a. Tow target A/C to fly at 12,000 to 15,000 feet and at a speed of [redacted] for most of the missions since the A-20 tow target became brittle at lower temperatures and tore easily at those temperatures and at higher speeds.

b. The attacking A/C to fly at 400-600 mph [redacted] and approximately the same altitudes as tow target A/C.

c. The A-20 tow target was to be used and the following conversion table used for scoring of targets:

Conversion Table for A-20 Target (6' x 30')

Target Length	20'	21'	22'	23'	24'	25'	26'	27'	28'	29'
Conversion Factor	1.03	1.07	1.15	1.20	1.25	1.30	1.35	1.40	1.45	1.50

d. Air to air gunnery to be stopped only since major complaint has been in the accuracy of air to air firing and the sight had been considered very effective in ground gunnery, bombing and rocket fire.

e. To subject the sight to as many rounds of fire as possible and to keep [redacted] operating for long periods of time in order to determine the effect [redacted] of sight components under long periods [redacted]

f. To use 3 gun, [redacted] gun mission in order to determine the effect of dispersion on the sight in relation to the number of guns fired.

g. High altitude bombing missions to be accomplished whenever tow target A/C are at avail le.

h. High altitude air to air gunnery to be accomplished when temperatures permit [redacted] of targets at those altitudes.

i. [redacted] missions to be accomplished by Instrumentation Pilots [redacted] Officers and an effort to be made whenever possible.

j. [redacted] to fire the guns at run on of 1,000 - 1,000 [redacted] manner in relation to the size of the [redacted] one firing. Manual firing [redacted] since it is not considered [redacted] a number of manual firings or some like future fixes for the [redacted]

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k. An A/C equipped with the MK-23 Gun Sight (Navy version of the K-14 Sight) would be included in the test program for comparison of performance against the performance of the A-1 Sight.

l. Maintenance to be accomplished by service personnel of the 31st and 78th Fighter Groups under the guidance and instruction of Technical Representatives of Republic Aviation Corporation, Sperry Gyroscope Company and A. C. Spark Plug Division, GMC.

m. Film and data to be forwarded to MCPPDE-37, AMC, for evaluation and recording.

SUMMARY OF A/C PERFORMANCE:

A/C NO.	TYPE SIGHT	AVERAGE SCORE	HIGHEST SCORE
49-2117	MK-23	5.14%	20.0%
49-2125	A-1CM	15.50%	52.1%
49-2126	A-1HM	22.1 %	66.0%
49-2127	A-1CM	24.2 %	85.0%
49-2129	A-1CM	26.4 %	77.0%
49-2134	A-1HM	20.4 %	54.0%
49-2135	A-1HM	29.99%	53.0%

SUMMARY OF PILOT PERFORMANCE:

PILOT NO.	AVERAGE SCORE	HIGHEST SCORE
1	26.6 %	65.0%
3	28.3%	85.0%
4	10.8 %	36.0%
5	32.0 %	66.0%
6	28.7 %	53.0%
8	14.4 %	32.0%
10	14.0 %	35.5%
11	9.7 %	23.0%
12	16.7 %	31.0%
13	31.6 %	77.0%

PERSONNEL:

It was considered advantageous to allow maximum assistance of the various Commands to take advantage of the varying experiences that may have been peculiar to a particular group. It was further desired to allow representatives of various groups to experience use of the modified sight. Personnel of four different Commands have before participated in this test, Air Material, Continental Air, Strategic and Training.

Preliminary tests were conducted by the Flight Test Division, AMC, under Major R. L. Johnson with AMC pilots until pilots from other Commands could be assigned to the project for its duration under Procurement Division Project Officers Lt. Col. R. L. Salzarulo and Capt. A. R. Stolars.

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Approximately 15 pilots participated in these tests. The following listed pilots remained the longest and flew the greatest number of missions: Records of the performance of these pilots are reported in Exhibit A.

Pilot #1	Capt. Albert S. Pouliot	31st Ftr. Op.
Pilot #3	1st Lt. Charles R. McWhirk	27th Ftr. Op.
Pilot #4	Capt. Jack H. McCreery	27th Ftr. Op.
Pilot #5	Capt. Sidney J. Bowlin	20th Ftr. Op.
Pilot #6	1st Lt. William W. Crawford	20th Ftr. Op.
Pilot #8	1st Lt. Ralph N. Douglas	31st Ftr. Op.
Pilot #10	1st Lt. LeRoy Hall	31st Ftr. Op.
Pilot #11	1st Lt. John P. Torland	78th Ftr. Op.
Pilot #12	1st Lt. Charles N. Wahl	78th Ftr. Op.
Pilot #13	1st Lt. John J. McCollum	78th Ftr. Op.

SUMMARY OF OPERATIONS:
(Eglin Field #2 and Las Vegas: Project Officer Lt. Col. Salzarulo)

Total Flight Time	292.15 hours
Sorties Flown	295
Air to Air Gunnery	189
Ground Gunnery	88
Transition Flights	13
Tracking	5
Total Rounds Fired	9[illegible],318
2 Gun Missions	74
4 Gun Missions	175
6 Gun Missions	28

PRELIMINARY TESTS UNDER MAJOR P. L. JOHNSON:
(Eglin Field No. 2)

Total Sorties	57
Total Rounds Fired	14,567
Grand Total Sorties	352
Grand Total Rounds Fired	10[illegible],885

BORESIGHTING AND HARMONIZATION INFORMATION:

An investigation was made of the procedures used in boresighting and harmonization of the A-1 Gun Sight, and it was found that the 1000 inch boresighting target, figure 4-97 in Section IV of T.O. AN 01-65-BNB-2 was inadequate, since it was for a K-14 Gun Sight installation. The other targets in the field that arrived with the aircraft were set up for a convergence point of 2250 feet. There was a discrepancy in the dimensions of the targets in the field; therefore, it was decided to use a firing butt and to boresight the guns to a converging point of 1000 feet and to attempt to fire in the guns to a 3 to 4 mil bullet pattern. The four nose

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HEADQUARTERS
AIR MATERIEL COMMAND
Wright-Patterson Air Force Base
Dayton, Ohio

15 February 1950

MCPPXE37

SUBJECT: Report on Squadron Firing Phase of the A-1 Modified Sight Test and Evaluation Program as Accomplished by 31st Fighter-Bomber Group of CONAC.

TO: Commanding General
Headquarters
Continental Air Command
Mitchel Field, New York

1. This report will supplement previous report dated 26 January 1950. The former report covered a total of 111 scoreable missions on which 19,890 rounds were fired, 2,827 hits scored and after application of target factors an average of 15.5% hits were obtained. The period covered was 7 January 1950 through 15 January 1950. A total number of 26 pilots participated. The individual pilots scores were tabulated in previous report.

2. The current report will cover the period 16 January 1950 through 5 February 1950. A total of 80 scoreable missions were accomplished, 15,068 rounds were fired, 2, 589 hits were scored and after application of target factors an average of 18.5% hits were obtained. 27 pilots participated during this period and the pilot numbering is consistent with previous report. The pilot records for this period are as follows:

* * * * *

3. A gradual increase has been noted in overall group average from one period to another. This is considered significant as the numberof missions flown has included the use of 32 different pilots. It is estimated that 75% of these pilots participating in these tests were flying their initial gunnery missions. The operation of these tests, therefore, has necessitated a parallel instruction program on basic principles of air to air gunnery such as pattern, burst and angle of fire.

4. Approximately 300 of the allotted hours for this program have been expended. It is estimated that from 3 to 5 additional weeks will be required to complete the program as delegated to the 31st Fighter Group. The delay is attributed to the recent assignment of the 56th F. G. from Selfridge and the 33rd F. G. from Otis to Field Strip No. 2 for gunnery training. Flight Strip No. 2 has comparatively little parking facilities and the assignment of these additional units adds difficulty to ground operation and air operations. This will limit the number of missions that can be accomplished in any one day.

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5. The pilots participating in this program have indicated satisfaction with the functioning of and results obtained with the sight. Those pilots who have had experience with other type gun sights in high speed aircraft seem to prefer the A-1(M) Sight over any other present day sights. Maintenance requirements have been closely watched and the present extent of maintenance has been:

a. Three (3) cases of incorrect voltage.

b. One (1) case of excessive sight vibration due to mirror torque motor malfunction.

c. One (1) short circuit causing the sight to remain in fixed position.

d. Themechanical caging detent switch in one aircraft had poor detent causing a restriction of the mirrors.

e. One (1) failure of stiffness control as a result of an open connection in the sensitivity channel of the amplifier.

f. One (1) failure of stiffness control as a result of a pinched lead under the resistor board causing an intermittent short circuit.

6. All the missions accomplished through 5 February 1950 have been on a fixed range basis. It is a consensus of opinion that manually ranging on an A-6B target will not be satisfactory due to the nature of such a target. It is believed that satisfactory results using manual ranging is dependent upon use of a 3 dimensional target and such a target is not immediately available. For the purpose of securing data relative to manual ranging some missions will be run using manual in lieu of fixed range.

7. The mechanical fixes that have been incorporated into the A-1C(M) Sight have proven a definite improvement. Reticle illumination has been satisfactory under the conditions under which the missions were accomplished. Reticle vibration has been slight except on isolated instances. The pilots have reported vibration as "none", "slight", "moderate" on most of the missions. The pilots have expressed that with fully trained personnel, interchangeable replacement parts and adequate testing equip,ent that the A-1 M gunsight would enable an Air Force Fighter Unit with both experienced and inexperienced pilots to far exceed their present capabilities.

8. The 31st Fighter Group has had satisfactory results with the phase adapter type power supply package so far.

FOR THE COMMANDING GENERAL:

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HEADQUARTERS
FOURTEENTH AIR FORCE
Robins Air Force Base, Georgia

23 February 1950

O&T 452.11

SUBJECT: Al-BM Gunsight Test Program

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

1. Attention is invited to the attached copy of letter Headquarters, 20th Fighter-Bomber Group, Subject: Al-BM Sight Test, 2 February 1950, and first Indorsement thereto.

2. The 20th Fighter-Bomber Wing has been notified that this test will no longer be given priority until such time as Air Materiel Command has devised a "fix" for the aircraft electrical system. Headquarters, Air Materiel Command has been so advised and a copy of the attached letter will also be forwarded to that headquarters.

3. The attached letter clearly outlines the problem being encountered at the 20th Fighter-Bomber Wing; however, another letter in more detail and including certain recommendations of the AC Spark Plug representative and case histories will be forwarded in the near future.

4. To date, no actual test time has been possible and it is not anticipated that any test will be possible until the problem as outlined has been solved.

5. Warner Robins Air Materiel Area believes that inverters can be rebuilt at this installation, and will run a shop test on two. If it is found that the work is within the capabilities of this installation, a schedule for inverter rebuild will be established.

6. One F-84D aircraft has been placed on loan to Wright Field for test by Air Materiel Command regarding a "fix" on the electrical system.

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O&T 452.11
Subject: Al-BM Gunsight Test Program

7. Information received from the 31st Fighter-Bomber Wing indicates the Al-CM sight is satisfactory; however, this organization is also experiencing some difficulty with the power pack on the F-84E. While the trouble is not of sufficient magnitude to greatly hinder test at this time, it is possible that it may be a very definite problem in the future.

FOR THE COMMANDING GENERAL:

1 Incl
Cy ltr and 1st Ind
Hq 20th Ftr-Bmr Wg
dtd 2 Feb 50

/s/T E Mullenniex
/t/T. E. MULLENNIEX
Major, USAF
Asst Air Adj Gen

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

IN REPLY
REFER TO:

2 FEB 1950

MS&S-M 472.5

SUBJECT: Harmonization of Guns and Gun Sights

TO : Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio
ATTENTION: MCREXG

1. Information received from units of this command indicates that flight charts prepared by manufacturers, depicting angle of attack at various speeds on fighter type aircraft, are sometimes inaccurate.

2. This headquarters is not aware of any adopted procedure for determining the proper attitude that the aircraft assumes during flight. Therefore, it is recommended that an investigation be conducted to determine the feasibility of installing an inclinometer on fighter type aircraft. This installation would be of value in establishing a sight line in a true horizontal plane in relation to the flight path of the aircraft at a predetermined speed, and would also enable armament personnel to more accurately harmonize guns and sights. A cockpit arrangement is suggested, in that readings could be taken by the pilot at all speeds, and then verified by cross check with the flight chart.

3. Request this headquarters be furnished information as to the procedures to follow in determining proper attitudes assumed by F-80, F-82, F-84 and F-86 aircraft during flight. Upon receipt of your instructions, tests will be performed and results forwarded your headquarters upon completion of such tests.

FOR THE COMMANDING GENERAL:

James M. Stirling

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1st Ind

Hq AMC, Wright-Patterson Air Force Base, Dayton, Ohio 21 APR 1950

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

1. It has been determined by this headquarters that it is not practicable to install an inclinometer in fighter type aircraft for in-flight measurements of angle of attack due to the stretch and shifting of aircraft structures during cockpit pressurization, and from flight loads and because of the inherent inaccuracies of such instruments.

2. At the present time this headquarters is investigating a procedure which, it is hoped, will be sufficiently accurate to allow tactical units to plot with reasonable accuracy the angle of attack conditions occurring in their aircraft at all altitudes and speeds when weight conditions are maintained constant.

3. Results of tests conducted by Continental Air Command as per paragraph 3 of the basic letter would be of the greatest interest and assistance to this Command providing the procedure under investigation is used to obtain the data. The following is a discussion and outline of the procedure now under consideration by this Command:

a. Weight. - Weight factors must be maintained as close as possible to that to be encountered during the use for which the angle of attack data are required. Weight conditions for fighter type aircraft under combat conditions are considered to be; normal crew and oil, one-half fuel, full ammunition, no rockets or bomb loads. It is realized that other weight factors may be more realistic for training purposes and are dependent upon the conditions under which the individual tactical organization is operating. For purposes of this investigation, combat weight conditions should be maintained as rigidly as possible. Angle of attack data for other weight conditions may be recorded as desired. Its use, as wholly accurate, is not recommended, however, until the data recorded for the combat weight condition gathered by various tactical organizations have been integrated and analyzed along with other AMC and aircraft contractor's angle of attack material by the Air Materiel Command.

b. Altitude. - Data should be obtained between sea level or the closest 5,000 foot increment thereto and the combat ceiling of the aircraft in question at each 5,000 feet of altitude, i.e., sea level, 5,000 feet, 10,000 feet, 15,000 feet, etc.

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c. Speeds. - Speeds should be varied between V max military power and the lowest expected airspeed at which air-to-air gunnery is considered reasonable dependent upon the attitude and expected flight maneuvers. Reasonable minimum airspeed is one above that at which pilot control of the aircraft is effected and/or the simulation of combat through tow target gunnery is lost. It is believed a minimum overtaking speed of not less than 50 mph should be maintained.

d. Harmonization. - To simplify calculations, the sight line should normally be aligned parallel to the fuselage reference line. In those instances where a pronounced nose-up attitude is expected it may be desirable to set the sight line at a compensating angle with respect to the fuselage reference line.

e. Wing Span Adjustment. - When using the A-1 type of sight, select a wing span setting on the wing span dial that will allow the outside of the reticle circle to touch the visible horizon at some time during manual ranging between minimum and maximum range when the sight is electrically caged. Sufficient time must be allowed to permit the sight to stabilize before an accurate range dial reading can be obtained. When using the K-1A type of sight, select a wing span dial setting that will allow the imaginary circle formed by joining the innermost points of the six reflected diamonds of light (as illustrated in Figure 6-1, T.O. AN 11-35C-1), to touch the visible horizon at some time during manual ranging between minimum and maximum range. Extreme caution must be exercised when the manual range control is not in override condition or beyond the ranging limit of the reticle as depicted in Figure 1 inclosed. If this condition exists, accurate results cannot be obtained as false range readings will be encountered.

4. Procedure.

a. At each speed, from the minimum airspeed selected to V max, in increements of 20 mph, manually range the sight until the bottom of the reticle circle rests on the visible horizon. With the A-1 type of sight use the outside of the reticle circle and electrically cage the sight. With the K-1A type of sight use the innermost edge of the lowest point of the imaginary circle reticle described in paragraph 3e above. After obtaining stabilized flight conditions at each speed note the wing span dial reading and the range dial reading and record these data.

b. Using the data obtained in paragraph 4a above, determine the diameters of the reticle circles in mils as per Figure 1 inclosed herewith.

(1). When using the A-1 type of sight divide this circle diameter of the reticle by two and then add two mils (to compensate for reticle circle line thickness).

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(2). When using the K-14 type of sight divide the circle diameter by two.

c. The resultant figures arrived at in paragraph 4b above will normally be the angles between the fuselage reference line of the airplane and the visible horizon. Any preset angle between the sight line and the fuselage reference line must be corrected for at this time.

d. Using Figure 11, inclosed herewith, determine the true dip angle for the altitude flown.

e. By subtracting this true dip angle from the angles arrived at in paragraph 4b above, the various angles of attack of the airplane are obtained for the altitude and speeds flown. From these angles of attack a curve of angle of attack versus airspeed in miliradians may easily be plotted for the aircraft.

5. An alternate method is available for determining the angle between the fuselage reference line of the airplane and the visible horizon when using the K-14 type of sight. In the case of field installations where the sight has not been previously modified by the aircraft contractor, the following procedure shall be followed: (Reference USAF Drawing [illegible], copy inclosed).

a. Obtain from Air stock, Class 11C, [illegible] Assembly - Variable, Gun Sight, Stock No. [illegible].

b. From the sight head remove filter control lever and filter assembly, if any.

c. Remove combining glass.

d. Ream two holes "[illegible]" for reflector glass shaft. This operation requires a special hand reamer (.191 +.001 -.000 diameter). This reamer shall be prepared locally by modifying the next larger standard size reamer, to conform with the dimension (.191 +.001 - .000).

e. Install new reflector less and frame with shaft, Part No. [illegible]. Tighten screw in frame against flat of shaft.

f. [illegible] with screws from the left side of the top plate of sighting head.

g. Install variable reflector knob assembly so that roller arm, Part No. [illegible], fit on shaft, without binding. In some cases it may be

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necessary to install shims or otherwise hand fit at the mounting points. Caution: Modify the variable reflector assembly, never the sight head, except on some of the later sight heads, where it is necessary to remove a rib on the top plate of sight casting by spot facing or filing.

h. Press detent spring and rotate knob to be sure that the variable reflector assembly operates freely.

i. Loosen boresighting screw and adjust reflector glass so that it is approximately parallel to the mounting position of original combining glass, when knob is set at zero dial reading. Tighten boresight screw. A final adjustment of the boresighting screw may be made during harmonization.

j. Harmonize the sight so that the line of sight is parallel to the fuselage reference line or at an angle to the fuselage reference line as outlined in paragraph 3d above, if required, with the variable reflector knob set at zero.

k. When the airplane is flown at the desired altitude and speed, the reflector knob is rotated until the sight pipper is resting on the visible horizon.

l. The resultant figure read directly from the variable reflector will be the angle between the fuselage reference line and the visible horizon except where a preset angle between the sight line and the fuselage reference line has been introduced.

m. Make dip angle corrections. The resultant angle will be in milliradians.

6. It is requested that a compilation of wing span readings, range dial readings, attitude angle with the horizon data and dip angle calculations resulting from tests conducted on all types of jet fighter aircraft under your Command be furnished this Headquarters, Attention: MCREAG-4. At least five airplanes of each type should be checked in order that this Command may arrive at a logical average curve for each type of aircraft.

BY THE COMMANDING GENERAL:

3 Incls
1. Figure I (10 cys)
2. Figure II (10 cys)
3. USAF Dwg #[illegible] (10 cys)

LONDON A. SLAFF
Colonel, USAF
Chief, Armament Laboratory
Engineering Division

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ROUTING	NATION	STAFF ACTIVITY
		CG
		ARF
		AVC
		MEE
		AN LIAISON
		AAG
		Pub
		Admin
		Hist
		A SURG
		IG
		A Insp
		APM
		PS
		PIO
		COMPR
		Prog
		Stat
		Bud
		Aud
		Fin
		DP
		ACH
		AJA
		WAF
		PPM
		Mil Pers
		MPP
		CP
		PS
		AFMTC
		Grd Sfty
		DO
		O&T
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		DTAO
		HQ SQ

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AFZarski 2133/et
8 Feb 1950

SUBJECT: A-1 Modified Gun-Bomb-Rocket Sight

TO : Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio
ATTENTION: MCPPE37 - Colonel H. B. Darling

1. Information in this headquarters indicates that units equipped with the A-1 Modified Gun-Bomb-Rocket Sight are encountering difficulty in maintenance and field utilization of the sight. Discrepancies are as follows:

a. There are no adequate, clear calibration data in the form of curves or charts for use in the field. Also, there are no written operating instructions in evidence which would correspond to the pilot operating instructions for the airplane.

b. Regulated, 28-volt rectifiers are not available in tactical units to permit field testing in the hangar or to power demonstration "mock-ups", which if set up would be valuable for bench maintenance and training purposes.

c. Even the latest modified sights are still plagued by three-phase power supply trouble and a touchy bomb release amplifier.

2. Request this headquarters be advised of action being taken to correct above discrepancies.

FOR THE COMMANDING GENERAL:

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Basic ltr dtd 10 Feb 50 to CG, AMC, Wright-Patterson AF Base, Dayton, Ohio, ATTN: MCPPXE37 - Col. H. B. Darling, Subj: A-1 Modified Gun-Bomb-Rocket Sight.

1st Ind. MCPPXE37/JLW/ew

Hq, AMC, Wright-Patterson AF Base, Dayton, Ohio, 17 February 1950

TO: Commanding General, Continental Air Command, Mitchel Air Force Base, New York. ATTN: V. E. Murphy, Lt. Col., USAF, Asst. Air Adj. Gen.

1. An immediate investigation is being made to determine what additional calibration data such as curves and charts, is necessary by field activities for A-1 Sight. The fighter groups will be queried to secure information as to just what type of calibration data is desired. If there is available additional information in CONAC regarding these requirements, it is desired that this Headquarters be further advised. Periodic reports on the findings obtained and actions taken by this Headquarters will be forwarded to the Continental Air Command.

2. It is not understood as to what type of operating instructions on A-1 Sight is desired by the field activities since T.O. AN 11-70BD-4 "Handbook of Operations and Service Instructions" has been issued and is available to service activities. Further information is desired as to whether the T.O. is inadequate for operating instructions or whether it is desired that a different approach be made in the issuance of a T.O. on Operation Instructions.

3. Regulated 28 volt rectifiers have not heretofore been considered as a requirement for inclusion in maintenance tools and test equipment peculiar to the sight. This matter will be further investigated.

4. The power supply problem on F-84E aircraft has been brought within acceptable limits. A program is currently underway with the cooperation of the 20th Fighter Group in investigating what can be done to correct the unsatisfactory power supply package on F-84D aircraft. An F-84D aircraft is now at Wright-Patterson Air Force Base to further this investigation. It is to be noted that the modified sights and the power supply are separate items and are not presently in the category of a system.

5. The "touchy bomb release amplifier" will be investigated to secure information as to just what field activities are referring to. It is believed that this may be in reference to the adjustments to be made on the differential bombing relay. On the assumption

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Basic ltr dtd 10 Feb 50 to CG, AMC, Wright-Patterson AF Base, Dayton, Ohio, ATTN: MCPPX837 - Col. H. B. Darling, Subj: A-1 Modified Gun-Bomb-Rocket Sight.

1st Ind (cont'd)

that such is the case, an investigation is being made into these critical adjustments. If such is not the case, it is desired that this Headquarters be further advised.

6. It is anticipated that a further reply can be submitted on or about 3 March 1950.

FOR THE COMMANDING GENERAL:

HENRY B. DARLING, JR.
Colonel, USAF
Chief, Aeronautical Equipment
Section
Procurement Division

[illegible] 2nd Ind

[illegible]

TO: Commanding General, Air Material Command, Wright-Patterson Air Force Base, Dayton, Ohio
ATTN: [illegible]

1. Information contained in Technical Order AN 11-70AB-1, "Handbook of Operations and Service Instructions", outlines pertinent operating instructions required by A-1 sight maintenance personnel. However, the foregoing publication does not contain procedures relative to sight operation which must be observed by the pilot so that maximum efficiency and effectiveness of the A-1 sight can be realized. Publication of a handbook containing proper operational procedures and instructions to be observed by the pilot during flight is recommended.

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HEADQUARTERS
FOURTEENTH AIR FORCE
Robins Air Force Base, Georgia

1 June 1950

O&T 452.04

SUBJECT: Equipment Necessary for the Satisfactory Maintenance for the A-1 Modified Gun Sight

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

1. Your attention is invited to the inclosed list of equipment, in the quantities indicated, which is considered necessary, if tactical wings are to maintain the A-1 modified gun sight in such a manner as to realize maximum utilization from the sight. In some instances, it will be noted that items of equipment have been locally manufactured. All of the items on the inclosed list, which are followed by zero indicating that they are not presently available to the 20th Fighter Bomber Wing, have been requisitioned but have not been received to date. That part of the modified gun sight test which has been delegated to the 20th Fighter Bomber Wing has been seriously handicapped by the lack of this equipment. This test program has also been handicapped by the lack of qualified personnel to maintain the sight. However, since quotas have been made available for the training of personnel to maintain this sight, it is believed that the receipt of this equipment by the 20th Fighter Bomber Wing will enable that organization to carry on the test program with a minimum of problems.

2. Reference is made to the shipment of A-1 modified sights to the 20th and 31st Fighter Bomber Wings. In view of the present shortage of personnel and equipment for maintenance of this sight, it is recommended that a 35 per cent overage in this sight be authorized and delivered to each fighter wing during this interim period. It is further recommended that, as qualified airmen return to the fighter bomber wings from electronic training courses, that this overage be gradually decreased

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O&T 452.04
Subject: Equipment Necessary for the Satisfactory Maintenance for the A-1 Modified Gun Sight

to a 15 per cent overage. In view of the complexities of the sight and the difficulty in maintaining it, it is not believed that less than a 15 per cent overage should be authorized fighter bomber wings, until such time as approved maintenance procedures and more satisfactory test equipment is made available to these organizations.

FOR THE COMMANDING GENERAL:

1 Incl
List of Gun Sight
Maint Equip

/s/T E Mullenniex
/t/T. E. MULLENNIEX
Major, USAF
Asst Air Adj Gen

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HEADQUARTERS
AIR MATERIEL COMMAND
WRIGHT-PATTERSON AIR FORCE BASE
DAYTON, OHIO

JLW/ew
19 June 1950

SUBJECT: A-1 Modified Gun-Bomb-Rocket sight

TO: Commanding General
Continental Air Command
Mitchel Air Force Base
New York
Attn: V. E. Murphy
Lt Colonel, USAF
Asst Air Adj Gen

1. Further reference is made to basic CONAC letter dated 10 February 1950 ref MS&SM 452.26 and subsequent indoresements thereto. The following additional information is submitted:

2. It has been determined that calibration data in form of curves and charts are not required for field maintenance of the A-1C series gun-bomb-rocket sight. This is based upon the fact that adequate calibration equipment is not provided at organizational level but is only provided to maintenance depots.

3. If it is determined that a sight does not perform properly as indicated by the Type G-1A Field Tester, (organizational equipment), and trouble shooting on the aircraft shows that the difficulty lies within any of the principal sight components, a maintenance depot is normally required to correct malfunctions. Instructions contained in T.O. An 11-70BD-4 are adequate at present for orgaizational and line maintenance of A-1 series sights as limited by the availability of equipment.

4. In regard to operating instructions corresponding to pilots operating instructions, there is attached hereto a copy of Pilot's Operating Instructions A-1B Gun-Bomb-Rocket Sight prepared at this Headquarters and previously distributed to armament officers of the various groups.

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MCPPXE37, Subj: A-1 Modified Gun-Bomb-Rocket Sight, To: CG, CONAC, Mitchel AFB, N. Y., 19 June 50, JLW/ew

5. Based upon recent discussions betwwen the sight manufacturer, aircraft manufacturer and this Headquarters, it is believed that characteristic time measurement may be performed as follows:

a. Set the range input at 5400 feet ± 0 (close from long range) by positioning the RS 103 unit dial or the range gear box gearing.

b. Allow sight to warm up until heater tel-lites cycle, (or 15 minutes).

c. If a 1000 inch boresight target is available with sides at least 300 inches long, boresight the tracking index to a zero reference on the target.

d. If such a boresight target is not available but a Field Tester, Type G-1A is available, set the selector switch for characteristic time measurement along each axis in turn.

e. Time the travel of the "pipper" between 150 and 100 mils on the boresight target or time the AC voltage decay between marked points on the meter scale from both left and right direction and up and down direction. At least three measurements from each direction should be made and averages taken of the elevation time (up and Down) and azimuth time (left and right). The resulting numbers are average elevation characteristic time and average azimuth characteristic time. Note: A piece of cardboard or metal with a one inch hole puched through the center of it should be placed over the glass dust cover on the sight head to limit the operator's head movement if the boresight target method is used.

f. Compare characteristic time with the recorded values on the sight test report. A tolerance of .2 seconds from the average test report reading for each average reading obtained is allowed to account for human error and instrument error.

g. If characteristic time measurements do not fall within the tolerance allowed, consult AN 11-70BD-4 for further instructions.

6. Recommendation has been favorably received regarding making available 28 volt DC supplies adjustable through a range of 24 to 30 volts, to all tactical organizations to power demonstration mock-ups and bench checking "set up" for A-1 Sights.

FOR THE COMMANDING GENERAL:

J. L. ZOECKLER
Lt Colonel, USAF
Chief, Aeronautical
Equipment Section
Procurement Division

1 Incl:
1. Cy Pilot's Oper. Inst.

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ConAC Form AAG 8
Revised 4 April 1950

Capt FFFoster 1206/et
7 Jun 50

SUBJECT: Harmonization of Guns and Gun Sights

TO : Commanding Generals, First, Fourth, Ninth, Tenth and Fourteenth Air Forces

1. Current flight charts depicting angle of attack at various speeds on fighter type aircraft do not reflect, in many instances, accurate and/or adequate information.

2. In order to assist Air Materiel Command in arriving at a logical average curve for each fighter type aircraft, each fighter group of your command will utilize five (5) assigned fighter aircraft for the purpose of conducting a test to determine the angle of attack assumed by their aircraft under various speeds, altitudes, and load conditions. Procedure and conditions for conducting this test are as follows:

a. Procedure.

(1) At each speed, from the minimum air speed selected to V max, in increments of 20 mph, manually range the sight until the bottom of the reticle circle rests on the visible horizon. With the A-1 type sight, use the outside of the reticle circle and electrically cage the sight. With the K-14 type sight, use the innermost edge of the lowest point of the imaginary circle reticle described in paragraph 2f below. After obtaining stabilized flight conditions at each speed, note the wing span dial reading and the range dial reading and record the data.

(2) Using the data obtained in paragraph 2a (1) above, determine the diameters of the reticle circles in mils using Figure #1 (Inclosure #1). When using the A-1 type sight, divide this circle diameter of the reticle by two and then add two mils (to compensate for reticle circle line thickness). When using the K-14 type sight, divide the circle diameter by two.

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Revised 4 April 1950

Hq ConAC, MSGS-M 472.5, "Harmonization of Guns and Gun Sights" (Cont)

(3) The resultant figures arrived at in paragraph 2a (2) above, will normally be the angles between the fuselage reference line of the airplane and the visible horizon. Any preset angle between the sight line and the fuselage reference line must be compensated at this time.

(4) Using inclosed Figure #II (Inclosure #2), determine the true dip angle for the altitude flown. By subtracting this true dip angle from the angles arrived at in paragraph 2a (2) above, the various angles of attack of the airplane are obtained for the altitude and speeds flown. From these angles of attack, a curve of angle of attack in miliradians versus airspeed may easily be plotted for the aircraft.

(5) Repeat steps (1) through (4) above for each 5,000 foot increment of altitude from sea level to combat ceiling.

b. Weight. Combat load conditions for fighter type aircraft are considered to be normal crew, oil, one-half fuel, and full load of caliber .50 ammunition. It is realized that other weight conditions may be more realistic for training purposes and are dependent upon requirements under which the individual tactical organization is operating. For purposes of this investigation, combat weight conditions will be maintained as rigidly as possible. Additional angle of attack data for other weight conditions may be recorded as desired. Test results will not be considered an accurate source of information until the data recorded under combat weight conditions by various tactical organizations has been examined by Air Materiel Command and integrated with angle of attack information furnished by the aircraft manufacturer.

c. Altitude. Data should be obtained between sea level and the combat ceiling of the aircraft in question at each 5,000 feet of altitude (i.e., 5,000 feet, 10,000 feet, 15,000 feet, etc.).

d. Speeds. Speeds should be varied between V max military power and minimum air speed at which air-to-air gunnery is considered feasible, dependent upon the altitude and expected flight maneuvers, during tow target gunnery missions. It is recommended that an overtaking speed of not less than 50 mph be maintained when tow target gunnery missions are performed.

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Hq ConAC, MSSS-M 472.5, "Harmonization of Guns and Gun Sights" (Cont)

e. Harmonization. To simplify calculations, the sight line should normally be aligned parallel to the fuselage reference line. In those instances where a pronounced nose-up attitude is expected it may be desirable to set the sight line at a compensating angle with respect to the fuselage reference line.

f. Wing Span Adjustment. When using the A-1 type sight, select a wing span setting from the curves of Figure #1 which will permit the outside edge of the reticle circle to be placed exactly on the visible horizon by rotating the manual range control. It is essential that the sight is electrically caged when performing the above action and recording data as prescribed in paragraph 2a (1) above. Sufficient time must be allowed to permit the sight to stabilize before an accurate range dial reading can be obtained. When using the N-14 type sight, select a wing span dial setting that will allow the imaginary circle formed by joining the innermost points of the six reflected diamonds of light (as illustrated in Figure 4-1 to AN 11-35C-1) to touch the visible horizon at some time during manual ranging between minimum and maximum range. In order to obtain accurate data, extreme caution must be exercised to insure the manual range control is not in override condition or beyond the ranging limit of the reticle as depicted in Figure #1.

3. An alternate method is available for determining the angle between the fuselage reference line of the airplane and the visible horizon when using the N-14 type sight. In the case of field installations where the sight has not been previously modified by the aircraft contractor, the following procedure shall be followed (reference - USAF Drawing 4304203, copy inclosed.):

a. Obtain from AF stock, Class 11C, Reflector Assembly - Variable, Gun Sight, Stock No. 5220-629-596.

b. From the sight head, remove filter control lever and filter assembly, if any.

c. Remove combining glass.

d. Ream two holes "IN LINE" for reflector glass shaft. This operation requires a special hand reamer (.191 + .001 - .000). This reamer shall be prepared locally by modifying the next larger standard size reamer, to conform with the dimension (.191 + .001 - .000).

e. Install new reflector glass and frame with shaft, Part No. 4GA5208. Tighten screw in frame against flat of shaft.

ConAC Form AAG 8
Revised 4 April 1950

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ConAC Form AAG 5
Revised 4 April 1950

Re: ConAC, [illegible] 470.5, "Harmonization of Guns and Gun Sights" (Cont)

f. Remove both screws from the left side of the top plate of sighting head.

g. Install variable reflector knob assembly so that roller arm, Part No. 4035042, fits on shaft, without binding. In some cases it may be necessary to install shims or otherwise hand fit at the mounting points. Caution: Modify the variable reflector assembly, never the sighting head, except on some of the later sight heads, where it is necessary to remove a rib on the top plate of sight casting by spot facing or milling.

h. Press detent spring and rotate knob to be sure that the variable reflector assembly operates freely.

i. Loosen boresighting screw and adjust reflector glass so that it is approximately parallel to the mounting position of original combining glass when knob is set at zero dial reading. Tighten boresight screw. A final adjustment of the boresighting screw may be made during harmonization.

j. Harmonize the sight so that the line of sight is parallel to the fuselage reference line or at an angle to the fuselage reference line as outlined in paragraph 2e above, if required, with the variable reflector knob set at zero.

k. When the aircraft is flown at the desired altitude and speed, the reflector knob is rotated until the sight pipper is resting on the visible horizon.

l. The resultant figure, read directly from the variable reflector, will be the angle between the fuselage reference line and the visible horizon except where a preset angle between the sight line and the fuselage reference line has been introduced.

m. Make dip angle corrections. The resultant angle will be in milliradians.

4. It is requested that a compilation of wing span readings, range dial readings, attitude angle with the horizon data and dip angle calculations resulting from tests conducted on all types of fighter aircraft assigned your command be furnished this headquarters not later than August 1950.

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Revised 4 April 1950

By ConAC, [illegible] 472.6, "Harmonization of Guns and Gun Sights" (Cont

6. Performance of the above test is in accordance with AF Regulation 65-100, 21 November 1947. Reports Control Symbol [illegible] is assigned this report.

BY COMMAND OF LIEUTENANT [illegible]:

(Cy of Incls not included; not essential for record purposes.

Capt Forster

[illegible]
Captain
Asst

3 Incls
1. Figure 1
2. Figure 2
3. USAF Dwg 4304203
(Incls to First AF in dup; to Fourth AF in trip; to Fourteenth AF in dup)

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27 Feb 1950

MS&S-S 452.26

SUBJECT: K-18 Gun Sights

TO : Commanding General, First Air Force, Mitchel Air Force Base, New York

1. Reference is made to message, your headquarters, AF1AFMS&S 663, 15 February 1950. The following information on the status of K-18 Gun Sights was obtained from Headquarters, Air Materiel Command:

a. On 10 February 1949, action was taken to have 100 each type Mk-21 head assembly modified to type K-18 head assembly at San Antonio Air Materiel Area.

b. A total of 44 each 5200-319200 Head Assembly, K-18, have been completed and returned to stock as of 3 January 1950. The balance of 56 each type K-18 head assemblies is presently being completed at a rate of five (5) each per day.

c. Upon completion of this modification program, a sufficient quantity of type K-18 head assemblies will available in air force stock to meet all F-82 requirements.

2. The 52d Fighter Wing will be directed to requisition required K-18 head assemblies as well as those authorized for stock level by AFConACM&S 25415, 22 September 1949.

3. In the event further difficulty is encountered in obtaining required K-18 head assemblies, this headquarters will be notified and the following information will be contained in reply:

a. Date of requisition.

b. Purpose of requisition (replacement or stock level).

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e. Depot action, including depot voucher number.

d. Nomenclature, amounts, and stock numbers listed on requisition.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

BRUCE H. GEMMEL
Captain, USAF
Asst. Air Adj. Gen.

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

16 Feb 1950

MS&S-M 452.26

SUBJECT: Maintenance of M-9 Bombsight and C-1 Automatic Pilot

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

1. Information received by this headquarters indicates that in many cases subject equipment is not being properly maintained by Air Force Reserve Training Centers of this Command.

2. Maintenance of this equipment will be accomplished in accordance with procedures outlined in following publications:

a. Technical Order AN 11-60AA-1, revised 1 March 1949, "Automatic Pilot, Type C-1", and Technical Order 00-20A-2-T-11, revised 1 August 1949.

b. Technical Order AN 11-30-69, 5 June 1945, "Bombsight, Type M-9".

3. Immediate action will be taken to insure that subject equipment is perperly maintained. This matter will be made a special subject by your headquarters.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

JAMES M. STRIBLING
1st Lt., USAF
Asst. Air Adj. Gen.

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B/Ltr from Hq, ConAC, Mitchel AFB, NY, dtd 16 Feb 50, file MS&S-M 452.26
Subj: Maintenance of M-9 Bombsight and C-1 Automatic Pilot

9AF 452.26 (16 Feb 50) 1st Ind MS
24 Feb 1950

HEADQUARTERS NINTH AIR FORCE, Langley Air Force Base, Virginia

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

1. Information contained in basic communication pertinent to the C-1 Automatic Pilot has been disseminated to all Air Force Reserve Training Centers, this command.

2. Information pertaining to the M-9 Bombsight was not disseminated in as much as the report of certain items of armament supply, RCS-AMC-SD-E72A (CNC-1), indicates that subject sight is not on hand at any of the Air Force Reserve Training Center, this command.

FOR THE COMMANDING GENERAL:

JOHN M. HANNAN JR
SWO USAF
Asst. Air Adj. General

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

AFOOP-C 452.26 16 Mar 50

SUBJECT: Aircraft Armament

TO: Commanding General
Continental Air Command
Mitchel AFB, New York

1. Correspondence from the Air Force Division, National Guard Bureau requesting permission to remove armament from Air National Guard aircraft and place in storage, has been received by this Headquarters.

2. The following statements from the National Guard Bureau habe been extracted and are forwarded for your commets:

* * * * * *

"2. Almost without exception, Case Reports from the Air Inspector, Headquarters USAF, are received in this Division reporting improper maintenance of aircraft machine guns installed in aircraft of Air National Guard units physically located near industrila areas and along the sea coast, where the elements of deteriorations are present.

"3. One Armament Man (Air Technician) is presently authorized the Air Technical Detachment at each Air National Guard installation. It is the responsibility of this man to maintain all turrets, bombsights, gunsights, sutomatic pilots, 50-caliber machine guns, 45-caliber machine guns, 45-caliber pistols, carbines, and shotguns belonging to all the units based at the installation.

"4. It is physical impossibility for one man to accomplish poper maintenance on aircraft armament as well as maintain all installed aircraft equipment. A great deal more work is required when the guns have been poperly tagged, harmonized, boresighted, and kept in the armament storage room ready for use.

"5. Further, a survey made during the past fiscal year by this Division revealed the ammuniction was not readily available to seventy-five percent of the Air National Guard units because of local municipal regulations.

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Ltr to CG ConAC, Subj: Aircraft Armament

"6. It is firmly beleived that the present policy of keeping aircraft armament installed in aircraft of the Air National Guard is not required because of the following:

"A. Ammunition is not readily available to the units.

b. The installed armament cannot be readily maintained.

"7. It has been found that aircraft machine guns can be harmonized, boresighted, tagged as to their relative position in the aircraft gun-mounts, then removed from the aircraft and placed in temporary storage. When these same guns are re-installed in the aircraft, the guns are still satisfactorily synchronized, harmonised, and boresighted.

"8. It appears that under the present limitations of Air Technicians, the following courses of action may be taken:

"a. Remove armament equipment installed, and have it subjected to deterioration due to the inability of presently assigned personnel to perform proper maintenance.

"9. This Division recommends that only such armament as can be properly maintianed by the Technicians assigned be installed in aircraft."

* * * * * *

3. Under present operational plans, a requiremtnt exists for Air National Guard untis to maintian assigned aircraft in a state of combat readiness necessary to perform their primary mission. Until such time as the mission of the Air National Guard is changed, it is the opinion of this Headquarters that aircraft armament should not be removed. However, a final decision is being held in abeyance until your comments have been received by this Headquarters.

4. In view of the urgency of this matter it is desired that your reply be expedited.

BY COMMAND OF THE CHIEF OF STAFF:

/s/t/C. F. MCGUIRE
Colonel, USAF
Chief, Operations Div
Directorate, Plans and Operation

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FILE:

SUBJECT:

HEADQUARTERS
CONTINENTAL AIR COMMAND
INTEROFFICE ROUTING SLIP

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.
2	30Mar	MS&S-M	FO&R O&T	1. It is recommenede that the present policy of keeping caliber. 150 machine guns in aircraft of ANG units be changed, because it is felt that one armament man (Air Technician), as presently authorized the Air Technical Detachment at each ANG installation, cannot properly maintain all armament equipment belonging to all untis based at the installation. It is evident from information contained in attached basic letter and Tables of Authorized Strength for Air National Guard, March 1948, that all armament personnel (911) of Squadron, Fighter Single Engine and Squadron, Light Bombardment have been deleted from T/O&Es of Air National Guard. 2. Allowing the guns to be installed on aircraft without proper care would be more an evil than having the gusn stored, because the equipment would be subject to faster deterioration, due to being exposed to the weather, and could not be relied on for perper operation unless proper maintenance was performed prior to its use. It is felft that the guns could be installed on aircraft, and ready for use, by the time all other factors to get aircraft airborne were accomplished. The time involved to install the guns would not be excessive, and at the same time the condition of the guns would be known and could be relied on for proper operation. 3. Only caliber .50 guns and gun cameas should be authorized to be removed and stored, as storage facilities are available at Air National Guard installations to store these items. 4. The above does not apply to jet units as guns must remain in a/c to maintain balance and are difficult to install. CHARLES B. TYLER, JR. Colonel, USAF Chief, Miant Division Ext. 4253 M. G. FERGUSON, JR. Colonel, USAF Director, M,S&S Ext. 1186

ConAC FORM HQ-AG 1
10 December 1948

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Do not detach from correspondence

This is in reply to correspondence bearing AG Register No._____ which was suspended to (date)_____

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FILE:

SUBJECT:

HEADQUARTERS
CONTINENTAL AIR COMMAND
INTEROFFICE ROUTING SLIP

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.
3	31 Mar	PO&R	O&T	Maj G. S. WEART Ext 6125 1. It appears as the [illegible] is on the wrong track. Rather than accept as inevitable the supposed limitation of one armorer per squadron why not go back to USAF with the recommendation that more armorers be added, both as Air Technicians and more particularly in the TO&E of the Unit. (Apparently the 911's have been eliminated from the Ftr Sqs) 2. The technical knowledge required to maintain guns in proper condition is not believed beyond the capabilities of the ANGuardsmen. Nor is the time required beyond that available if the units drill in accord with the new drill policy (i.e. 4 hrs per drill). 3. Officially the ANG is still in the Air Defense picture and as such must be combat ready at least insofar as keeping the guns on the A/C. 4. The study referred to in paragraph 5 of IRS #1 has to do with equipment excess to the training needs of the ANG units. It is believed that this refers in most part to excess vehicles and accoutrements necessary for Field Training and/or extended field maneuvers; not to aircraft. C. R. Bond Col. Ch plans B. K. Holloway Col. Dir PO&R

ConAC FORM RQ-AG 1
10 December 1948

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DEPARTMENT OF THE AIR FORCE
Deputy Chief of Staff, Materiel
Washington

January 26, 1950

Dear Ennis:

In answer to your letter of 3 January concerning the lack of suitable tow targets, it is believed the following should clarify the picture.

The revision of Air Force Regulation 50-19 dated 19 December 1949 is the real beginning of a final answer to the tow target problem. This document sets forth the responsibility of ATRC for the compiling of all requirements and the submission of those requirements to AMC for procurement. Prior to the fixing of this respons ibility, there may have been some confusion on the computation of total requirements for the Air Forces procurement and the delivery of this aerial gunnery commodity. However, we do have in stock at Oklahoma City and Topeka, Kansas a supply of approximately 2500 Navy Mark 22 Tow Targets in red. This is a 250-mile an hour low-temperature target, and it is believed that your pilots could derive some benefit out of these targets in gunnery practice.

When the ATRC advised the AMC to discontinue the use of the Type A6B Tow Target we did not have a target to replace it, and ATRC did not set requirements for a new target at that time. New requirements from ATRC were set by their submitting a request dated 2 December 1949, for procurement of 9,000 Aero 25A, which is a Navy type target. This is a banner type, marquisette, rayon target. That procurement has been forwarded to the Navy Department on an Interdepartmental Purchase Request. However, delivery is such that they will not be ready for the Gunnery Meet in March 1950.

Headquarters USAF authorized procurement of 2,000 Type A6B Tow Targets on an emergency basis at the request of AMC. Authority for this procurement was received 12 January 1950 at Headquarters AMC. Negotiation with manufacturers of this type target has started and it is indicated that all 2,000 targets will be delivered by 15 March 1950 and at least 225 by 15 February. 1,300 of these targets are to be used for pilot training, 200 for the Gunnery Meet, and 500 for testing of A1B and A1C Gun Sight.

When requirements for Fiscal Year were set (1949), the Supply Division of AMC advised ATRC that aneed existed for 23,000 tow targets for Fiscal Year 1949 based on a survey of Commands' requirements. However, a requirement of only 5,000 tow targets was set by ATRC.

We do not have under development test different types of aerial targets, but the standardization is anywhere from a year to two years away. For your information, the following are the targets under test programs at AMC: A flag type target is being developed that may be towed at speeds of

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300 miles an hour in low temperature. A glider, or wing type target that was tested jointly by the Navy and the Air Forces, which is capable of being towed at 425 miles an hour, but my boys tell me that firing on this type of target the way it is, is not considered advantageous due to the fact that on tail approach the area of the target is only 18" in diameter. However, a proximity scoring device is being developed that will indicate hits in or around the target. A "Q" type aircraft that is non-man carrying, radio-controlled, jet propelled, and capable of a speed of 400 miles an hour is in development. This target should be the answer to most of our problems in aerial gunnery, but the cost is expected to be high.

It is suggested that ConAC submit to ATRC their exact requirements plus the specific needs on certain types of targets so that a high priority may be placed on any requirement you may have, and so that the research and development people can go to work.

A conference was held in this Headquarters 24 January to determine exact tow target requirements for Fiscal Year 1951 and 1952. Progress on this conference was gratifying in that complete accord was reached between representatives of the Commands regarding tow targets requirements for Fiscal Years mentioned.

s/ K. B. Wolfe
t/ K. B. WOLFE
Lieutenant General, USAF
Deputy Chief of Staff, Materiel

Lt. General Ennis C. Whitehead
Commanding General
Continental Air Command
Mitchel AFB, New York

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HEADQUARTERS CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York
31 January 1950

SUBJECT: Report of Staff Visit

TO : Director of Operations and Training
Deputy for Operations

1. Officers making visit: C. H. Morgan, Lt Col, USAF
C. W. Engel, Capt, USAF

Office assignment: Training Division, Directorate of Operations and Training, Hq ConAC

Unit visited: Headquarters USAF

Duration of visit: One (1) day - 24 January 1950

2. General Purpose of Visit. To attend a conference to prepare the aerial tow target requirements of USAF fighter units for Fiscal Years 1951 and 1952.

3. Problem. The problem before the conference was to submit both the qualitative and quantitative requirements of aerial tow targets in keeping with the proposed budget for such targets of $1,156,000 for F.Y. 1951 and an unknown amount for F.Y. 1952.

a. Qualitative Requirements:

(1) The requirement for a tow target capable of high speed, very high altitude towing was recognized as essential to a realistic gunnery program.

Findings. The only such target in a stage of development that will allow procurement in the near future is the X-27A aerial tow target. This target is three-dimensional, capable of tow speeds of 500 MPH I.A.S. and is not subject to any temperature limitations. The cost of the X-27A is approximately $2,000 each.

(2) A banner-type target was needed to train a pilot in basic air-to-air gunnery and to build up his proficiency so that he might fire effectively against the higher speed three-dimensional target. It was also required that some portion of the banner-type targets be radar reflecting.

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Findings. The best available banner-type target was agreed to be the Aero 25A rayon marquisette aerial tow target which is a panel 6x30 feet. The target is capable of tow speeds of 250-290 MPH I.A.S. and is not subject to temperature limitations. The cost of the Aero 25A, non-radar reflecting, is $57.00 each.

(3) A means of air launching the banner-type target from fighter aircraft to prevent damage to the target during takeoff and climb was required.

Findings. The use of faired, banner-type target carriers makes air launching from fighter aircraft feasible. This carrier is similar to a wing-tip fuel tank in appearance and is carried in the same manner. The carrier houses the target and 1200 feet of nylon rope during takeoff and climb to the assigned mission altitude. The target is then released from the carrier for firing and the rope and target released at the completion of the mission. The cost of the carrier unit, complete with 1200 feet of nylon rope, is $389.00 each.

b. Quantitative Requirements, Fiscal Year 1951:

(1) Fifty (50) X-27A targets were required for F.Y. 1951 for testing and developing purposes. It is anticipated that few, if any, of these targets will be available to operational units for training purposes.

(2) Seventeen thousand (17,000) Aero 25A banner-type targets were required to allow forty-eight (48) missions per pilot, per year, twenty-five percent (25%) of the targets to be made radar reflecting.

(3) One hundred and twenty-eight (128) faired, banner-type target carriers were required on a basis of issue of six (6) each to a fighter group with the remaining eight (8) going to Las Vegas AFB, AMC and APG.

(4) SAC required 105 YQ-19 targets for flexible gunnery training which were included in the F.Y. 1951 proposed budget.

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Report of Staff Visit (Contd)

Findings. The above quantitative requirements exceeded the F.Y. 1951 proposed budget of $1,156,000 so that it was necessary to effect a compromise that was submitted as the final recommendation for F.Y. 1951 as follows:

(a) Fifty (50) X-27A targets.

(b) Thirteen thousand five hundred (13,500) Aero 25A banner targets (twenty-five percent (25%) to be radar reflecting). This figure was based on thirty-six (36) missions per pilot, per year, instead of the forty-eight (48) per pilot required.

(c) One hundred and twenty-eight (128) target carriers.

(d) One hundred and five (105) YQ 19 targets.

Quantitative and Qualitative Requirements, F.Y. 1952:

(a) Three hundred and sixty (360) X-27A targets or the best three-dimensional, high-speed target available.

(b) Thirteen thousand five hundred (13,500) Aero 25A banner targets, radar-reflecting or the best banner-type, radar-reflecting target available.

(c) Fifty (50) target carriers as replacements for those procured in 1951 and no longer serviceable.

C. H. MORGAN
Lt Col, USAF
Chief, Trng Div

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OAT 416

SUBJECT: Tow Target and Allied Equipment Requirements, Fiscal Year 1951 and 1952.

TO: Commanding General
Air Training Command
Scott Air Force Base, Illinois

1. Under the provisions of Air Force Regulation 50-14, the requirements of this command for aerial tow targets and allied equipment are submitted for fiscal year 1951 and 1952.

2. Quantitative Requirements, Fiscal Year 1951:

a. Based on forty-eight (48) missions per pilot per year, seven thousand six hundred and fifty (7,650) Aero 25A banner type targets. Twenty five percent (25%) of these targets to be radar reflecting.

b. Based on issue of six (6) each to a fighter group, fifty-four (54) faired, banner type target carriers are required.

3. Quantitative Requirements, Fiscal Year 1952:

a. Based on forty-eight (48) missions per pilot per year, seven thousand six hundred and fifty (7,650) Aero 25A banner type targets or, the best banner type, radar reflecting target available.

b. Based on eighteen (18) targets per group, one hundred and sixty-two (162) A-27A targets or similar type three dimensional high speed targets.

c. Based on an issue of two (2) each per group, eighteen (18) target carriers as replacements for those provided in 1951 and no longer serviceable.

4. A requirement exists for tow reel equipment which may be internally stowed aboard a fighter aircraft, and capable of handling four thousand (4,000) feet of tow cable. It is recommended that this equipment be installed in the gun bay position where, it is believed, it will not require more than twelve (12) hours to re-convert tow aircraft to combat status. A launching and drag in speed of two hundred (200) MPH I. A. S. is desired.

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Hq ConAC, O&T 416, Subject: Tow Target and Allied Equipment Rqmts, F.Y. 1951 and 1952.

5. This equipment must be able to withstand drag stress encountered while towing a three dimensional target at high speed and high altitude. Present methods of towing banner-type targets from fighter aircraft will not allow sufficient pilot control for towing of three dimensional targets.

FOR THE COMMANDING GENERAL:

Charles J. Myers

File AG C Paran NEAR

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HEADQUARTERS
AIR TRAINING COMMAND
DIRECTORATE, TRAINING AIDS REQUIREMENTS
CHANUTE AIR FORCE BASE, ILLINOIS BG

452.3

3 February 1950

SUBJECT: Banner Tow Targets

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

1. Reference is made to the attached requisitions from Selfridge Air Force Base and Langley Air Force Base.

2. No Banner Type Targets are available in Air Force Stock. However, action has been initiated for emergency procurement of two thousand (2000) A6B Plastic Targets. First delivery of this procurement will be made approximately 13 February 1950. It is anticipated that delivery of the entire procurement will require thirty (30) days. Air Force Headquarters will control the assignment of these targets to the Fighter Groups.

3. Procurement of nine thousand (9000) Aero 25A Rayon Banner Targets has been authorized. Delivery of this procurement will begin on or about 1 June 1950.

4. It is recommended that action be taken at that time to rerequisition Banner Targets.

FOR THE COMMANDING GENERAL:

s/t/ ROGER E. SAPP
Captain, USAF
Asst Director of Training Aids
Requirements

3 Incls:
1. Reqn 28B-50-5, 20 Oct 49
Selfridge AFB
2. Reqn 28B-50-2, 13 Sep 49
Selfridge AFB
3. Reqn 28B-50-7, 5 Nov 49
Langley AFB

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HEADQUARTERS
78th Fighter-Interceptor Group
Hamilton Air Force Base
Hamilton, California

AF 416 14 February 1950

SUBJECT: Tow Targets for Aerial Gunnery

TO: : Commanding General
Headquarters
Continental Air Command
Mitchel Air Force Base, New York
ATTN: Lt. Col. Morgan

1. This headquarters is in receipt of a letter from Colonel Henry B. Darling, Jr., Chief, Aeronautical Equipment Section, Procurement Division, Hqs, AMC, a copy of which is inclosed.

2. The 78th Fighter-Interceptor Group has been experiencing an acute shortage of targets for aerial gunnery training and practice. The only entirely suitable target for this purpose as far as we know is the A6B, rayon-marquisette target, which is not presently available in USAF stock. To date we have been given a very limited quantity of wire mesh A6A targets of which we have left enough for less than three (3) weeks' training. This target is considered a suitable substitute. Because it is extremely urgent that we train and qualify our pilots in aerial gunnery immediately, we will accept any substitute target which can be used with jet fighter aircraft and can meet the following requirements:

a. Can be towed from the ground by F-51 aircraft without use of winch and reel.

b. Can be successfully towed above 10,000 feet at indicated airspeeds in excess of 170 MPH.

c. Can be readily scored when fired upon by four pilots using painted ammunition.

d. Must be of sufficient size to permit practicable air to air gunnery practice. (The A6A and A6B targets are 6 feet wide by 30 feet long, banner type).

3. In his letter, Colonel Darling suggested as an interim measure that we use MK-22 targets. In view of the above requirements for a suitable target, should you deem use of the MK-22 or any other known available target adviseable, we would appreciate information relative to procurement of 200 or more such targets to be made available for our use by the first of March.

1 Incl:
MCP XM36, Availability of Tow Targets (30 Jan 50)

BRIAN O'NEILL
Colonel, USAF
Commanding

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HEADQUARTERS TWELFTH AIR FORCE
BROOKS AIR FORCE BASE, TEXAS

MSAS 416 February 16, 1950

SUBJECT: Availability for Tow Targets

TO: Commanding Officer
81st Fighter Interceptor Wing
Kirtland Air Force Base, New Mexico

1. As a result of request from your unit to this headquarters regarding availability of tow targets, the following supply data is furnished for your information and guidance:

a. The only high speed tow target that is scheduled for procurement in the foreseeable future is the Aero X27A. This target is a glider type, with 24 foot wingspan and is designed for speed in excess of 450 MPH and altitudes over 20,000 feet. This target will be available for delivery from contractor on or about the latter part of 1950 or early part of 1951.

b. Headquarters Air Materiel Command has indicated that procurement of 9,000 Aero 25A Rayon Banner Targets has been authorized. Delivery of this equipment will begin on or about 1 June 1950.

c. Procurement action has been initiated by Headquarters Air Materiel Command for 2,000 A6B Plastic Targets. First delivery will be made approximately 13 February 1950. Delivery of entire procurement will be completed within 30 days. Distribution will be in accordance with requirements submitted by this command.

d. 10,000 A6A Double Rayon Marquisette Targets are currently on procurement, with delivery to begin on or about 1 April 1950. This target will be considered as the standard tow target pending availability of the Aero 25A target. Distribution will be in accordance with ConAC requirements furnished to Headquarters Air Materiel Command.

e. As new data becomes available to this headquarters subject information will be furnished as received.

2. It is requested that requirements of your command be reviewed and that quantities required be listed on AF Form 104B and forwarded so as to arrive at this headquarters not later than 24 February 1950.

BY COMMAND OF MAJOR GENERAL CRAWFORD:

s/t A. J. GUPPER
Captain, USAF
Asst Adj Gen

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HEADQUARTERS
78th Fighter-Interceptor Group
Hamilton Air Force Base
Hamilton, California

GF 416 21 April 1950

SUBJECT: Targets - Aerial Gunnery

TO: Commanding Officer
78th Fighter-Interceptor Wing
Hamilton Air Force Base
Hamilton, California

1. Since 21 September 1949 there have been two hundred and sixty eight (268) targets, banner, type A6B issued to the 78th Fighter-Interceptor Group for aerial gunnery practice. In all cases extreme difficulty has been experienced in procurement of these targets for our use. Proposed substitutes were neither suitable nor practical for use with jet aircraft.

2. The 83rd Fighter-Interceptor Squadron will complete its current aerial gunnery training mission at March Air Force Base on or about 27 April 1950, at which time all A6B targets on hand will have been expended. The total allocation of targets issued will have been used in qualification and proficiency of eighty-five (85) pilots, plus training and practice for the aerial gunnery team that participated in the gunnery meet at Las Vegas Air Force Base. There are twenty-two (22) pilots assigned this group who have not yet qualified in aerial gunnery.

3. Two hundred forty five (245) A6B targets requisitioned by AF-41-80 on requisition number 28B-50-15 and 28B-50-18 have been cancelled by headquarters AMC due to unavailability in Air Force Stock, with instructions to rerequisition in 90 to 120 days.

4. The twenty-two (22) pilots not qualified for aerial gunnery mentioned in paragraph 2 above will not successfully complete the yearly training requirements directed by ConAC training standard for Fighter-Interceptor Units, dated 28 June 1949, unless aerial gunnery targets are available for firing missions.

FOR THE COMMANDING OFFICER:

ELBERT S. KERSTETTER
Captain, USAF
Adjutant

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HEADQUARTERS
AIR MATERIEL COMMAND
Wright-Patterson Air Force Base
Dayton, Ohio

MCG 23 Jun 1950

Lt. General Ennis C. Whitehead
Commanding General
Continental Air Command
Mitchel Air Force Base
New York

Dear Ennis:

Reference is made to your letter of 8 June 1950 concerning the lack of tow targets within the Continental Air Command.

At the present time, there are 17,313 Aero 25-A targets under procurement. Deliveries of these targets are scheduled to commence this month and will continue in increments through December, The tentative delivery schedule, by months, is as follows:

June	July	August	September	October	November	December
700	2272	2940	2600	2944	3398	2459

Distribution of the Aero 25-A targets is controlled by Headquarters USAF. In a letter dated 19 May, AMC was provided with directions for the distribution of the 17,313 targets. Twenty Fighter Groups, the Air Proving Ground, and Nellis AF Base will share in the production output on a designated priority basis. The Air Proving Ground and Nellis Af Base will receive specified amounts and the balance will be divided evely among the 20 Fighter Groups.

The Continental Air Command is to receive approximately 6300 of the Aero 25-A targets, on the basis of 700 per Group. The attached copy of Amendment 3 to AF Military Interdepartmental Purchase Request R-50-800057-N indicates the quantities to be shipped from the manufacturer to the various organizations, and the priority in which shipments are to be effected. The Continental Air Command organizations on this list have been marked with red pencil.

The Navy is responsible for porcurement of the Aero 25-A tow targets for the Air Forces. I have been informed that the delay in

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initial delivery was occasioned by legal difficulties over the material specification which made it necessary to revise and broaden the original specification in order to secure bidders.

There are 5,000 A-6B tow targets under procurement. All of these targets are expected to be delivered prior to 25 August. It is realized that such targets are not entirely satisfactory for use by your Fighter aircraft. However, procurement of this type was effected for the following reasons: (1) to provide a back-up stock of targets until the Aero 25-A targets are available in satisfactory quantities, and (2) to provide targets for activities not scheduled to receive the Aero 25-A targets.

The tow target situation has been a continuing subject of concern to this Command. Unfortunately, in the case of the Aero 25-A targets, AMC has few responsibilities. The Air Training Command is responsible, under provisions of Af Regulation 50-19, for the determination of requirements and accomplishment of the necessary budgeting; Headquarters, USAF prescribes distribution; and the Navey is the Department responsible for procurement. Despite the number of agencies concerned with this item, I am confident that the situation will continue to improve. I base this statement on my understanding that the Aero 25-A target is a satisfactory target and also on the fact that initial procurement problems have been overcome by the Navy and quantity production is now underway.

Sincerely yours,

B. W. CHIDLAW
Lieutenant General, USAF
Commanding

Incl.
Cy Amend. #3 to AF
Military Inter-
departmental PR

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HEADQUARTERS 156TH FIGHTER SQUADRON
NORTH CAROLINA AIR NATIONAL GUARD
MORRIS FIELD, CHARLOTTE, N. C.

26 May 1950

SUBJECT: Authorization For Tow-Target Rigs on Tactical Aircraft

TO : Headquarters, Air Materiel Command
Wright-Patterson Air Force Base, Dayton, Ohio

THRU : Channels

1. In compliance with 14th AF Letter MS&S-Arm M452 subject "Authorization For Tow Target Rigs in Tactical Aircraft" dated 9 May 1950 this organization recently obtained several Tow-Target rigs for F-51 aircraft from Shaw AFB. It was assumed that subject rigs had been an approved type because the same rigs had been in use at Shaw AFB; however, it is requested that this activity be advised as soon as possible as to the serviceability of subject rigs.

2. Use of these rigs was necessary in view of the difficulty in obtaining parts for two B-26 aircraft assigned this activity for towing targets. Although the C-5 windlass installation in the B-26 aircraft permits greater speed in accomplishing aerial gunnery missions this organization was entirely dependent upon two B-26 aircraft for a scheduled aerial gunnery mission. A defective nose strut on one B-26, failure of two power brake control valves on another, and a breakdown of one C-5 Windlass threatened cancellation of the schedule until the F-51 Tow Rigs were employed.

3. The following description and accompanying photographs show the installation of F-51 aircraft. No other tow-target rigs other than the one described have been used on the F-51 aircraft at this station. As mentioned above the C-5 Windlass has been installed in two B-26 aircraft according to AMC drawing No. 46R965.

4. Photo No. 1 shows the outline of the tow rig as fitted on the F-51. It is of welded chrome molybdenum tubing with sufficient cross bracing at the point of bend as may be seen in photo No. 2. A steel plate 1/8 inch thick with drilled hole in center and welded to cross bracing permits 9/16 inch aircraft bolt to be screwed into tail jack pad thereby holding rear end of rig in position. A 3/4" shaft threaded at both ends is used to hold forward end of rig rigidly in place at the tail lifting tube through the fuselage. A simple release mechanism is shown in photo No. 4. By positioning the cocking lever pivot bolt (marked pivot "A" on Photo No. 4) on the steel plate slightly forwarded of the point where the latch rides on the arm (notch), the cable pull will be sufficient to move the latch completely free of the release arm. The arm will then swing back around pivot "B" and permit the tow target ring to drop off.

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The cable is routed by 2" dia pulleys to the left side of the tow rig; thence it enters an aluminum tube routing it to the cockpit through the pyrotechnic pistol opening which is provided with a suitable adapter (see photo No. 3).

5. It is believed that this rig is suitable for use in towing targets when the necessity arises. The rig has been used numerous times and is simple and easy to install. The time involved in removing or installing it is approximately 20 minutes. There has been no evidence found by this organization that would indicate the rig to be unsafe or hazardous to flight. By employing such a device the organization could use as many aircraft for towing as there are tow rigs available. If this rig has formerly been approved it is requested that this organization be notified promptly; and if additional information, drawings or photographs are needed prompt action will be appreciated.

Incl:
1. Photos No. 1, 2, 3, 4 & 5
2. Ltr 14th AF, MS&S-ARM M-452

s/t BERNARD E. COLPITTS
Capt AF(MC NG)
Base Maintenance Officer

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DE JEPCR 5ØC

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FM HQS USAF WASHINGTON DC

TO COMGENFEAF TOKYO JAPAN

COMGEN ALASKAN AIR COMMAND FT RICHARDSON ALASKA

COMGENCONAC MITCHEL AFB N Y

CINCAFE WIESBADEN GERMANY

COMGENSAC OFFUTT AFB OMAHA NEBR

INFO COMGENAMC WRIGHT-PATTERSON AFB DAYTON OHIO

AF GRNC

/C O N F I D E N T I A L/ FROM AFMSP-2E-56272.

CLASS 19-A . INITIAL DELIVERIES OF C-22 POWER PLANTS ARE BEING MADE BY CONTRACTOR. CRITICAL SHORTAGE OF THESE POWER PLANTS HAS NECESSITATED SPECIAL ACTION FOR DISTRIBUTION. FOLLOWING MESSAGE FROM THIS HQS TO COMGENAMC IS REPEATED FOR YOUR INFO AND DISSEMINATION AS YOU DEEM APPROPRIATE: "AFOPRAB-55842 DATED 2 MAY 5Ø. A SPECIAL PRIORITY LIST TO CONTROL THE DISTRIBUTION OF C-22 GROUND POWER UNITS IS LISTED BELOW. THIS SPECIAL LIST WILL BECOME EFFECTIVE ON THE DATE THE FIRST C-22 IS READY FOR DISTRIBUTION BY YOUR COMMAND TO A USING UNIT, AND WILL REMAIN IN FORCE FOR THREE MONTHS THEREAFTER. IF PRODUCTION PERMITS 1ØØ PERCENT EQUIPPING OF SUBJECT UNITS (INCLUDING EQUIVALENTS) BY A DATE PRIOR TO THE DEADLINE STATED ABOVE, THIS SPECIAL LIST WILL TERMINATE AS OF THAT DATE. IF PRODUCTION PREVENTS 1ØØ PERCENT EQUIPPING BY THE END OF THE THREE MONTH PERIOD, THIS HQS WILL BE QUERIED FOR

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ADDITIONAL GUIDANCE. UPON TERMINATION OF THIS SPECIAL LIST, ALLOCATION OF C-22 GROUND POWER UNITS 8)) BE MADE IN ACCORDANCE WITH THE CURRENT EDITION OF THE PRECEDENCE LIST OF USAF FUNCTIONAL ACTIVITIES.

DESIGNAT ON	TYPE	UNIT	COMMAND
35	FIGHTER-INTERCEPTOR	WG	FEAF
18	FIGHTER-BOMBER	WG	FEAF
8	FIGHTER-BOMBER	WG	FEAF
449	FIGHTER-ALL WEA	SQ	AAC
62	TAC RCN	SQ	CONAC
86	FIGHTER-BOMBER	WG	USAFE
36	FIGHTER-BOMBER	WG	USAFE
51	FIGHTER-INTERCEPTOR	WG	FEAF
161	TAC RCN	SQ	CONAC
8	TAC RCN	SQ	FEAF
33	FIGHTER-INTERCEPTOR	WG	CONAC
56	FIGHTER-INTERCEPTOR	WG	CONAC
1	FIGHTER-INTERCEPTOR	WG	CONAC
81	FIGHTER-INTERCEPTOR	WG	CONAC
4	FIGHTER-INTERCEPTOR	WG	CONAC
84	BOMB L JET	SQ	CONAC
85	BOMB L JET	SQ	CONAC
325	FIGHTER-ALL WEA	WG	CONAC
97	FIGHTER-INTERCEPTOR	WG	AAC
92	FIGHTER-ALL WEA	WG	CONAC
2Ø	FIGHTER-BOMBER	WG	CONAC

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DESIGNATION	TYPE	UNIT	COMMAND
347	FIGHTER-ALL WEA	WG	FEAF
49	FIGHTER-BOMBER	WG	FEAF
78	FIGHTER-INTERCEPTOR	WG	CONAC
31	FIGHTER-BOMBER	WG	CONAC
27	FIGHTER-ESCORT	WG	SAC

PART 2. FOR YOUR FURTHER INF, THE COMGENAMC MADE THE FOLLOWING SHIPMENTS FROM C222 PRODUCTION FOR APRIL: 4Ø EACH TO CONAC AND 1Ø EACH FEAF. ALSO 6 EACH STEWART AND STEVENSON ORIGINAL MODEL 12,ØØØ-C POWER PLANTS ARE BEING MODERNIZED AT SMAMA FOR SHIPMENT TO FEAF.. ABOVE SHIPMENTS WERE MADE PRIOR TO DISPATCH OF AFOVR-B-55842H. ALL FUTURE SHIPMENTS WILL CONFORM TO PROVISIONS OF ABOVE MESSAGE UNTIL ALL FIGHTER WINGS ARE 1ØØ PERCENT TO&E EQUIPPED INCLUDING SUBSTITUTES. COMGENAMC CONTEMPLATES FOLLOWING SHIPPING SCHEDULES AGAINST MAY PRODUCTION: 116 EACH TO FEAF, 23 EACH TO CONAC, 1 EACH TO AAC AND 75 EACH TO CINCAFE.

CFN AFMSP-2E-5672

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8503
DM
S-27 Feb

FM CG AMC WRIGHT PAT AFB OHIO

TO JEFAG/DIR OF MAINT SUPPLY & SERVICES HQS USAF WASHDC

INFO JEGC/CG CONAC MITCHEL AFB NY

AF GRNC

MCMSXE64-2-218-12 RE AFMSP-2E 21318 DTD 10 FEB 50. YOUR ATTENTION IS INVITED TO THE FOLLOWING SITUATION IN REGARD TO TYPE C-22 POWER PLANTS. TO DATE DELIVERIES OF TYPE C-22 POWER PLANTS OFF CONTRACT HAVE BEEN SMALL IN COMPARISON TO OVERALL REQUIREMENTS. PAST POLICY OF THIS HEADQUARTERS HAS BEEN TO ISSUE SUCH ITEMS TO HIGHEST PRIORITY UNITS IN ACCORDANCE WITH "PRECEDENCE LIST OF USAF FUNCTIONAL ACTIVITIES" /PUBLISHED BY YOUR HDQS./ ON A PRO-RATED BASIS COMMENSURATE WITH THE IMPORTANCE OF ACTIVITY CONCERNED. PRECEDENCE I GROUP I PRESENTLY CONTAINS 61 DIFFERENT UNITS. AIR NATIONAL GUARD CARRIES A POSITION VERY LOW IN THE PRECEDENCE LIST. TO DATE NO UNIT REPEAR NO UNIT OF THE ACTIVE AIR FORCE CARRYING PRIORITY I HAVE RECEIVED ITS FULL ALLOWANCE OF SUBJECT ITEM. FUTHER THIS HDQS IS BEING CALLED UPON TO SUPPLY THIS ITEM FOR SUCH PROJECTS AS FOX ABLE 3 TESTS AT AIR PROVING GROUND ETC.

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HEADQUARTERS
CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

20 March 1950

MS&S-S 400

SUBJECT: Requirements for C-22 Power Units

TO : Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio

1. Reference is made to letter, CG 400 (MS&S-S), this headquarters, 28 February 1950, subject as above, personally signed by the Commanding General.

2. Project CNCOPF-108 has been established, covering transfer of thirty nine (39) type F-94A aircraft from production to this command as unit equipment for the 325th Fighter-All/Weather Group, Fourth Air Force. Current delivery schedules indicate thirteen (13) aircraft available for delivery in May 1950 to McChord Air Force Base and the balance to Moses Lake Air Force Base at a date to be furnished.

3. Implementation of cited project will increase requirements for type C-22 power plants in this command at the rate of one (1) per two (2) additional aircraft. Thus, the authorization for this command will increase to 274 in May 1950 and to 287 with completion of the project. Request the action being taken in connection with above referenced letter be revised to include these additional requirements.

FOR THE COMMANDING GENERAL:

Info to
CG 4th AF

V. E. MURPHY
Lt. Col., USAF
Asst. Air Adj. Gen.

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PRIORITY LNDM 499 23/1900 JUNE 1950

LARSON AFB, WASHINGTON

TO CG 4TH AF

INFO CG ConAC

1. Following TWX from Hq AMC is quoted for your info: "AT 1795. For Director of Maintenance Supply and Services. Re: Telcon this date between Mr Runft Hq USAF and representative Class 19A Hq AMC. Part 1. Recommend this Hq be authorized to supply 5 power plants type C-22 in addition to 8 each which are scheduled for Moses Lake during June and in addition to 3 each which are already in use at MOSES Lake. Further recommend this shipment be placed ahead of other June projections. Part2. Recommend Kirtland AFB be authorized to maintain 10 each power plant type C-22 for 91st Ftr Sq and special B-45 tests being conducted by Kirtland AFB." 2. Presently on hand are 13 C-22 power units which includes 3 picked up from Kirtland AFB 9 June 50. Also information received here that 2 additional power units available for pickup from Kirtland AFB. Pickup to be effected 26 June 50.

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30 June 1950

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PRIORITY

Hq Continental Air Command

Commanding Generals, Continental Air Command Air Forces

C 927 . Subject is C 22 power plant. Part A: Due to unforeseen circumstances contr has been delayed in fulfilling delv sed therefore units and organizations not listed on SP precedence listing will not repeat not submit requisition for type C 22 power plant until further notice. Part B Advise this Hq not later than 7 July as to number subject power plants on hand and number still required for units of your command. Disseminate to all organizations under your command.

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HEADQUARTERS
OGDEN AIR MATERIEL AREA
HILL AIR FORCE BASE
HILL FIELD, UTAH

OOSCF 4 Jan 50

SUBJECT: Critical shortage of Serviceable Parachutes

TO : Commanding Officers, AF Bases and AMC Bases in OCAMA, Attn: Sup Os

1. The following message, issued by Hq USAF to all commands, is quoted in part for your info and nec action:

"All Base Comdrs will make personal check of number and type personnel parachutes on hand at base issued on M/R not later than 31 Dec 49. To maximum extent possible, parachutes issued on M/R will be recalled from individuals to base stocks and operational pools where it is obvious that pilot or crew member has little or no constant use for having parachute in personal possession. Beginning 3 Jan all depots of AMC will contact all bases in their area to obtain info on quatity of parachutes which may be returned to depot stock or redistributed to stations having urgent requirements. Above action due to contemplated shortage of parachutes for stock and pipeline requirments covering period 1 Jan to 1 April. Complete cooperation desired by all base comdrs which will insure that actual requirements for parachutes in air force for flying need will be satisfactory during this period."

In conn with above, it is requested that this hq, ATTn:SCF, be advised any excess quantities of parachutes on hand at your activity available for recall to depot stock or for redistribution to fill back orders.

2. Parachutes returned to this depot from Air Reserve and Natinal Guard will be held in stock under the appropriate account and will be issued to meet actual needs only.

FOR THE CO:

/s/ Thomas D Neelsen 1st Lt USAF
for H Schatman
Lt Col USAF
Director, Supply

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HQ FIRST AIR FORCE MITCHEL AFB NY

	ROUTINE	COURIER
CG MAAMA OLMSTED AFB MIDDLETOWN PA	X	
		X

CG CONAC MITCHEL AFB NY (COURIER)

AF1AFMS&S_____ PD CONSIDERING THE CRITICAL SHORTAGE OF PARACHUTES WITHIN THIS COMMAND IT HAS BEEN NECESSARY TO READJUST THE BALANCES OF THOSE STATIONS HAVING LESS THAN THEIR MINIMUM OPERATIONAL LEVEL PD THE FOL SHIPPING INSTR HAVE BEEN ISSUED TO ACTIVITES OF THIS CMD CLN MITCHEL AFB CMA AF 75 SO CMA HAS BEEN INSTRUCTED TO SHIP 17 EA BAC TYPE TO OTIS AFB CMA AF 2025 SO PD MCGUIRE AFB CMA AF184 SO CMA HAS BEEN INSTRUCTED TO SHIP 26 EA BACK TYPE TO OTIS AFB PD OTIS AFB HAS BEEN INSTRUCTED TO SHIP 22 EA SEAT TYPE TO STEWART AFB CMA AF 301 SO CMA AND 18 EA SEAT TYPE TO MITCHEL AFB PF STEWART AFB HAS BEEN INSTUCTED TO SHIP 26 EA BACK TYPE TO OTIS AFB PD THE ABOVE RESULTED IN THE FOL CLN STEWART AFB AUTH BACK TYPE 92 EA CMA ON HAND 92 EA SMCLN AUTH SEAT TYPE 45 EA CMA ON HAND 45 EA PD OTIS AFB AUTH BACK TYPE 120 EA CMA ON HAND 120 EA SMCLN AUTH SEAT TYPE 142 EA CMA ON HAND 142 EA PD MCGUIRE AFB AUTH BACK TYPE 70 EA CMA ON HAND 70 EA SMCLN AUTH SEAT TYPE 62 EA CMA ON HAND 62 EA PD MITCHEL AFB AUTH BACK TYPE

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HEADQUARTERS TENTH AIR FORCE
SELFRIDGE AIR FORCE BASE, MICHIGAN

AFXMSS 400 EML/fb

SUBJECT: Status of Parachutes, AFRTC's

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

1. Reference letter your headquarters, file and subject as above, 2 March 1950. The following information is submitted for AFRTC's of this command:

a. 2472nd AFRTC, Fairfax Field, Kansas City, Kansas.

(1) 157 parachutes authorized, 69 for AF personnel and 88 for 350 Reservists (T/A 1-85 and Proposed T/A 1-86).

(2) 258 parachutes on hand.

(3) None short.

(4) No requisitions submitted.

(5) 450 parachutes are required for summer camp.

b. 2471st AFRTC, O'Hare International Airport, Park Ridge, Illinois.

(1) 1029 parachutes authorized. (T/A 1-85 and Proposed T/A 1-86, and T/A 1-1 for Regular AF Units assigned as Tennants.)

(2) 370 parachutes on hand.

(3) 659 parachutes short.

(4) A requisition is presently being submitted for 150 parachutes.

(5) 394 parachutes will be required for summer camp.

Note: 126 of above listed 370 parachutes are on M/R to the 1114th SAM Squadron.

452.161 Parachutes

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c. 2473d AFRTC, Offutt Air Force Base, Omaha, Nebraska.

(1) 134 parachutes authorized (T/A 1-85 and Proposed T/A 1-86).

(2) 204 parachutes on hand.

(3) None short.

(4) 125 parachutes are on requisition, associate, 13-50-14, from ORC stock through AF-978-SD and OAAMA, Ogden, Utah.

(5) 329 parachutes are required for summer camp.

d. 2242nd AFRTC, Selfridge Air Force Base, Michigan.

(1) 149 parachutes authorized (T/A 1-85 and Proposed T/A 1-86).

(2) 210 parachutes on hand.

(3) None short.

(4) None on requisition.

(5) 300 parachutes will be required for summer camp.

e. 2465th AFRTC, Wold-Chamberlain Field, Minneapolis, Minnesota.

(1) 189 parachutes authorized (T/A 1-85 and Proposed T/A 1-86).

(2) 319 parachutes on hand.

(3) None short.

(4) None on requisition.

(5) 420 parachutes required for summer camp.

f. 2466th AFRTC, Atterbury Air Force Base, Columbus, Indiana.

(1) 185 parachutes authorized (T/A 1-85 and Proposed T/A 1-86).

(2) 290 parachutes on hand.

(3) None short.

(4) 50 parachutes on requisition 13-50-11, 10 February 1950, to AF-905 CSD, extracted to AF-903 CSD, extracted to AF-

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AFXMSS 400
Subj: Status of Parachutes, AFRTC's

907 CSD, being shipped from AF-907 CSD.

(5) 340 parachutes required for summer camp.

g. 2469th AFRTC, Scott Air Force Base, Belleville, Illinois.

(1) 190 parachutes authorized, 62 for AF personnel and 128 for Reservists (T/A 1-85 and Proposed T/A 1-86).

(2) 78 parachutes on hand.

(3) 112 parachutes short.

(4) 425 parachutes requisitioned 22 March 1950 through AF-94-SO, Scott Air Force Base.

(5) 425 parachutes are required for summer camp.

2. In view of the fact that the above information reveals a total of 2,033 parachutes authorized at AFRTC's within this command, and 1,727 parachutes on hand, with a requirement of 2,658 parachutes for summer camp, it appears that the authorization contained in Proposed T/A 1-86 of one (1) parachute for every four (4) Reservists on flying pay is not sufficient to meet the obligations of the Reserve Troop Carrier Wings. In addition to the requirements and use for AFR summer camps, these Troop Carrier Wings are obligated to transport the ANG to summer camp.

3. In view of paragraph two, above, it is recommended that Proposed T/A 1-86 be changed to authorize one (1) parachute per installed seat in aircraft.

4. RCS-CNC-DM-SP-25 is assigned this report.

FOR THE COMMANDING GENERAL:

H. O. ALLISON
Colonel, USAF
Air Adjutant

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1723

16 May 50

FM COMGENAFNINE LANGLEY AFB VIR

TO JEGC/COMGENCONAC MITCHEL AFB NY

AEN/CO 2236TH AFRTC GODMAN AFB KY

ZEN/CO 2237TH AFRTC READING MUN APT READING PA

AF GRNC

9AFMS&SO361. AS OF 1 JULY THE 2236TH AND 2237TH AFRTCS THIS COMMAND WILL HAVE ON HAND ONLY A FEW SERVICEABLE PARACHUTES. THE LIFE OF MOST OF THEIR PARACHUTES EXPIRES1 JULY 1950. IN VIEW OF THE ABOVE REQUEST AUTHORITY BE GRANTED TO RETAIN THE 400 PARACHUTES PRESENTLY ON LOAN THIS AIR FORCE FROM AMC. IF THIS AUTHORITY IS NOT GRANTED OR AMC DOES NOT PROVIDE PARAC HUTES TO THESE UNITS PRESENTLY ON REQUISITION IT IS DESIRED TO POINT OUT THAT FLYING AT THESE UNITS AFTER 1 JULY WILL PRACTICALLY CEASE. END

CFN 9AFMS&S 0361.1 2236TH 2237TH 1 1950 400

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HEADQUARTERS
2466th AIR FORCE RESERVE TRAINING CENTER
ATTERBURY AIR FORCE BASE
COLUMBUS, INDIANA

CED/hah

AF24660T

22 March 1950

SUBJECT: Request for Additional Parachute Authorization

TO: Commanding General
Tenth Air Force
Selfridge Air Force Base, Michigan
ATTN: Director of Maintenance

1. Request that the 2466th AFRTC be granted a special issue authorization for one hundred and fifty (150) additional parachutes per paragraph 53, Part I, AF Manual 67-1.

2. Under the provision of TA-1-85 and TA-1-86, this station is authorized one hundred and eighty-five (185) parachutes. This authorization has proven inadequate to accomplish the assigned mission of this station for the following reasons:

a. One hundred and forty-one (141) parachutes are required to meet the minimum crew requirements of the forty-five (45) aircraft assigned. This figure is exclusive of passenger requirements.

b. This station is called upon to furnish air lift operations for Air ROTC, Hq. Tenth Air Force, and other organizations from time to time. These airlift assignments frequently ball on the week-end when the flying activity is most intense.

c. The administrative flights from this station often require large numbers of parachutes.

d. Approximately twenty (20) percent of the total number of parachutes on hand are not available for use, during periods of intense activity, due to the regulation requiring the repack of each parachute every sixty (60) days.

e. During the summer encampment period, commencing 27 May 1950, the 2466th AFRTC will be host to other Wings. Although these units being some equipment with them, it is of ten necessary to supplement their parachutes with some from this station. During this period we are required to continue the week-end training of the units

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assigned to the 434th Troop Carrier Wing, (Reserve).

f. Eighty (80) percent of the total number of parachutes at this station will become unserviceable on 1 July 1950 per Sec 1, Par 2, T. O. 13-5-2 dated 7 May 46, and T. O. 13-5-2A dated 2 December 49. A requisition was placed in November 1949 and again in January 1950 for harnesses to replace those becoming unserviceable. Both requisitions have been cancelled by 904 Ogden, Utah, because of unavailability. It will take approximately two (2) months to complete the necessary work when the harnesses become available. A small percentage of the parachutes will be out continuously until the work is completed. If the harnesses are not received prior to 1 July, 1950, eighty (80) percent of our available parachutes will be withdrawn from service.

3. The number of parachutes on hand as of this date, is two hundred and ninety (290). The approval of this request will enable this station to requisition an additional forty-five (45) parachutes. This will be sufficient to accomplish the mission of this station and will bring the total authorization and total on hand to three hundred and thirty-five (335) parachutes.

4. A request for a change in the Table of Authorization is being prepared and will be submitted at a later date.

5. No previous Request has been made for an increase in authorization.

FOR THE COMMANDING OFFICER:

/s/ Russell J. Carey, Jr.
/t/ RUSSELL J. CAREY, JR.
1st Lt. USAF
Adjutant

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AFDMSS 400 (22 Mar 50) 1st Ind EML/fb

Subj: Request for Additional Parachute Authorization Apr 5, 1950

HEADQUARTERS TENTH AIR FORCE, Selfridge Air Force Base, Michigan

TO: Commanding Officer, 2466th AFRTC, Atterbury Air Force Base, Columbus, Indiana

1. Reference paragraph one, basic letter. Attention is directed to paragraph one, 1st Indorsement, this headquarters, to letter AF24660S, your headquarters, 27 February 1950, subject: "Request for Additional Authorization".

2. Basic letter and letter, your headquarters, referred to in paragraph one, above, contain identical requests, it would appear that requests submitted to this headquarters are not being properly coordinated.

BY COMMAND OF BRIGADIER GENERAL JOHNSON:

/s/ V. R. RUSSELAVAGE
/t/ V. R. Russelavage
CWO USAF
Asst Air Adj Gen

AF24660T 2nd Ind CED/hah 29 Apr 50

HEADQUARTERS, 2466th AFRTC, Atterbury Air Force Base, Columbus, Indiana

TO: Commanding General, Tenth Air Force, Selfridge AFB, Michigan

1. Since the correspondence referred to in par 1, 1st Ind., did not contain complete information as required by Air Force Manual 67-1, it has been removed from distribution. There was an indication, also, that some information contained therein was erroneously interpreted.

2. The attached basic communication is the only one in effect upon which action is requested.

FOR THE COMMANDING OFFICER:

/s/ Carlo F. Presti
/t/ CARLO F. PRESTI
1st Lt., USAF
Adjutant

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AFXMSS 400 3rd Ind EHL/mb
(22 Mar 50)
SUBJECT: Request for Additional Parachute Authorization

MAY 5 1950

HEADQUARTERS TENTH AIR FORCE, Selfridge Air Force Base, Michigan

TO: CO, 2466th AFRTC, Atterbury Air Force Base, Columbus, Indiana

1. In order to expedite supply of requested items, it is recommended that a requisition be attached with information the same as required in Paragraph 53h, Part 1, AF Manual 67-1.

2. In this connection, attention is directed to Paragraph 7e (12), Headquarters ConAC Monthly Maintenance, Supply and Services Digest for March 1950.

BY COMMAND OF BRIGADIER GENERAL JOHNSON:

H. D. ALLISON

AF24660T 4th Ind GPA/hah
HEADQUARTERS, 2466TH AFRTC, Atterbury AFB, Columbus, Ind. 1 June 1950

TO: Commanding General, Tenth Air Force, Selfridge AFB, Michigan
ATTN: Director of Maintenance

1. Request that the 2466th AFRTC be granted a special issue authorization for one hundred and fifty (150) additional parachutes per paragraph 53, Part I, AF Manual 67-1.

2. Station has been operating with 105 extra chutes, thus approval of this request will make possible the requisition of 45 more parachutes, a sufficient number to accomplish the mission of this station.

3. Under provisions of TA-1-85 and TA-1-86, 2466th AFRTC is authorized one hundred and eighty-five (185) parachutes. This number has proven inadequate to meet the continuing needs of the station for the following reasons:

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AF24660T
Subject: Request for additional parachute authorization.

a. One hundred and forty-one (141) parachutes are required to meet the minimum crew requirements of the forty-five (45) aircraft assigned. This figure is exclusive of passenger requirements.

b. This station is called upon to furnish airlift operations for Air ROTC, Hq. Tenth Air Force, and other organizations from time to time. These airlift assignments frequently run concurrently with regular week-end training periods of 434th Troop Carrier Wing when flying activity is most intense and parachute requirements exceed the number available under present authorization.

c. Beginning 27 May, the 2466th AFRTC is host to other Reserve Wings during the Summer Encampment period. Although these units are self-sustaining with respect to parachutes and like equipment, it has, during every previous active duty tour, been necessary for the 2466th to supplement the visiting Wings' equipment with parachutes, etc., of its own so that the full training program can be consummated. At the same time, the assigned Wing continues its week-end training.

d. Eighty (80) percent of the parachutes now on hand become unserviceable 1 July 1950 per Sec. 1, Par. 2, T.O. 13-5-2 dated 7 May 46 and T. O. 13-5-2A dated 2 December 1949 (harness changes). Requisitions for harnesses submitted in November 1949 and January 1950 have been cancelled by 904 Ogden because of unavailability. All obtainable harnesses have been utilized; yet less than twenty (20) per cent of the necessary changeovers have been effected. A heavy increase in packing requirements is manifest as the visiting Wings begin to make the cargo drops prescribed in the training program. Since the Parachute Department is not authorized increases in personnel during these periods of intense activity, it would be impossible to complete the remaining 80% of the changeovers by 1 July 1950 even if required harnesses were available now.

e. This department has already been queried by visiting Wings regarding the possibility of loaning their parachutes during their stay at this station.

f. Pertinent to this subject is the fact that ten (10) percent to twenty (20) percent of the station's serviceable parachutes are not available at any one time due to sixty (60) day repack and inspection.

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AF24660T
Subject: Request for additional parachute authorization.

4. The only answer to the problem of having sufficient serviceable parachutes for the accomplishment of this station's assigned mission lies in the approval of accompanying requisition for forty-five (45) additional chutes plus a great deal of overtime on the part of the assigned Parachute Department personnel.

5. Request for change in Table of Authorization is being submitted but impending critical parachute shortage prohibits awaiting approval of same.

6. Previous requests for Special Issue have been returned this station as incomplete. No such requests are currently pending.

FOR THE COMMANDING OFFICER:

1 Incl:
Req. #13-50-25

CARLO F. PRESTI
1st Lt., USAF
Adjutant

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ROUTING	INITIATION	STAFF ACTIVITY
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		Prog
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		Bud
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		ACH
		WAP
		PPM
		Mil Pers
		MPP
		CP
		PS
		AFROTC
		GS
		ED
		O&T
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		DM
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		HQ SQ

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AFDSS 400 (22 Mar 50) 5th Ind.
Subj: Req for Addl Parachute Auth.

HQ TENTH AF, Selfridge AFB, Mich. 7 JUN 50

TO: CG, ConAC, Mitchel AFB, NY

1. In view of the mission of the 2466th AFRTC, this hq concurs in the request for an addl forty-five (45) parachutes. Ref is made to par. 2 and 3, letter this hq, File AFDSS 400, 29 March 50, "Status of Parachutes, AFRTDs".

2. With an addl amount of parachutes on hand, this unit will be able to perform its assd mission, and also take care of any unforeseen requirements that may come up during the summer season training period.

FOR THE CO :

/s/ Richard [illegible] Schlittrick
Capt USAF
Asst Air Adj Gen'l

1 incl.
n/c

M/Sgt RHTrelig/a/4136/jp

AFDSS-S 452.161 (22 Mar 50) 6th Ind.

15 JUN 1950

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

TO: Commanding General, Tenth Air Force, Selfridge Air Force Base, Mich.

1. Information furnished this headquarters by Air Materiel Command indicates that parachutes are not available in AFR stocks nor are they available for transfer or loan from AF stocks to the AF Reserve.

2. In view of the above, request your headquarters make every effort to satisfy requirements as they occur through redistribution of available resources of your command or from the two hundred (200) parachutes allocated your command by message, this headquarters, AFDSS-S 9605, 24 April 1950.

BY COMMAND OF LIEUTENANT GENERAL HOFFMAN:

cy incl not included; 1 incl. not essential for rec purp n/c

Asst

Air Adjutant General's Central File Copy

ConAC Form AAG 8
Revised 4 April 1950

L-50-333

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May 23 1950

FM CG TENTH AF SELFRIDGE AFB MICH

TO CG CONAC MITCHEL AFB NY

AF GRNC

AFXMSM 1134. UNITS OF THIS COMMAND ARE EXPERIENCING DIFFICULTY IN OBTAINING REPLACEMENTS FOR PARACHUTES BEING MODIFIED UNDER TO 13-5-2A, 2 DEC 49. IN EVENT REPLACEMENTS ARE NOT MADE AVAILABLE, OR TO IS NOT WAIVED, UNITS WILL BE UNABLE TO MEET SUMMER COMMITMENTS. REQUEST THIS HQ BE INFORMED OF SOURCE OF SUPPLY OR AUTHORIZED TO WAIVE PROVISIONS OF SUBJ TO. ITEMS WERE REQUISITIONED ON MAMA BY 56TH FTR-INT WG, NOV 49, TOLD TO REORDER IN 180 DAYS. REORDERED MAMA MAY 50, EXTRACTED OT OGDEN, OGDEN INFORMED MAMA ITEMS ON BACK ORDER TO MANUFACTURER NOT AVAILABLE. END

CFN AFXMSM1134 13-5-2A 2 49 56TH 49 50

23/1610Z

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HEADQUARTERS TWELFTH AIR FORCE
BROOKS AIR FORCE BASE, TEXAS

MS 452.16 JUN 26 1950

SUBJECT: Critical Shortage of Parachutes

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

452.161 Parachutes

1. This headquarters has been notified of a critical shortage of parachutes in two (2) squadrons of the 62nd Troop Carrier Group (H) stationed at Kelly Air Force Base, Texas. Assistance has been requested to prevent an interruption of mission operations.

2. a. Authorization of parachutes per squadron by T/O&E 1-1313 is as follows:

For Crew	62
For Passenger Carrying	588
Total	650
Total, both squadrons	1300

b. Seventy-five percent (75%) operational effectiveness requires one thousand (1000) chutes to be on hand. Parachutes on hand as of noon, 21 June 1950 totaled seven hundred sixty-eight (768), leaving a shortage of five hundred thirty-two (532). These figures give effect to the information in teletype WCSS-S 15449, your headquarters, 21 June 1950, extending the serviceable life of parachute harness to seven and three fourths (7 3/4) years. At the expiration of this extension, 1 October 1950, it is forecast that the number of serviceable chutes on hand will not be over two hundred fifty (250).

c. Supplies are obtained by issue slips to the Supply Division of San Antonio Air Materiel Area. Requisitions have been presented to that organization since 18 May for a total of one thousand two hundred fifty-nine (1259) parachutes. On 20 June they issued to the group one hundred forty-one (141) chutes with all Technical Order compliances accomplished, but they stated that all balances due were placed on back order and that future supply was indefinite due to non-availability of harness and webbing for overhaul. Further, all production of the overhaul shop in the immediate future would go to operating units with a higher supply priority than any available to this group, which is limited to priority 15 for "A" and "AA" requisitions.

d. Late this year conversion to C-124 type aircraft will rapidly increase requirements for chutes by over fifty percent (50%), to a minimum of two thousand (2000).

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Hq 12AF 452.1C
Subject: Critical Shortage of Parachutes

3. a. Anticipation of relief through return of chutes from Exercise Sparrer has been dissipated by determination that these chutes also need new harnesses and are therefore not available for use.

b. Redistribution of stocks from other Air Materiel Areas is not feasible because of:

(1) Non-availability of any surpluses as shown in World-wide Stock Balance Reports.

(2) The requirement for supplying higher priority units mentioned above.

4. In order to prevent an emergency situation which seems sure to occur in this group in the near future from the causes listed above, it is requested that a supply priority 2 be obtained or that a project be established by Headquarters Air Materiel Command to accomplish the replacement of the over age parachutes. The number required should be fixed at not less than one thousand (1000) to permit seventy-five percent (75%) operational effectiveness, to be furnished as replacements before 1 October 1950. If additional requirements caused by increased needs materialize, they will be reported for inclusion in the project.

FOR THE COMMANDING GENERAL:

cc:
CG 14th AF
CO 62nd Trp Carr Gp

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ROUTING	INFORMATION	STAFF ACTIVITY
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Revised 4 April 1950

Hq 12AF, MS 452.16
Subject: Critical Shortage of Parachutes

MSAS-S 452.161 (26 Jun 50) 1st Ind 22 JUL 1950

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

TO: Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio ATTN: MCMSXE52

1. Attached correspondence is forwarded for your information and action deemed necessary.

2. Subsequent to the date of this correspondence, the 62nd T. C. Wing was transferred to MATS. Request correspondence be returned after completion of necessary action through that headquarters.

FOR THE COMMANDING GENERAL:

Capt GEHoffman/mb-4136

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B/Ltr dtd 26 June 50 fr Brooks AFB, Tex., Subj: "Critical Shortage of Parachutes"

AMC 428(26 Jun 50) 2nd Ind MCMSXE52/WAB/lat

HQS, Air Materiel Command, Wright Patterson AF Base, Dayton, Ohio. 27 July 50

TO: Commander, Military Air Transport Service, Andrews Air Force Base, Washington 25, D. C. ATTN: AF-503-80

1. Attention is invited to preceding indorsement and basic letter. This indorsement is forwarded to your Headquarters in accordance with request contained in 1st Indorsement.

2. This Headquarters is aware of the critical shortage of parachutes and is taking all possible action to remedy this situation at the earliest possible date. Procurement has been initiated for harnesses and webbing, as well as complete parachutes. Deliveries of this material are scheduled to begin as of 15 August 1950. It is anticipated that critical shortages status of parachutes will improve shortly after that date; however, this relief must be expected to be gradual, and within approximately six (6) months a much improved situation should exist.

3. This Headquarters, in the meantime, will continue to take all possible action to effect supply. However, such action on limited stocks must be taken in accordance with existing priorities, with overriding S-1 priorities such as Project "Hold-Off", accorded due consideration.

FOR THE COMMANDING GENERAL:

/s/ E W Langley Capt USAF (?)
for /t/ LESTER W. LIGHT
Colonel, USAF
Chief, Equipment Section
Supply Division

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ROUTING	COORDINATION	STAFF ACTIVITY
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ConAC Form AAG 5
Revised 4 April 1950

B/L fr 12th AF, Brooks AFB, Texas, dtd 26 June 50, Subj: Critical Shortage of Parachutes

452.161 3rd Ind D/MAT/SUP/AIR/WGW/ma

HQ MILITARY AIR TRANSPORT SERVICE, Andrews AF Base, Washington 25, D. C.
3 AUG 1950

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

In accordance with AFR 60-5 and MATS Regulation 62-2 the 62nd TC Group is not required to use parachutes in its present type of operation. However, as this unit must also be equipped to perform its Troop Carrier mission, it is considered essential that the 62nd Group be fully equipped with parachutes as authorized.

FOR THE COMMANDER:

/s/ G R Martinez, Jr (?)
for /t/ ORVAL O. McMAHON
Colonel, USAF
Chief, Supply Division
Directorate of Materiel

MSAS-S 452.161 (26 Jun 50) 4th Ind

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

TO: Commander, Military Air Transport Service, Andrews Air Force Base, Washington 25, D. C.

Information contained in preceding 2nd Indorsement noted by this headquarters. Correspondence is returned for action deemed appropriate.

FOR THE COMMANDING GENERAL:

R R Treglia 4136/dls

Air Adjutant General's Office

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

AFMSP-2-A
452

Jan 20, 1950

SUBJECT: Special Services Requirements for Over Age Life Rafts

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

1. References:

a. AMC letter dated 13 July 1949, file MCMSXB8/DEH/les, subject: "Over Age Life Rafts".

b. AMC Message MCMSXB66-7-204 dated 27 July 1949.

c. AMC Message MCMSXB66-8-214 dated 23 August 1949.

2. In accordance with AFR 65-21 and AFM 67-1, it is desired that your command initiate action to establish and implement the following logistical procedure with respect to supply and distribution of over age life rafts, less accessories, to Special Services activities:

a. Each major air command will determine and maintain central records on the type, quantity and location of over age life rafts that are available within the respective commands.

b. Each major air command will survey its own requirements for over age life rafts for Special Services activities.

c. Each major air command will redistribute over age life rafts available within the command to meet its own Special Services requirements.

d. Each major air command will notify the Commanding General, Air Materiel Command when over age life rafts become excess to its overall Special Services requirements.

e. Each major air command will consolidate and forward to Commanding General, Air Materiel Command, its Special Services requirements for over age life rafts which can not be met by redistribution within the command.

f. Commanding General, Air Materiel Command will effect redistribution of over age life rafts for Special Services activitites which become excess to overall requirements of a major air command and are required by another major air command.

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g. Those over age life rafts excess to the overall requirements of the Department of the Air Force and which are suitable for Special Services use will be reported to the Department of the Army and/or Department of the Navy as available for transfer by the Commanding General, Air Materiel Command. Any over age rafts remaining excess to the overall requirements of the Department of Defense will be disposed of in accordance with existing regulations.

3. Prior to transfer to Special Services activities over age life rafts will be stencilled with red paint along each side above water line in three inch letters as follows: "Over age do not install on aircraft".

4. It is also desired that a copy of your implementing instructions be forwarded to this Headquarters.

BY COMMAND OF THE CHIEF OF STAFF:

Signed: W. E. FARTHING
Major General, USAF
Director, Maintenance, Supply & Services
Office, Deputy Chief of staff, Materiel

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

IN REPLY
REFER TO:

MS&S-S 452.16 31 Jan 1950

SUBJECT: Replacement of Over Age Life Rafts

TO : Commanding General, Fourth Air Force, Hamilton Air Force Base, Hamilton, California

1. Hq AMC has advised that a sufficient quantity of new rafts, S/N 6600-661360, four (4) man, and S/N 6600-663585, six (6) man, are in stock to replace over age multiplace life rafts now in service in USAF organizations.

2. Immediate action will be taken to have all organizations within your command requisition replacements for above mentioned rafts that are now in service and which are over age in accordance with conditions set forth in T.O. 04-15-1.

3. The following conditions will be met:

a. All requisitions will be certified that the quantity requested is required for replacement of over age rafts now in service.

b. Requistions will be submitted to your headquarters and held for forwarding to this headquarters under one (1) cover.

4. Authority for this replacement will be Hq AMC message MCMSXB66-1-174-M, 23 January 1950.

5. Over age rafts are to remain in service until replacements have been received. AMC will furnish dispostion instructions of over age rafts at a later date.

6. The complete four (4) man and six (6) man raft will consist of raft, inflation cylinder, and sea anchor only. Accessory kit will be transferred from the old rafts to new rafts. Any shortages in accessory kits will be requisitioned from the applicable property class involved. These requistiions will not be forwarded through this headquarters.

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MS&S-S 452.16
Subject: Replacement of Over Age Life Rafts (Contd)

7. Requisitions for four (4) and six (6) man life rafts will be forwarded to reach this headquarters not later than 20 February 1950.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

BRUCE H. GEMMEL
Captain, USAF
Asst. Air Adj. Gen.

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HEADQUARTERS 20TH FIGHTER BOMBER WING
Shaw Air Force Base
South Carolina

SEL/wwd

DM 678

23 January 1950

SUBJECT: Fuel Storage Shortages

THRU: Commanding General
Fourteenth Air Force
Robins Air Force Base
Georgia

TO: Commanding General
Air Materiel Command
Wright-patterson Air Force Base
Dayton, Ohio

1. The fuel requiremtns at this base amount to 60,000 gallons of jet fuel per full flying day. The delivery time of fuel from distributor to base is five (5) days. Therefore constant monitoring is necessary to prevent complete fuel exhaustion as only 225,000 gallons of usable storage capacity exists at Shaw Air Force Base.

2. A tank car shortage exists in the Third Army area. At present there are 240,000 gallons of fuel on back order but sufficient tank cars are not available to transport same.

3. To increase the storage capacity at this base would alleviate this situation to a certain degree as tank cars could be dispatched when they become available and this would allow a backlog or cushion to be built-up during no operational periods, i.e. bad weather etc.

4. It is requested that your Headquarters install any temporary fuel storage tanks you may have for test purposes at this base, It is understood that a light weight fabric tank of 10,000 gallons is under consideration. Thirty such tanks would help considerably to relieve the above described difficulties.

5. Also request that you Headquarters consider changing the supply point for contract fuel to a point such as Charleston or Savannah to cut down time of fuel in transit.

FOR THE COMMANDING OFFICER:

ROBERT L. FAIR
1st Lt., USAF
Asst. Adjutant

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HEADQUARTERS 4TH FIGHTER - INTERCEPTOR WING
Langley Air Force Base, Virginia

AMI 678 8 Feb 1950

SUBJECT: Acquisition of Truck Fill Stands for JP Fuel

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

1. It has been determined that in order to provide sufficient jet fuel storage to accomplish the mission assigned to Langley Air Force Base, Virginia, it is necessary to convert an additional 300,000 gallons of tank storage in the New Aqua System, Building No. 1157, to jet fuel. In so doing it is further determined that the existing five (5) truck fill stands will not be sufficient to service the truck tank units used in refueling the aircraft.

2. In view of the foregoing it is requested that authority be extended to obtain three (3) additional truck fill stands and accessories from some Air Force installation to be surplussed. It is preferred to obtain one (1) double and one (1) single stand.

3. It is understood that such stands are available at Greenville Air Force Base, South Carolina, and if approval is granted to obtain same, workmen can be dispatched via Government vehicle from this Base to dismantle the stands and transport them here for re-erection.

4. Attention is invited to the fact that subject matter was discussed with Mr. Frank Boyle of the Liquid Fuels Branch, Continental Air Command, on a recent visit to this Base. Mr. Boyle concurs in this solution to the problem.

5. It is requested that authority for acquisition be extended at the earliest practicable date in order that a project for accomplishment be submitted to higher authority for approval and the work performed in the 4th Quarter of Fiscal Year 1950.

FOR THE COMMANDING OFFICER:

BELA A. HARCOS
Colonel, USAF
Executive Officer

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HEADQUARTERS
56TH FIGHTER-INTERCEPTOR WING
SELFRIDGE AIR FORCE BASE, MICHIGAN

DM 463

SUBJECT: Supply of 100/130 Octane Fuel

30 MAR

TO: Commanding General
Tenth Air Force
Selfridge Air Force Base
Michigan

1. On 23 February 50 the Standard Oil Company of Ohio began shipments of 100/130 Octane fuel by tank wagons from Toledo, Ohio under a Contract ASP 1586 awarded by Hq. Air Material Command. Since that time this base has experienced extreme difficulty in maintaining a sufficient supply of 100/130 Octane fuel. The condition can be attributed to the supplier failing to deliver fuel as scheduled by this base. It has been necessary to make numerous telephone calls to keep the fuel at a standard level required by this base. As an example, through the month of March it was necessary to make ten (10) telephone calls as listed below:

Date	To	Subject	Charges
2 March	Craun Transp. Co.	Ordered 16,000 Gals.	$.55
6 March	Craun Transp. Co.	Ordered 24,000 Gals.	.75
9 March	Craun Transp. Co.	Ordered 16,000 Gals.	.55
14 March	Craun Transp. Co.	Ordered 24,000 Gals.	.55
17 March	Craun Transp. Co.	Ordered 16,000 Gals.	1.45
20 March	Craun Transp. Co.	Ordered 32,000 Gals.	.55
21 March	Craun Transp. Co.	Tracer	.55
22 March	Standard Oil Co.	Tracer	.85
22 March	Air Materiel Command	Tracer	2.30
27 March	Craun Transp. Co.	Ordered 15,000 (Self.) & 20,000 (Oscoda)	.55
		Total Cost	$8.65

2. During the month of March flying activities were suspended on two (2) different occasions. Flying was curtailed in the 22&2nd AFATC on the week-end of March 4-6 because of insufficient supply of 100/130 Octane fuel to train reservist. In addition, on the 22nd of March the supply of 100/130 Octane fuel was so low it was necessary to dispatch four (4) trailers to Oscoda Air Force Base to obtain

463.2 Gasoline

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enough fuel to meet the requirements of Flight "D", 5th Rescue Sq., possible requirements for the evacuation planes that serve this base and other emergencies that could not be determined at the time. The emergency arising which necessitated transfer of fuel from Oscoda Air Force Base to Selfridge Air Force Base was considered expensive to the Government and detrimental to the equipment used. An estimate of the cost of transferring 16,000 gallons of fuel from Oscoda Air Force Base to Selfridge Air Force Base is listed as follows:

a.	4 vehicles totaling 1545 Mi. 124 gals. QM gas consumed at 17 cents per gal.	$21.08
b.	176 gals. commercial gas at 27 cents per gal.	74.52
c.	Total cost of oil	2.80
d.	20 man-hours each for 8 airmen, 160 hrs at 80 cents per man	128.00
e.	Depreciation of vehicles 20 cents per mi. 1545 miles	309.00
	Total cost for the entire operation	$535.40

3. It is felt that the cost indicated above is entirely unnecessary since the contract has already been established by AMC and should be fulfilled accordingly by the responsible contractor. At the present time this base has a total authorized storage of 40,000 gallons for 100/130 Octane fuel, the delivery of fuel must be closely scheduled and the storage tanks kept full at all times for normal operation, however, over the week-end the flying activities of the 2242nd AFRTC requires the total amount of 40,000 gallons. Additional fuel dispensed to transient aircraft and base flight aircraft must be kept in the servicing units. Meanwhile, on week-ends of heavy flying the contractors tank wagons must be scheduled closely by the Accountable Officer to assure a sufficient supply of fuel. If the delivery of fuel was made in tank cars instead of tank wagons more fuel would be available to the base and the method of close scheduling could be alleviated to a great extent. There are no access roads adjacent to the storage tanks and most of the tank wagons become mired and must be pulled out by vehicles from the base. Tank wagons must be scheduled at all hours of the day and night, including Saturday and Sunday and requires additional personnel to be available at all times. Unloading of tank wagons is much slower because of the condition stated above.

4. Air Material Command Contract ASP 1588 is for tank wagons only delivered in 5,000 gallon lots and must be unloaded immediately upon arrival at this station. AMC has been requested to change the contract for delivery by "tank cars" but the request was rejected because delivery by tank wagons is considered more economical. A request was submitted to

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DM 463
Subject: Supply of 100/130 Octane Fuel (Cont'd)

Eq. AMC for five (5) tank cars on or about 25 February, but as of this date the cars have not arrived. With the limited amount of storage space for 100/130 Octane fuel the fuel level can not be controlled without a normal schedule of tank cars. Action is being taken to convert 50,000 gallon storage space, currently used for 91 Octane fuel into storage for 100/130 Octane fuel. The additional storage space will help considerably, but will not change the difficulties caused by the use of tank wagons.

5. It is requested that action be initiated to have the present system of delivery changed from tank wagons to tank cars.

AFMSS 463.7 1st Ind CHM/fb

HEADQUARTERS TENTH AIR FORCE, Selfridge Air Force Base, Michigan

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

1. The conditions described in basic letter are continuing and will continue from time to time until additional fuel storage is provided at Selfridge AF Base. The extremely limited working capacity of 100/130 aviation fuel necessitates very careful planning and scheduling of the fuel to arrive at an exact date. When, for any reason, the fuel does not arrive, especially on a Friday, the danger of shortage of fuel and the consequential grounding of planes occurs. Even with the conversion of the two tanks to 100 grade fuel, the working capacity is approximately the same, or even less, during the summer months due to the greater number of hours being flown by all activities and especially the AFRTC.

2. Reference paragraph 1 a (1) (f), inclosure 1 and paragraph 3 c, inclosure 2, letter Hq ConAC, Instl 600.1, 22 March 1950, subject: "Facilities Requirements for Continental Air Command Units for Master Planning". Recommend that additional storage facilities for aviation fuel be expedited.

FOR THE COMMANDING GENERAL:

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MS&S-S 463.7

WLMoynihan/5151/meh
27 Jan 1950

SUBJECT: Aircraft Fuel and Oil Requirements, Exercise Portrex

TO : Atlantic Command Petroleum Officer, Bldg 142, U. S. Naval Base, Norfolk, Virginia

1. Confirmation of aircraft fuel and oil requirements at Leeward Point, Guantanamo, Cuba and Ramey Air Force Base, Puerto Rico, as submitted to Headquarters, Air Materiel Command for Exercise Portrex, is forwarded as requested. The requirements are as follows:

a. Ramey Air Force Base

Grade 100/130 Avgas	2,085,000 gallons
JP-1 Fuel	90,000 "
Grade 1120 Avlube	12,540 "
Grade 1010 "	6, 595 "

b. U. S. Naval Air Station, Leeward Pint, Guantanamo, Cuba

Grade 115/145 Avgas	374,000 gallons
JP-1 Fuel	9,000 "
Grade 1120 Avlube	6,100 "
* Grade 1010 "	500 "

* To be furnished by using activity

2. In addition to the above, requirement has been submitted for 3,000 gallons grade 100/130 aircraft fuel in drums for Vieques Island. This fuel was shipped from the Middletown Air Materiel Area, Middletown, Pennsylvania to the Naval Operating Base, Norfolk, Virginia, for transportation to destination.

3. It is the understanding of this headquarters that your office is handling the requirement of 100,000 gallons grade 115/145 fuel at Ramey Air Force Base for use of 12 P4U U.S. Navey Night Fighter aircraft.

4. Headquarters, Air Materiel Command notified the Commanding Officer, Ramey Air Force Base and the Commanding General, Caribbean Air Command of the requirement for grade 100/130 Avgas and the grade

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MS&S-S 463.7, Subj: Acft Fuel and Oil Rqmts, Exercise Portrex (Cont)

1120 Avlube at Ramey. Arrangements were made by Air Materiel Command to ship 89 drums of grade 1010 Avlube from Panama to Puerto Rico. The remining 36 drums of grade 1010 oil were shipped from Dayton, Ohio to the Naval Operating Base for furtner transport to Puerto Rico. Air Materiel Command is at present making arrangements for the packaging and shipment of the Jp-1 fuel for Ramey and Guantanamo.

5. Confirmation of the availability of the grade 115/145 Avgas and the grade 1120 Avlube required at Guantanamo has been received in information copy of letter, from the Chief, Bureau of Supplies and Accounts, Dept of the Navy, Washington, D.C., 20 January 1950, to Air Materiel Command.

6. This headquarters will continue to process aircraft fuel and oil requirements for Excercise Portrex to Headquarters, Air Materiel Command for action. Information copy of messages or correspondence will be forwarded to your office.

FOR THE COMMANDING GENERAL:

JAMES M. STRIBLING
1st Lt., USAF
Asst Air Adj Gen

Info cy to:
CG, 14th AF, Robins AFB, Ga
CG, AMC, Wright-Pat AFB, Ohio
CG, AF Forces, Pope AFB,
Ft Bragg, NC

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HEADQUARTERS
56th FIGHTER-INTERCEPTOR WING
SELFRIDGE AIR FORCE BASE, MICHIGAN

DM 463.7 12 Jun 1950

SUBJECT: Solution to Usage of JP-3 fuel in F-80 type aircraft

TO: Commanding General
Tenth Air Force
Selfridge Air Force Base
Michigan

1. In compliance with message AFXMSM 296 the following information relative to solution to usage of JP-3 fuel in F-80 aircraft is submitted as follows:

a. Prior to receipt of JP-3 fuel this Headquarters was directed by Headquarters, Air Materiel Command (Reference message MCMMXT22-1-20-E) that provisions of T.O.01-75FJ-50 would be complied with when change over from JP-1 to Jp-3 fuel would be made.

b. On receipt of JP-3 fuel, nine (9) each F-80A-10 aircraft were immediately serviced with this fuel. Operation on the main fuel system was satisfactory. Operational check of emergency fuel system was performed in compliance with T.O. 01-75FJ-50 and it was found that the maximum RPM percentage obtained averaged two per cent (2%) below the minimum required. Amerage loads and fuel pressures were adjusted to maximum permissable. This condition was immediately brought to the attention of Commanding General, Tenth Air Force and Commanding Genreral, Continental Air Command.

c. In an attempt to resolve this problem a conference was held at Headquarters, Air Materiel Command. Representatives from Tenth Air Force, 56th Fighter-Interceptor Wing and Headquarters, Air Materiel Command were present. After due consideration was given to safety in flight, Headquarters, Air Materiel Command (Reference message MCMMXT22-6-7-M) authorized the temporary decrease by two per cent (2%) the minimum RPM percentage required by T. O. 01-75FJ-50.

d. During subsequent checks it was found that several aircraft emergency fuel systems could not come up to the decreased RPM authrization. These aircraft will require replacemtant of emergency

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DM 463.7
Subject: Solution to Usage of JP-3 fuel in F-80 type aircraft fuel system component parts.

e. Flights made with F-80A-10 aircraft serviced with JP-3 fuel indicates that there is a slight reduction in range.

FOR THE COMMANDING OFFICER:

B. E. McKENZIE
Lt. Col., USAF
Executive Officer

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28 Jun 1950

MS&S-M 463.7 M/Sgt FSLeer/1124/gas

SUBJECT: Characteristics JP-3 Fuel

TO : Commanding General, Fourteenth Air Force, Robins Air Force Base, Georgia

Reference your message MS&S-M 11121, the following information recieved from Hq Air Materiel Command is furnished:

"MCMMXT42-6-30-M, 19 Jun 50. Regarding characteristics of JP-3, JP-1 and Spec AN-F-48 avgas, the vapor pressure of JP-3 is comparable to the vapor pressure of avgas Spec AN-F-48. The vapor loss in aircraft using JP-3 will be not greater and may possibly be less than that of avgas. Slugging and entrainment losses with hot(100-110°F) JP-3 fuel are possible. Limitied tests conducted at Edwards AFB and this Headquarters, using F-80, F-84 and F-86 series aircraft, indicate loss by slugging and entrainment are much less than original laboratory tests showed. Additional tests are being conducted which should give more conclusive data as to the total losses which may be expected under all operation conditions. These data will be forwarded to your Command when available. Boiling characteristics of JP-3 fuel are similar to avgas at normal temperature; however, foaming tendencies and possible entrainment loss is more pronounced than avgas at fuel temperature of 100-110°F or higher. JP-3 fuel gives approximately 5% shorter range than JP-1 fuel due to heating value and specific gravity of JP-3 fuel. This is excluding vapor and entrainment losses which would further shorten the range. Instructions to pilots of JP-3 fueled aircraft should be comparable to instructions to pilots of JP-1 fueled aircraft excepting for possible shortened range due to vapor loss, and loss by entrainment as discussed above. Cold starting will be better with JP-3 than when using JP-1 fuel. Danger of flame-out will be less when using JP-3 than when using JP-1 fuel. Entrainment loss is defined as the loss caused by rapid evaperation to an extent that boiling fuel passes ou the fuel tank vent lines with the fuel bubbles collapsing in the vent line resulting in solid fuel leaving the tank vent

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MS&S-M 463.7
Subject: Characteristics JP-3 Fuel (Contd)

exit. Slugging loss is defined as any solid fuel that leaves the tank through the vent line due to sloshing of the fuel in the tank. Slugging losses are the same for any fuel."

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

BRUCE H. GEMMEL
Captain USAF
Asst. Air Adj. Gen.

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

IN REPLY
REFER TO:

3 Jan 1950

MSAS-M 452.11

SUBJECT: Portable Filter for Servicing Jet Aircraft

TO : Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio
ATTENTION: MCREAE

1. This command has a definite requirement for a portable fuel filter for servicing jet aircraft. This item of equipment could be advantageously and economically used in the conduct of field exercises and maneuvers. It would preclude the necessity of transporting to maneuver sites modified fuel servicing units where conventional units are on hand. It would also eliminate the necessity of expending manhours and materils for the modification of conventional units for short period exercises.

2. This requirement was previously submitted to your headquarters by letter, this headquarters, 6 May 1949, "Portable Filter for JP-1 Fuel".

3. It is requested that consideration be given the adoption of this fuel filter as a USAF standard item of equipment.

FOR THE COMMANDING GENERAL:

BRUCE H. GEMZEL
Captain, USAF
Asst. Air Adj. Gen.

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HEADQUARTERS
AIR MATERIEL COMMAND
WRIGHT-PATTERSON AIR FORCE BASE
DAYTON, OHIO

MCMSXE2/VMA/rlf
7 February 1950

SUBJECT: Freon Gas Cylinders

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

1. The critical shortage of freon cylinders in Air Force stocks is a subject of great concern to the Air Materiel Command. Until such time that this shortage can be alleviated by purchase of adequate stocks, a definite program of utilization of existing cylinders must be followed.

2. One source of loss of this critical item by the Air Force has been at the freon gas manufacturing plant, as a result of Air Force cylinders not properly marked as such being inegrated into the stocks of the other services. In order to correct this situation, compliance with Paragraph 7 F, and G(1), T. O. 06-20-2 dated 1 August 1949, and Headquarters Air Materiel Command teletype MCMSXE24-11-23-7, dated 10 November 1949 is requested. To assure full compliance with these directives, a survey by your activity among installations under your jurisdiction will be accomplished and a teletype report indicative of 100% compliance when applicable will be submitted to Commanding General, Air Materiel Command, Attention: MCMSXE2. Compliance herewith, before 1 March 1950 is requested. This one time report is exempt from requirement of a Reports Control Symbol in accordance with Paragraph 9b(3) of AFR 174-1.

3. As there are no reserve stocks of freon cylinders, it is imperative that empty cylinders be shipped weekly to Kinetic Chemical Company, Inc., Carney's Point, New Jersey, Marked For: "Air Force Cylinder bank for Accountability of AF-1065-APO." Prior to this shipment, each cylinder must be examined to assure its being properly marked as Air Force property.

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Ltr AMC dtd 7 Feb 50 to CG, ConAC, Subj: "Freon GAS Cylinders"

4. Due to the integration program, it is possible that bases will receive freon in unmarked or Army marked cylinders; these cylinders are Air Force property and will be so marked prior to return to the manufacturer.

5. Your attention is called to the fact that accountability for freon cylinders is not handled in accordance with Paragraph 238.1, Part I, AFM 67-1, dated 15 October 1949. Referenced Paragraph 238.1 pertains only to breathing oxygen cylinders. Stock account transfers of freon cylinders shipped to manufacturer will be as indicated in Paragraph 3 with shipping documents prepared for AF-1065-APO.

FOR THE COMMANDING GENERAL:

LESTER W. LIGHT
Colonel, USAF
Chief, Equipment Section
Supply Division

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MCMEXN/CHD/pp

SUBJECT: Tester; Pressurized Cabin Leakage, Aircraft Type V-1

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

1. Subject tester is classified as a service test item of equipment and is in the process of being classes as substitute standard.

2. The item is a portable, self contained, gasoline engine driven, positive displacement (roots type) blower designed to test the leakage rate of pressurized cabins or cockpits. The blower is capable of maintaining a continuous discharge pressure ranging from zero to 10 psi at volumes from 15 to 160 cubic feet per minute by varying the speed of the prime mover. Instruments and gages measure the air temperature, air pressure, rate of cabin pressure change and blower speed. The blower characteristics (out-put at various speeds and pressures) are known and calibrated on a rapid calculator from which air leakage is read direct when the cabin pressure (differential pressure) has become stabilized. This item was developed as a supplement to Tester - Pressurized cabin leadkage type V-2 which was designed to determine the rate of leakage from extra large aircraft pressurized cabins.

3. Preliminary evaluation of the subject item denotes that a 00-30 series technical order requirment will exist, upon standardization, as follows:

00-30-9	Section I	1 each*
00-30-13	Section V	1 each*
		1 each per 16 B-45
		1 each per 18 RF-61
		1 each per 25 F-63, F-80, F-84, F-86, F-88, F-90, F-93, F-94
00-30-318		1 each
00-30-430		1 each per school
00-30-654		1 each

*NOTE Allocated only to organizations servicing figher and light bombardment aircraft.

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4. To assist this command in the allocation of sufficient and proper equipment to accomplish the mission of the USAF, comments and recommendations of your command relative to the requirement for subject tester are requested by 1 March 1950 for evaluation, in order to establish a firm recommendation to be submitted to Headquarters USAF for allocation approval in accordance with AF Regulation 5-10, dated 14 April 1948, upon completion of standardization action by this headquarters.

5. In the event that an addition or change in requirement for subject item of equipment is determined by your headquarters, subsequent to evaluation of the proposed allocation outlined in paragraph 3 above, it is requested that this headquarters be advised, furnishing applicable CC-30 series tecnnical orders and basis of issue.

6. This report is exempt from requiremtne of a Reports Control Symbol in accordance with paragraph 9b (4) of AF Regulation 174-1, dated 29 August 1949.

FOR THE COMMANDING GENERAL:

C O MCFHETT
Lt Colonel, USAF
Chief, Organizational Equipment
Authorization Office
Directorate, Supply and Maintenance

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H E A D Q U A R T E R S

2466TH AIR FORCE RESERVE TRAINING CENTER
Atterbury Air Force Base
Columbus, Indiana

SRH/crw

AF2466MS

SUBJECT: ConAC Ltr 65-3 - Aircraft De-icing and Anti-icing Equipment

TO : Commanding General
Tenth Air Force
Selfridge AF Base
Michigan

1. This organization does not concur in the policy set forth in subject letter of removing aircraft de-icing and anti-icing equipment by 15 April and reinstalling subject equipment by 15 October.

2. The manhours expended in removal and replacement of this equipment, and placing it in proper storage will require approximately two hundred and fifty (250) manhours per C-46 type aircraft.

3. According to T.O. 03-35B-8, Section III, paragraph 2 a., the life expectancy of de-icer boots is two (2) successive icing seasons. Past experience with this equipment leads to belive that with this equipment remaining installed on the aircraft and proper attention given, the life of de-icer equipment will last from three (3) to four (4) years unless operating under conditions of severe heat and strong sunlight.

4. The manhours expended and dange caused by removal and replacement of this equipment, both to the boots, stripings, etc., will be far more costly than by leaving subject equipment installed on the aircraft. It is believed with proper care of installed de-icer equipment in accordance with existing technical orders, the life or amount of service received from this equipment will be far greater than from those that are removed and replaced yearly, in accordance with ConAC Letter 65-3, dated 3 January 1950.

FOR THE COMMANDING OFFICER:

s/t/ RUSSELL J CAREY, JR
1st Lt., USAF
Adjutant

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29 March 1950

SUBJECT: Jet Engine Vibration Indicator for Jet Aircraft

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

TO : Director of Requirements, Headquarters United States Air Force, Washington 25, D. C.

1. In order to portect the lives of jet pilots and prevent the destruction of jet aircraft, it is essential that a study be made to provide the pilot, mechanic, engine and aircraft manufacturer with an instrument which will indicate when an excessive vibration condition exists within a jet engine. (Note Inclosure #1.) This can be accomplished by taking advantage of the natural out-of-balance condition which occurs when turbine blades start to bend or crack from fatigue before complete failure up to single blade failure. (Note number of blade failure cases for F-84 aircraft during the past calendar year, Inclosure #2.)

2. At present, we are at the same stage in jet engine instrumentation as we were in reciprocating engine-driven aircraft, without cylinder head temperature, oil temperature, carburetor air intake temperature gauges, which are now mandatory i n military conventional aircraft.

3. It is suggested that a strain gauge or similar device be mounted on the housing of the main bearing or on the main drive shaft, this tied to a pickup system calib ated to provide an indication on a gauge mounted in the cockpit, which would show the degree of vibration calibrated in such a fashion as to warn the pilot when a dangerous conditions is approached. Such an instrument would save the Air Force an untold amount of money, lives, damage to aircraft and unnecessary utilization of manhours now being expended under the current procedure to try and prevent this condition of blade failure.

ROBERT H. AMMON
Captain, U. S. Air Force

3 Incls
1. UR, 30 Jan 50
2. Extract, Fld Serv Rpt
3. Extract, UR Digest

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6 Jun 1950

MS&S-M 452.11 Capt Foster 2133/dms

SUBJECT: AN-N6 Gun Camera

TO : Commanding General, First Air Force, Mitchel Air Force Base, New York (Identical ltr to 4th, 9th, 12th, and 14th AFs)

1. Reference is made to letter, this headquarters, MS&S-M 452.11, 28 March 1950, subject as above.

2. Air Materiel Command has advised that an AN-N6 Gun Camera, submitted for evaluation of reported heater element malfunction, was found to be in an unserviceable and highly unsatisfactory condition due to lack of proper maintenance and inspection procedure as prescribed in applicable technical publications.

3. The following action will be accomplished within each tactical unit of your command during next intermediate aircraft inspection by qualified maintenance personnel in order to eliminate improper maintenance methods and to prevent occurrence of similar unsatisfactory conditions.

a. Inspection of all gun cameras as prescribed in T. O. 10-100B-8, revised 30 June 1945.

b. Investigation of gun camera maintenance and inspection procedure employed at organizational level to determine if instructions contained in current applicable directives are being complied with.

c. Test of gun camera heater thermostats as outlined below:

(1) Subject camera to +85 degrees F for a period of 30 minutes.

(2) Apply power to camera (cover installed) and listen for click of thermostat when camera cover becomes thoroughly heated. Thermostat should operate within ten minutes after power is applied. During this test a small amount of smoke may be observed due to oil or grease coming in contact with the heater. However, neither

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ltr, Hq., ConAC, MS&S-M 452.11 "AN-N6 Gun Camera" (contd)

the above condition nor a scorched appearance of the fibre glass insulation indicates that the heater or thermostat is defective.

4. Gun cameras found to be in unservicable or unsatisfactory condition will be returned to reparable stock for general overhaul and action initiated to requisition gun cameras required as replacements.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

BRUCE H. GEMMEL
Captain, USAF
Asst. Air Adj. Gen.

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Maj DL Rodegald/mb/3220
13 June 50

PO&R 452.11 23 Jun 1950

SUBJECT: Vertical Gyros (Attitude Indicators) for Interceptors

TO: Director of Requirements, Headquarters U. S. Air Force, Washington 25, D. C.

1. To accomplish the air defense mission it is necessary that interceptors be flown during inclement weather. Use of the A-1 Attitude Indicator will restrict the all-weather capability.

2. The J-3 Attitude Indicator was a flyable instrument and the J-3 presentation was accepted as the best presentation by the Air Proving Ground in a test performed in 1948. The Air Force has since replaced the J-3 with an A-1 type of presentation rejected by the Air Proving Ground in the aforementioned test. Weekly test reports from the Air Proving Ground on the F-94A aircraft indicate that the A-1 is unsuitable. Pilots do not like to fly in inclement weather when depending on the A-1 Attitude Indicator due to the high sensitivity of the pitch bar. The airlines are also modifying their A-1 type instruments because of excessive pitch bar movement. It is understood that the J-8 will replace A-1 and any J-3's left in service.

3. The J-8 still does not alleviate problems encountered with interceptor aircraft, namely, high angles of pitch and roll. In fact, it adds one more problem to the pilot - that of changing from the pitch bar to the non-tumbling ball during high angles of pitch. This problem was not present when using the J-3 Attitude Indicator. The Proving Ground test proposed using the J-3 Attitude Indicator presentation with modifications, namely, quick erection, elimination of turn error, outlining the small airplane with a fine black line to enable the pilot to detect small pitch changes and increasing the size of the instrument.

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PO&R 452.11
Subject: Vertical Gyros (Attitude Indicators) for Interceptors

4. This headquarters recommends that a suitable instument, based on the J-3 presentation and incorporating Air Proving Ground recommendations be procured as soon as possible to aid this command in carrying out its air defense mission.

FOR THE COMMANDING GENERAL:

BRUCE H. GEMMEL
Captain, USAF
Asst. Air Adj. Gen.

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